NACOmatic

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HOUSTON ..... DWH - 1255
HOUSTON ..... EFD - 1304
HOUSTON ..... EYQ - 1364
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HOUSTON ..... IAH - 1473
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LANCASTER ..... LNC - 1806
LAREDO ..... LRD - 1831
LEVELLAND ..... LLN - 1843
LIBERTY ..... T78 - 1848
LITTLEFIELD ..... LIU - 1851
LIVINGSTON ..... 00R - 1853
LLANO ..... AQO - 1855
LOCKHART ..... 50R - 1859
LONGVIEW ..... GGG - 1862
LUBBOCK ..... LBB - 1873
LUFKIN ..... LFK - 1887
MADISONVILLE ..... 51R - 1895
MARFA ..... MRF - 1899
MARLIN ..... T15 - 1902
MARSHALL ..... ASL - 1904
MASON ..... T92 - 1907
MC ALLEN ..... MFE - 1909
MESQUITE ..... HQZ - 1917
MEXIA ..... LXY - 1944
MIDLAND ..... MAF - 1947
MIDLAND ..... MDD - 1962
MIDLOTHIAN-WAXAHACH JWY - 1965
MINEOLA-QUITMAN ... JDD - 1969
MINEOLA ..... 3F9 - 1967
MINERAL WELLS ..... MWL - 1973
MONAHANS ..... E01 - 1977
MOUNT PLEASANT .... OSA - 1981
MOUNT VERNON ..... F53 - 1985
MULESHOE ..... 2T1 - 1988
NACOGDOCHES ..... OCH - 1991
NAVASOTA ..... 60R - 1996
NEW BRAUNFELS ..... BAZ - 1998
ODESSA ..... ODO - 2005
OLNEY ..... ONY - 2011
ORANGE ..... ORG - 2021
ORANGE GROVE ..... NOG - 2013
OZONA ..... OZA - 2024
PADUCAH ..... 3F6 - 2026
PALACIOS ..... PSX - 2028
PALESTINE ..... PSN - 2031
PAMPA ..... PPA - 2036
PANHANDLE ..... T45 - 2040
PARIS ..... PRX - 2043
PEARSALL ..... T30 - 2047
PECOS ..... PEQ - 2049
PERRYTON ..... PYX - 2052
PLAINS ..... F98 - 2055
PLAINVIEW ..... PVW - 2058
PLEASANTON ..... PEZ - 2062
PORT ARANSAS ..... RAS - 2064
PORT ISABEL ..... PIL - 2067
PORT LAVACA ..... PKV - 2071
ROBSTOWN ..... RBO - 2074
ROCKPORT ..... RKP - 2077
ROCKSPRINGS ..... ECU - 2084

ROCKWALL ..... F46 - 2087
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SAN ANTONIO ..... SAT - 2107
SAN ANTONIO ..... SKF - 2126
SAN ANTONIO ..... SSF - 2143
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SEMINOLE ..... GNC - 2161
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SNYDER ..... SNK - 2179
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TEMPLE ..... TPL - 2205
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WACO ..... PWG - 2278
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WHARTON ..... ARM - 2287
WHEELER ..... T59 - 2293
WICHITA FALLS ..... CWC - 2295
WICHITA FALLS ..... F14 - 2298
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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate AirportMinimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS

ABILENE, TX

ABILENE RGNL ..... **ILS or LOC Rwy 35R[12]**
LOC Rwy 17R[12]
RNAV (GPS) Rwy 17L[13]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 35R[13]
VOR Rwy 22[3]

[1]Category E, 800-2½.
[2]NA when control tower closed.
[3]NA when local weather not available.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL ..... **ILS or LOC Rwy 4[13]**
LDA/DME Rwy 22[23]
NDB Rwy 4[3]
RADAR-1[34]
VOR/DME Rwy 13[4]
VOR/DME Rwy 22[4]
VOR/DME Rwy 31[4]
VOR/DME A[4]

[1]ILS, Category D, 700-2;Category E, 900-3. LOC, Category E, 900-3.
[2]LDA/GS, Category D, 700-2; Category E, 900-3. LDA, Category E, 900-3.
[3]NA when control tower closed.
[4]Category E, 900-3.

ARLINGTON, TX

ARLINGTON MUNI .. **ILS or LOC/DME Rwy 34[1]**
RNAV (GPS) Rwy 34[2]
VOR /DME Rwy 34[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

BIG SPRING, TX

BIG SPRING MC MAHON-WRINKLE ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 35

NA when local weather not available.

NAME	ALTERNATE MINIMUMS

BORGER, TX

HUTCHINSON COUNTY ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR /DME Rwy 35

NA when local weather not available.

BRIDGEPORT, TX

BRIDGEPORT MUNI ..... **RNAV (GPS) Rwy 18**
VOR/DME Rwy 18

NA when local weather not available.

CANADIAN, TX

HEMPHILL COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.
Category D, 800-2½.

CHILDRESS, TX

CHILDRESS MUNI ..... **VOR Rwy 35**

NA when local weather not available.

CLEBURNE, TX

CLEBURNE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

DALHART, TX

DALHART MUNI ..... **VOR/DME or GPS Rwy 35**
VOR Rwy 17

Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

DALLAS, TX

ADDISON ..... **ILS or LOC Rwy 15[12]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

COLLIN COUNTY RGNL
AT MC KINNEY ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR/DME-A[23]
[1]ILS, NA. LOC, NA when control tower closed; NA when local weather not available.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DALLAS -LOVE FIELD ..... **ILS Rwy 13L[1]**
ILS Rwy 13R[1]
ILS or LOC Rwy 31L[2]
ILS or LOC Rwy 31R[3]
RNAV (GPS) Rwy 31L[4]
RNAV (GPS) Y Rwy 13L[5]
RNAV (GPS) Y Rwy 13R[5]
RNAV (GPS) Z Rwy 13L[5]
RNAV (GPS) Z Rwy 13R[6]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D,1100-3.
[3]ILS, LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]Category D, 800-2¼.
[6]Category C, 800-2¼; Category D, 800-2½.

DALLAS EXECUTIVE ..... **ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 17[34]
RNAV (GPS) Rwy 31[34]
RNAV (GPS) Rwy 35[34]
VOR/DME Rwy 17[34]
VOR Rwy 31[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH
INTL ..... **CONVERGING ILS Rwy 13R[1]**
ILS or LOC Rwy 18L[2]
ILS or LOC Rwy 18R[2]
[1]Categories A, B, C, 800-2¾.
[2]ILS, 700-2.

DECATUR, TX

DECATUR MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

DUMAS, TX

MOORE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

FORT WORTH, TX

FORT WORTH
ALLIANCE..... **ILS OR LOC RWY 16L**
ILS or LOC Rwy 34R
ILS, Category D, 700-2; Category E, 700-2¼.
LOC, Category E, 800-2¼.

FORT WORTH
SPINKS ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
NA when local weather not available.

GAINESVILLE, TX

GAINESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

GRAHAM, TX

GRAHAM MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

GRANBURY, TX

GRANBURY RGNL ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

GRAND PRAIRIE, TX

GRAND PRAIRIE MUNI .. **RNAV (GPS) Rwy 35**
VOR /DME Rwy 35,800-2¼
NA when local weather not available.

GREENVILLE, TX

MAJORS ..... **ILS or LOC Rwy 17**
LOC BC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.
Category E, 800-2¾.

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NAME ALTERNATE MINIMUMS

HENDERSON, TX
RUSK COUNTY ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HEREFORD, TX
HEREFORD MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

HILLSBORO, TX
HILLSBORO MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LONGVIEW, TX
EAST TEXAS RGNL ..... **ILS or LOC Rwy 13[123]**
NDB Rwy 13[23]
RNAV (GPS) Rwy 13[13]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 31[13]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 13[13]
VOR/DME or TACAN Rwy 31[1]
[1]Category E, 800-2½.
[2]NA when control tower closed.
[3]NA when local weather not available.

LUBBOCK, TX
LUBBOCK
PRESTON SMITH INTL ... **ILS or LOC Rwy 17R[1]**
ILS or LOC Rwy 26[1]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 17R[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Rwy 35L[2]
VOR/DME or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

MESQUITE, TX
MESQUITE METRO ..... **LOC BC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

MIDLOTHIAN/WAXAHACHIE, TX
MID-WAY RGNL ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MOUNT PLEASANT, TX
MOUNT
PLEASANT RGNL ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

PARIS, TX
COX FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

PERRYTON, TX
PERRYTON
OCHILTREE COUNTY .... **RNAV (GPS) Rwy 35**
NA when local weather not available.

PLAINVIEW, TX
HALE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

SEMINOLE, TX
GAINES COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

TERRELL, TX
TERRELL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TYLER, TX
TYLER POUNDS RGNL ..... **ILS Rwy 13[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 4[1]
VOR/DME Rwy 22[1]
VOR Rwy 31[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

VERNON, TX
WILBARGER COUNTY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

WICHITA FALLS, TX
SHEPPARD AFB/
WICHITA FALLS MUNI **RADAR-1**
NA when Sheppard approach control closed.

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS

ALICE, TX

ALICE INTL ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[1]
VOR-A[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C, 900-2¾, Category D, 900-3.

AUSTIN, TX

AUSTIN-
BERGSTROM INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R

ILS, Category D, 700-2; Category E, 800-2½.
LOC, Category E, 800-2½.

AUSTIN EXECUTIVE ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

BRADY, TX

CURTIS FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

BROWNSVILLE, TX

BROWNSVILLE/SOUTH PADRE ISLAND
INTL ..... **ILS or LOC Rwy 13R[12]**
LOC BC Rwy 31L[1]
RNAV (GPS) Rwy 13R[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

BROWNWOOD, TX

BROWNWOOD RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME	ALTERNATE MINIMUMS

BURNET, TX

BURNET MUNI/KATE
CRADDOCK FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.
Category C, 800-2¼.

COMANCHE, TX

COMANCHE
COUNTY-CITY ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL ... **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 35[1]
LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR or TACAN Rwy 17[2]

[1]ILS, Category D, 700-2¼; Category E, 900-3.
LOC, Category D, 800-2¼; Category E, 900-3.
[2]Category D, 800-2¼; Category E, 900-3.

COTULLA, TX

COTULLA-LA SALLE COUNTY ..... **VOR-A**

NA when local weather not available.

DEL RIO, TX

DEL RIO INTL ..... **RNAV (GPS) Rwy 13**
VOR-A[12]
VOR/DME-B[1]

NA when local weather not available.
[1]NA when Del Rio APP CON closed.
[2]Category C, 800-2¼. Category D, 800-2½.

EL PASO, TX

EL PASO INTL ..... **ILS or LOC Rwy 22[1]**
RADAR-1[2]
VOR Rwy 26L[2]

[1]ILS, Category E, 800-2½. LOC,Category E, 800-2½.
[2]Category E, 800-2½.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

FALFURRIAS, TX

BROOKS COUNTY ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

FORT HOOD/KILLEEN, TX

ROBERT GRAY AAF ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
NDB Rwy 15[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]
[1]ILS, LOC, Category E, 800-2½.
[2]Category D, 800-2¼; Category E, 800-2½.
[3]Category E, 800-2½.

FORT STOCKTON, TX

FORT STOCKTON-
PECOS COUNTY ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.
Category D, 800-2½.

FREDERICKSBURG, TX

GILLESPIE COUNTY ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
Category C, 800-2¼.

GEORGETOWN, TX

GEORGETOWN MUNI .... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

HAMILTON, TX

HAMILTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

HARLINGEN, TX

VALLEY INTL ..... **ILS or LOC Rwy 17R[1]**
LOC/DME BC Rwy 35L
NA when control tower closed.
[1]ILS, Category D, 700-2.

HEBRONVILLE, TX

JIM HOGG COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

INGLESIDE, TX

TP MC CAMPBELL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

KERRVILLE, TX

KERRVILLE MUNI/LOUIS
SCHREINER FIELD ..... **LOC Rwy 30**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR-A
Category C, 800-2¼.

KILLEEN, TX

SKYLARK FIELD ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

LAMPASAS, TX

LAMPASAS ..... **RNAV (GPS) Rwy 34**
VOR-A
NA when local weather not available.

LLANO, TX

LLANO MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

LAREDO, TX

LAREDO INTL ..... **ILS or LOC/DME Rwy 17R[1]**
LOC/DME BC Rwy 35L[1]
NDB Rwy 17L[1]
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 35L
VOR/DME or TACAN Rwy 14
VOR or TACAN Rwy 32[2]
Category E, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available

MC ALLEN, TX

MC ALLEN MILLER INTL . **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 31[12]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

MIDLAND, TX

MIDLAND INTL ..... **ILS or LOC Rwy 10[12]**
LOC BC Rwy 28[23]
RADAR-1[4]
RNAV (GPS) Rwy 10[5]
VOR/DME or TACAN Rwy 34L[3]
VOR or TACAN Rwy 16R[3]
[1]ILS, LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]NA when local weather not available.

26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35
NA when local weather not available.

ODESSA, TX

ODESSA-SCHLEMEYER FIELD ..... **NDB Rwy 20**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29
VOR-A
NA when local weather not available.

PLEASANTON, TX

PLEASANTON MUNI ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

PORT ARANSAS, TX

MUSTANG BEACH ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

ROBERT GRAY AAF(KGRK), TX

FORT HOOD ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

ROCKPORT, TX

ARANSAS COUNTY ..... **RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 32[1]
RNAV (GPS) Rwy 36[1]
VOR/DME or TACAN-A[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼.

ROCKSPRINGS, TX

EDWARDS COUNTY ..... **VOR Rwy 14**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD ..... **ILS or LOC Rwy 3[1]**
LOC BC Rwy 21[2]
NDB Rwy 3[2]
VOR Rwy 21[2]
VOR/DME or TACAN Rwy 3[3]
RADAR-1[3]
[1]ILS, Category E, 800-2½. LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.

SAN ANTONIO, TX

SAN ANTONIO INTL ..... **ILS or LOC Rwy 12R[1]**
RNAV (GPS) Rwy 12R[2]
[1]ILS, 700-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

STINSON MUNI ..... **RNAV (GPS) Rwy 32**
VOR Rwy 32
NA when local weather not available.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

WACO, TX

TSTC WACO ..... **ILS or LOC Rwy 17L[123]**
NDB Rwy 35R[4]
[1]NA when control tower closed.
[2]ILS,LOC,Category E, 800-2½.
[3]NA when local weather not available.
[4]NA when Waco Regional control tower closed.

WACO RGNL ..... **ILS or LOC Rwy 19**
NDB Rwy 19
RADAR-1
NA when control tower closed.

WINK, TX

WINKLER COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ANGLETON/LAKE JACKSON, TX	
BRAZORIA COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
BEAUMONT/PORT ARTHUR, TX	
SOUTHEAST TEXAS RGNL	**ILS or LOC Rwy 12**[123]
	LOC BC Rwy 30[234]
	RNAV (GPS) Rwy 12[35]
	RNAV (GPS) Rwy 16[35]
	RNAV (GPS) Rwy 30[35]
	RNAV (GPS) Rwy 34[35]
	VOR-A[3]
	VOR-B[3]
	VOR-C[3]
	VOR/DME-D[3]
	VOR/DME Rwy 34[35]
	VOR Rwy 12[35]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½; Category E, 900-2¾.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
[4]Category D, 800-2¼; Category E, 900-2¾.	
[5]Category E, 900-2¾.	
BRENHAM, TX	
BRENHAM MUNI	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
	VOR/DME Rwy 16
NA when local weather not available. Category D, 800-2¼.	
COLLEGE STATION, TX	
EASTERWOOD FIELD	**ILS or LOC Rwy 34**[12]
	LOC BC Rwy 16[23]
	RNAV (GPS) Rwy 10[3]
	RNAV (GPS) Rwy 16[3]
	RNAV (GPS) Rwy 28[3]
	RNAV (GPS) Rwy 34[3]
	VOR/DME Rwy 28[4]
	VOR or TACAN Rwy 10[3]
[1]ILS, Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.	
[2]NA when control tower closed.	
[3]Category D, 800-2¼; Category E, 900-3.	
[4]Category D, 800-2¼.	
GALVESTON, TX	
SCHOLES INTL AT GALVESTON	ILS or LOC Rwy 13[1]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Rwy 17[2]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.	
[2]Category E 800-2¼.	
GIDDINGS, TX	
GIDDINGS-LEE COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
HOUSTON, TX	
DAVID WAYNE HOOKS MEMORIAL	**RNAV (GPS) Rwy 17R**
	RNAV (GPS) Rwy 35L
NA when local weather not available.	
ELLINGTON FIELD	**ILS Rwy 17R**[1]
	ILS Rwy 22[1]

NAME ALTERNATE MINIMUMS

ILS Rwy 35L[1]
RNAV (GPS) Rwy 22[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

HOUSTON, TX (CON'T)

GEORGE BUSH INTERCONTINENTAL/ HOUSTON ..... **ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[2]

[1]ILS,LOC, Category A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.
[2]ILS, Category A,B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

LONE STAR EXECUTIVE . **RNAV (GPS) Rwy 14**
NA when local weather not available.

WILLIAM P. HOBBY ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 12R
LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 12R
RNAV (GPS) Rwy 22
VOR/DME Rwy 30L
Category E, 900-3.

PEARLAND RGNL ..... **RNAV (GPS) Rwy 32**
VOR-B
NA when local weather not available.

SUGAR LAND RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HUNTSVILLE, TX

HUNTSVILLE MUNI ..... **RNAV (GPS) Rwy 18**
VOR/DME-A
NA when local weather not available.

JACKSONVILLE, TX

CHEROKEE COUNTY ..... **RNAV (GPS) Rwy 14**
VOR /DME Rwy 14
NA when local weather not available.

JASPER, TX

JASPER COUNTY-BELL FIELD ... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

LA GRANGE, TX

FAYETTE RGNL
AIR CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LUFKIN, TX

ANDELINA COUNTY ..... **VOR Rwy 33**
NA when local weather not available.

ORANGE, TX

ORANGE COUNTY ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
NA when local weather not available.

PALESTINE, TX

PALESTINE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PORT LAVACA, TX

CALHOUN COUNTY ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

VICTORIA, TX

VICTORIA RGNL ..... **RNAV (GPS) Rwy 12L**
RNAV (GPS) Rwy 30R
VOR Rwy 12L
VOR/DME Rwy 30R
NA when local weather not available.

WHARTON, TX

WHARTON RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

ABILENE, TX

Amdt. 9, MAR 22,2001 (FAA) ELEV **1791**

ABILENE RGNL

RADAR- 125.0 338.3 (EAST), 127.2 282.3 (WEST) ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17R		AB	**2240**-1	469	(500-1)	C	**2240**-1¼	469	(500-1¼)
			D	**2240**-1½	469	(500-1½)				
	35L		AB	**2260**-1	474	(500-1)	C	**2260**-1¼	474	(500-1¼)
			D	**2260**-1½	474	(500-1½)				
	35R		AB	**2260**-½	484	(500-½)	C	**2260**-¾	484	(500-¾)
			D	**2260**-1	484	(500-1)				
CIRCLING			AB	**2260**-1	469	(500-1)	C	**2360**-1½	569	(600-1½)
			D	**2360**-2	569	(600-2)				

AMARILLO, TX

Amdt.16, MAR 25 , 1999 (FAA) ELEV **3605**

RICK HUSBAND AMARILLO INTL

RADAR-119.5 307.0 ▽ A

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**3960**-¾	357	(400-¾)	DE	**3960**-1¼	357	(400-1¼)
	31		ABC	**3960**-1	362	(400-1)	D	**3960**-1¼	362	(400-1¼)
			E	**NA**						
	13		ABC	**3980**-1	380	(400-1)	D	**3980**-1¼	380	(400-1¼)
			E	**NA**						
	4		AB	**4160**/24	555	(600-½)	C	**4160**/50	555	(600-1)
			D	**4160**/60	555	(600-1¼)	E	**4160**-1½	555	(600-1½)
CIRCLING			AB	**4160**-1	555	(600-1)	C	**4160**-1½	555	(600-1½)
			D	**4240**-2	635	(700-2)	E	**4460**-3	855	(900-3)

When control tower closed, procedure not authorized.

26 AUG 2010 to 23 SEP 2010

DYESS AFB (KDYS), TX (Abilene) (10210 USAF) ELEV 1789

RADAR - (E) 121.3 127.2 270.3 282.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34[1]		AB	2260/24	474	(500-½)
			CDE	2260/50	474	(500-1)
	16[1]		AB	2300/24	511	(600-½)
			CDE	2300/55	511	(600-1)
CIR	16[2]		A	2300-1	511	(600-1)
			B	2300-1¼	511	(600-1¼)
			C	2300-1½	511	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)
	34[3]		AB	2300-1	511	(600-1)
			C	2300-1½	511	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)

[1]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
[2]Circling to other than Rwy 34 NA. [3]Circling to other than Rwy 16 NA.

26 AUG 2010 to 23 SEP 2010

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW), TX

(10210 USN) ELEV 650

RADAR - (E)[1] 128.775 371.875 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	17[3]	3.0°/62/1074	ABCDE	836-¾	200	(200-¾)
	35[4]	3.0°/59/1213	ABCDE	900-½	250	(300-½)
PAR W/O GS[2]	17		AB	1080-1	444	(500-1)
			C	1080-1¼	444	(500-1¼)
			DE	1080-1½	444	(500-1½)
	35[5]		AB	1140-½	490	(500-½)
			C	1140-¾	490	(500-¾)
			D	1140-1	490	(500-1)
			E	1140-1¼	490	(500-1¼)
ASR[2]	17[9]		ABC	1100-1¼	464	(500-1¼)
			D	1100-1½	464	(500-1½)
			E	1100-1¾	464	(500-1¾)
	35[6] [10]		AB	1180-¾	530	(600-¾)
			C	1180-1	530	(600-1)
			DE	1180-1¼	530	(600-1¼)
CIRCLING	17-35[7] [8]		AB	1220-1	570	(600-1)
			C	1220-1½	570	(600-1½)
			D	1280-2	630	(700-2)
			E	1300-2¼	650	(700-2¼)

[1]Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ ATC not manned outside of publ hrs. [2]No-NOTAM MP: PAR 1330-1530Z++ Tue; ASR 1330-1530Z++ Mon. [3]CAUTION: PAR TCH exceeds 60'. [4]When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE to 1 mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase CAT AB vis to 1¼ miles, CAT C to 1½ miles, CAT DE to 1¾ miles. [7]Circling not authorized E of Rwy 17-35. [8]When circling from ASR increase CAT AB vis to 1¼ miles. [9]Amdt 3. [10]Amdt 1.

26 AUG 2010 to 23 SEP 2010

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

(Amdt 6, 10182 USAF) ELEV 1019

RADAR[1,2] - **(E)** Ctc SHEPPARD APP CON 118.2 269.025 ▽ ⚠ NA when Sheppard Approach Control closed. When ASR and IFF/SIF are out, PAR avbl via RADAR pickup fr ILS Rwy 33L.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	15C[4]	3.0°/46/954	ABCDE	**1203**-½	200	(200-½)
	33C[4]	3.0°/48/957	ABCDE	**1189**-½	200	(200-½)
	15R[4]	3.0°/55/1087	ABCDE	**1198**-½	200	(200-½)
	33L[4]	3.0°/56/1090	ABCDE	**1200**-½	200	(200-½)
ASR	15C[7]		AB	**1420**-½	417	(500-½)
			CDE	**1420**-¾	417	(500-¾)
	15R[5]		AB	**1420**-½	422	(500-½)
			CDE	**1420**-¾	422	(500-¾)
	33L[5]		AB	**1440**-½	440	(500-½)
			CDE	**1440**-¾	440	(500-¾)
	33C[6]		AB	**1440**-½	451	(500-½)
			CDE	**1440**-$^{7}/_{8}$	451	(500-$^{7}/_{8}$)
CIR[8]	All Rwy		A	**1440**-1¼	421	(500-1¼)
			B	**1480**-1¼	461	(500-1¼)
			C	**1480**-1½	461	(500-1½)
			D	**1580**-2	561	(600-2)
			E	**2080**-3	1061	(1100-3)

[1]Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5. [2]MP ASR and PAR 1000-1200Z++ Mon-Fri. [3]ASR/PAR Not avbl when Sheppard APP CON is clsd. [4]When ALS inop, increase CAT ABCDE vis to ¾ mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to $1^{3}/_{8}$ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to $1^{1}/_{8}$ miles. [8]Circling not authorized West of Rwy 15R-33L.

26 AUG 2010 to 23 SEP 2010

BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA) ELEV 3948

RADAR - 124.15 307.0 ▼ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	21		AB	4360-½	412	(500-½)
			CD	4360-¾	412	(500-¾)
			E	4360-1	412	(500-1)
CIR[2]	21		A	4360-1	412	(500-1)
			B	4400-1	452	(500-1)
			C	4400-1½	452	(500-1½)
			DE	4500-2	552	(600-2)

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. [1]When ALSF inop, increase CAT E visibility to 1½. [2]CAT E circling W of Rwy 3-21 not authorized.

CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (10154 USN) ELEV 18

RADAR - (E) 6835 134.1 270.8 284.6 337.2 354.8 ▼

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13R[2]	3.0°/42/773	ABCDE	113-¼	100	(100-¼)
	17	3.0°/42/771	ABCDE	118-½	100	(100-½)
	31L	3.0°/42/817	ABCDE	117-½	100	(100-½)
	35	3.0°/44/813	ABCDE	118-½	100	(100-½)
PAR	13L		ABCDE	320-1	307	(400-1)
SIDESTEP[1 5]	31R		ABCDE	400-1¼	383	(400-1¼)
PAR W/O GS[1]	17		ABCDE	300-1¼	282	(300-1¼)
	13R[3]		ABCDE	320-1	307	(400-1)
	31L		ABCDE	400-1¼	383	(400-1¼)
	35		ABCDE	400-1¼	382	(400-1¼)
PAR W/O GS	13L		ABCDE	320-1¼	307	(400-1¼)
SIDESTEP[1 5]	31R		ABCDE	400-1¼	383	(400-1¼)
ASR	13R[4]		A	480-¾	467	(500-¾)
			B	480-1	467	(500-1)
			C	480-1¼	467	(500-1¼)
			DE	480-1¾	467	(500-1¾)
	13L		A	400-1	382	(400-1)
			B	400-1¼	382	(400-1¼)
			C	400-1½	382	(400-1½)
			DE	400-2	382	(400-2)
	17		A	420-1	402	(500-1)
			B	420-1¼	402	(500-1¼)
			C	420-1½	402	(500-1½)
			DE	420-2	402	(500-2)
	31R		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	31L		A	440-1	423	(500-1)
			B	440-1¼	423	(500-1¼)
			C	440-1½	423	(500-1½)
			DE	440-2	423	(500-2)

CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
	35		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	4		A	480-1	463	(500-1)
			B	480-1¼	463	(500-1¼)
			C	480-1½	463	(500-1½)
			DE	480-2	463	(500-2)
CIR[6]	All Rwys		AB	480-1	462	(500-1)
			C	480-1½	462	(500-1½)
			D	580-2	562	(600-2)
			E	620-2¼	602	(700-2¼)

[1]No-NOTAM MP: PAR Tue 1200-1700Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 1½ mile, CAT DE to 2 miles. [5]Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. [6]Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1¼ mile.

26 AUG 2010 to 23 SEP 2010

EL PASO, TX

Amdt. 14, April 8, 2010 (FAA) ELEV **3959**

EL PASO INTL

RADAR- 124.25 298.85

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**4320**/24	371	(400-½)	DE	**4320**/50	371	(400-1)
	26L		AB	**4380**-¾	421	(500-¾)	CD	**4380**-1¼	421	(500-1¼)
			E	**4380**-1½	421	(500-1½)				
	4		AB	**4400**/50	477	(500-1)	C	**4400**/60	477	(500-1¼)
			D	**4400**-1½	477	(500-1½)	E	**4400**-1¾	477	(500-1¾)
CIRCLING			A	**4420**-1	461	(500-1)	B	**4460**-1	501	(600-1)
			C	**4460**-1½	501	(600-1½)	D	**4520**-2	561	(600-2)
			E	**4660**-2½	701	(800-2½)				

Circling NA for CAT E west of Rwy 4-22.
For inoperative MALSR, increase S-22 CAT D/E visibility to RVR 6000.
Inoperative table does not apply to S-26L CAT C.
CAUTION: Steeply rising terrain 4.5 NM west of airport.
Lost Communications (All Rwys): As directed by ATC on initial contact.

KINGSVILLE NAS (KNQI), TX (09295 USN) ELEV 50

RADAR[1] - (E) 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	35R[2]	3.0°/34/623	ABCDE	148-¼	100	(100-¼)
	31L	3.0°/33/596	ABCDE	144-½	100	(100-½)
	31R	3.0°/37/679	ABCDE	145-½	100	(100-½)
	13L	3.0°/35/653	ABCDE	149-½	100	(100-½)
	35L	3.0°/33/618	ABCDE	149-½	100	(100-½)
	13R	3.0°/33/625	ABCDE	150-½	100	(100-½)
	17L	3.0°/35/652	ABCDE	150-½	100	(100-½)
	17R	3.0°/36/684	ABCDE	150-½	100	(100-½)
PAR W/O GS[8]	31L		ABCDE	320-1¼	276	(300-1¼)
	31R		ABCDE	320-1¼	275	(300-1¼)
	17L		ABCDE	340-1¼	290	(300-1¼)
	17R		ABCDE	340-1¼	290	(300-1¼)
	35R[3]		ABCDE	400-¾	352	(400-¾)
	35L		ABCDE	400-1¼	351	(400-1¼)
	13L		ABCDE	420-1¼	371	(400-1¼)
	13R		ABCDE	480-1¼	430	(500-1¼)
ASR	35R[4]		AB	400-½	352	(400-½)
			CDE	400-¾	352	(400-¾)
	17L		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	17R		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	31L		ABCD	380-1	336	(400-1)
			E	380-1¼	336	(400-1¼)
	31R		ABCD	380-1	335	(400-1)
			E	380-1¼	335	(400-1¼)
	35L		ABC	400-1	351	(400-1)
			DE	400-1¼	351	(400-1¼)
	13L		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
	13R		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
CIR[567]	All Rwys		AB	500-1	450	(500-1)
			C	500-1½	450	(500-1½)
			D	620-2	570	(600-2)
			E	680-2¼	630	(700-2¼)

[1]Use landing/taxi lights when conducting apch during VMC. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ mile. [5]CAT E circling not authorized SW of Rwy 13-31. [6]Circling authorized only from PAR W/O GS and ASR. [7]For Circling from PAR W/O GS increase CAT AB vis to 1¼ mile. [8]No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

RADAR INSTRUCTION APPROACH MINIMUMS

MIDLAND, TX
MIDLAND INTL

Amdt 5, MAY 20,1999 (FAA) ELEV **2871**

RADAR- 124.6 290.4 ⚠

	RWYGS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**3260**/24	392	(400-½)	DE	**3260**/50	392	(400-1)
	34L	AB	**3260**-1	403	(400-1)	CD	**3260**-1¼	403	(400-1¼)
		E	**3260**-1½	403	(400-1½)				
	16R	AB	**3280**-1	409	(500-1)	CD	**3280**-1¼	409	(500-1¼)
		E	**3280**-1½	409	(500-1½)				
	28	AB	**3280**-¾	423	(500-¾)	CD	**3280**-1¼	423	(500-1¼)
		E	**3280**-1½	423	(500-1½)				
	4	AB	**3300**-1	450	(500-1)	C	**3300**-1¼	450	(500-1¼)
		DE	**3300**-1½	450	(500-1½)				
	22	AB	**3540**-1	687	(700-1)	C	**3540**-2	687	(700-2)
		D	**3540**-2¼	687	(700-2¼)	E	**3540**-2½	687	(700-2½)
CIRCLING		AB	**3540**-1	669	(700-1)	C	**3540**-2	669	(700-2)
		D	**3540**-2¼	669	(700-2¼)	E	**3600**-2½	729	(800-2½)

Inoperative table does not apply to MALS S-28 for Category C.
Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR .

26 AUG 2010 to 23 SEP 2010

ROBERT GRAY AAF (KGRK), TX

(Fort Hood) Amdt 8, 03051 (USA) ELEV **1019**

RADAR **- (E)** 118.0 244.0 (GCA) ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/64/1019	AB	1187-½	200	(200-½)
			CDE	1187-¾	200	(200-¾)
	15	3.0°/52/1026	AB	1219/24	200	(200-½)
			CDE	1219/40	200	(200-¾)
ASR	33		AB	1460-¾	473	(500-¾)
			C	1460-1	473	(500-1)
			D	1460-1¼	473	(500-1¼)
			E	1460-1½	473	(500-1½)
	15		AB	1520/40	501	(600-¾)
			CD	1520/60	501	(600-1¼)
			E	1520-1½	501	(600-1½)
CIR[1]	All Rwy		AB	1520-1	501	(600-1)
			C	1560-1½	541	(600-1½)
			D	1580-2	561	(600-2)
			E	1740-2½	721	(800-2½)

[1]Circling not authorized W of Rwy 15-33.

26 AUG 2010 to 23 SEP 2010

RADAR INSTRUCTION APPROACH MINIMUMS
RADAR MINS
10210

SAN ANGELO, TX

Amdt. 1A, JUL 29, 2010 (FAA) ELEV **1917**

SAN ANGELO RGNL/MATHIS FIELD

RADAR-125.35 354.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	AB	**2460**-1	543	(600-1)	C	**2460**-1½	543	(600-1½)
		D	**2460**-1¾	543	(600-1¾)	E	**2460**-2	543	(600-2)
	18	AB	**2480**-1	573	(600-1)	C	**2480**-1½	573	(600-1½)
		D	**2480**-1¾	573	(600-1¾)	E	**2480**-2	573	(600-2)
CIRCLING		AB	**2480**-1	563	(600-1)	C	**2480**-1½	563	(600-1½)
		D	**2480**-2	563	(600-2)	E	**2640**-2½	721	(800-2½)

Category E circling NA west of runway 18-36.

WACO, TX

Amdt. 1A, FEB 11, 2010 (FAA) ELEV **592**

MC GREGOR EXECUTIVE

RADAR- 127.65 352.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**1020**-1	430	(500-1)	C	**1020**-1¼	430	(500-1¼)
		D	**NA**						
CIRCLING		A	**1040**-1	448	(500-1)	B	**1060**-1	468	(500-1)
		C	**1060**-1½	468	(500-1½)	D	**NA**		

WACO, TX

Amdt. 4, FEB 11, 2010 (FAA) ELEV **470**

TSTC WACO

RADAR- 127.65 227.125

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17L	AB	**1080**-½	611	(700-½)	C	**1080**-1¼	611	(700-1¼)
		D	**1080**-1½	611	(700-1½)				
CIRCLING		AB	**1080**-1	610	(700-1)	C	**1080**-1¼	610	(700-1¼)
		D	**1080**-2	610	(700-2)				

When Waco Regional approach control closed, ASR not authorized.

26 AUG 2010 to 23 SEP 2010
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WACO, TX

Amdt. 3, FEB 11, 2010 (FAA)

ELEV **516**

WACO RGNL

RADAR- 127.65 227.125 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	19	ABC	**880**/24	376	(400-½)	D	**880**/50	376	(400-1)
	1	ABC	**900**-1	390	(400-1)	D	**900**-1¼	390	(400-1¼)
	14	AB	**980**-1	468	(500-1)	C	**980**-1¼	468	(500-1¼)
		D	**980**-1½	468	(500-1½)				
	32	AB	**1000**-1	484	(500-1)	C	**1000**-1¼	484	(500-1¼)
		D	**1000**-1½	484	(500-1½)				
CIRCLING		AB	**1000**-1	484	(500-1)	C	**1000**-1½	484	(500-1½)
		D	**1080**-2	564	(600-2)				

Category D S-19 visibility RVR 6000 with inoperative MALSR.

26 AUG 2010 to 23 SEP 2010

THERE ARE NO RADAR PROCEDURES
FOR SOUTHEAST TEXAS (SC-5)

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABILENE, TX

ABILENE RGNL (ABI)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2½ or std. w/ min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 17L,** climb heading 180° to 3200 before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL. **Rwy 17L,** tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. **Rwy 22,** tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Mutliple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on tower 1.9 NM from DER, 252' left of centerline, up to 306' AGL/2050' MSL.

NAME	TAKE-OFF MINIMUMS

ABILENE RGNL (ABI) (CON'T)

Rwy 35L, tower 194' from DER, 516' right of centerline 100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. **Rwy 35R,** antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. **Rwy 17R,** multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 4100 before turning northbound. **Rwy 31,** climbing right turn heading 360° to 5400 before turning westbound.

NOTE: **Rwy 31,** sign 23' from departure end of runway, 257' right of centerline, 6' AGL/3605' MSL.

TRADEWIND (TDW)

AMDT 2A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA. **Rwy 35,** 600-2 or std. with a min. climb of 300´ per NM to 4600.

ANDREWS, TX

ANDREWS COUNTY (E11)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2¼ or std. w/ min. climb of 229' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 114° to 3600 before turning left. **Rwy 29,** climb heading 294° to 3600 before turning left.

NOTE: **Rwy 34,** antenna 1189' from DER, 588' left of centerline, 52' AGL/3236' MSL. Poles beginning 181' from DER, 470' left of centerline, up to 36' AGL/3210' MSL. Bush 471' from DER, 92' left of centerline, 7' AGL/3186' MSL. Tree 1207' from DER, 587' left of centerline, 44' AGL/3228' MSL. Bushes beginning 282' from DER, 305' right of centerline, up to 10' AGL/3189' MSL. Tree 4780' from DER, 895' right of centerline, 100' AGL/3304' MSL.

ARLINGTON, TX

ARLINGTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 162° to 2500 before turning left. **Rwy 34,** climb heading 342° to 1400 before turning southeast bound.

NOTE: **Rwy 16,** multiple reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. **Rwy 34,** tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

Chart note: tower farm 7.2 NM southeast of airport up to 2549' MSL.

ATHENS, TX

ATHENS MUNI (F44)

ORIG 10154 (FAA)

NOTE: **Rwy 17,** trees beginning 209' from DER, 5' right of centerline, up to 89' AGL/561' MSL. Trees beginning 86' from DER, 4' left of centerline, up to 94' AGL/538' MSL. Catenary 864' from DER, left to right of centerline, 37' AGL/524' MSL. Buildings beginning 280' from DER, 343' right of centerline, up to 24' AGL/469' MSL. Fence beginning 209' from DER, 299' right of centerline, up to 6' AGL/446' MSL. Poles beginning 397' from DER, 6' right of centerline, up to 42' AGL/524' MSL. **Rwy 35,** trees beginning 112' from DER, 33' right of centerline, up to 81' AGL/511' MSL. Trees beginning 574' from DER, 26' left of centerline, up to 75' AGL/510' MSL. Catenary 889' from DER, 603' left of centerline, 34' AGL/475' MSL. Pole 892' from DER, 571' left of centerline, 35' AGL/475' MSL. Pole 692' from DER, 416' left of centerline, 32' AGL/470' MSL. Pole 549' from DER, 309' right of centerline, 28' AGL/455' MSL. Vehicle on road 199' from DER, 249' right of centerline, 16' AGL/451 MSL. Vehicle on road 574' from DER, 556' left of centerline, 16' AGL/456' MSL. Vehicle on road 619' from DER, 543' left of centerline, 16' AGL/455' MSL. Vehicle on road 336' from DER, 251' right of centerline, 16' AGL/449' MSL. Buildings beginning 198' from DER, 338' right of centerline, 14' AGL/450' MSL. Ground 208' from DER, 412' right of centerline, 443' MSL.

ATLANTA, TX

HALL-MILLER MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5,33**, climb runway heading to 500 before turning.

NOTE: 248' AGL tower 1.09 NM southeast of departure end of runway 15.

BIG SPRING, TX

BIG SPRING MCMAHON-WRINKLE (BPG)

AMDT 2 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 400-1½ or std. with a min. climb of 391' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 3100 before turning right. **Rwy 17,** climb heading 175° to 3100 before turning left.

NOTE: **Rwy 6,** trees beginning 234' from DER, 305' right of centerline, up to 25' AGL/2608' MSL. Trees beginning 386' from DER, 221' left of centerline, up to 38' AGL/2739' MSL. Catenary 1608' from DER, left to right of centerline, 37' AGL/2722' MSL. Ground 63' from DER, 178' left of centerline, 2575' MSL.

BONHAM, TX

JONES FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 350´ per NM to 1100.

BORGER, TX

HUTCHINSON COUNTY (BGD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1½ or std. w/ min. climb of 421' per NM to 3400.

NOTE: **Rwy 3,** tree 3200' from departure end of runway, 851' left of centerline, 100' AGL/3129' MSL. **Rwy 17,** pole 683' from departure end of runway, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from departure end of runway, 279' right of centerline, up to 34' AGL/3093' MSL. Vehicle on road 219' from departure end of runway, 513' right to left of centerline, 15' AGL/3074' MSL. Vehicle on road 1141' from departure end of runway, 772' right to left of centerline, 17' AGL/3086' MSL. Trees beginning 1628' from departure end of runway, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from departure end of runway, 15' left of centerline, 46' AGL/3105' MSL. **Rwy 21,** bush 138' from departure end of runway, 109' right of centerline, 31' AGL/3040' MSL.

BOWIE, TX

BOWIE MUNI (0F2)

ORIG 09071 (FAA)

NOTE: **Rwy 17,** tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL. Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL. Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

BRIDGEPORT, TX

BRIDGEPORT MUNI (XBP)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 458' per NM to 1300. **Rwy 36,** 300-1¼ or std. w/ min. climb of 427' per NM to 1200.

NOTE: **Rwy 18,** trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1169' MSL. Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL. Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL. Tower 1.2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL. **Rwy 36,** trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL. Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/1039' MSL. Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL. Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43' AGL/969' MSL.

BROWNFIELD, TX

TERRY COUNTY (BFE)

ORIG 09295 (FAA)

NOTE: **Rwy 2,** aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL. Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL. Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL. Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. **Rwy 13,** vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL. **Rwy 20,** tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL. **Rwy 31,** vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/3284' MSL. Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL. Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.

CADDO MILLS, TX

CADDO MILLS MUNI

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA.

CANADIAN, TX

HEMPHILL COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¼ or std. with a min. climb of 282' per NM to 2700. **Rwy 18,** std. w/ min. climb of 239' per NM to 3600, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions cross Hemphill County Airport at or above 3600 before proceeding on course. **Rwy 22,** climb heading 216° to 3000 before turning left.

NOTE: **Rwy 4,** grain elevator 5728' from departure end of runway, 1384' left of centerline, 220' AGL/2580' MSL. Tower 1.1 NM from departure end of runway, 6' right of centerline, 123' AGL/2548' MSL. **Rwy 18,** terrain 361' from departure end of runway, 569' left of centerline, 0' AGL/2409' MSL.

CLEBURNE, TX

CLEBURNE MUNI (CPT)

ORIG 08045 (FAA)

NOTES: **Rwy 15,** Tree 484' from departure end of runway, 211' left of centerline, 100' AGL/959' MSL. Light pole 1329' from departure end of runway, 285' right of centerline, 30' AGL/889' MSL. **Rwy 33,** Trees and light pole beginning 355' from departure end of runway, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 1631' from departure end of runway, 94' left of centerline, up to 100' AGL/979' MSL.

COMMERCE, TX

COMMERCE MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb 230' per NM to 900.

DALHART, TX

DALHART MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2 or std. with a min. climb of 250´ per NM to 4400.

DALLAS, TX

ADDISON (ADS)

AMDT 5A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. with a min. climb of 324' per NM to 1100.

NOTE: **Rwy 15,** multiple buildings beginning 1085' from DER, 21' left of centerline, up to 321' AGL/956' MSL. Building with antenna 1.9 NM from DER, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from DER, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from DER, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from DER,5' right of centerline, up to 23' AGL/655' MSL. Street lights beginning 873' from DER, 488' left of centerline, up to 39' AGL/699' MSL. **Rwy 33,** multiple poles and trees beginning 640' from DER, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from DER, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from DER, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from DER, 186' right of centerline, up to 60' AGL/720' MSL.

COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AMDT 1 09351 (FAA)

NOTE: **Rwy 17,** bush 29' from DER, 499' right of centerline, 5' AGL/591' MSL. Obstruction light on DME 400' from DER, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from DER, 574' right of centerline, 39' AGL/625' MSL. **Rwy 35,** trees 1060' from DER, 634' right of centerline, 65' AGL/605' MSL. Trees beginning 1532' from DER, 632' left of centerline, up to 79' AGL/626' MSL.

DALLAS, TX (CON'T)

DALLAS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2¾ or std. w/ min. climb of 275' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 129° to 2600 before turning westbound. **Rwy 17,** climb via heading 174° to 2600 before turning westbound **Rwy 31,** climb via heading 309° to 1600 before turning southbound. **Rwy 35,** climb via heading 354° to 1600 before turning southbound.

NOTE: **Rwy 17,** tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGl/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. **Rwy 31,** tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL. **Rwy 35,** tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL. **Rwy 13,** obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

DALLAS, TX (CON'T)

DALLAS-LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 13L,** std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 13 R,** use BACHMAN DEPARTURE. **Rwy 18,** climb via heading 180° to 1300 before turning left. **Rwys 31L, 31R,** climb via heading 310° to 1200 before turning left.

NOTE: **Rwy 13L,** multiple poles and trees beginning 844' from departure end of runway, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208' AGL/712' MSL. **Rwy 18,** building 303' from departure end of runway, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from departure end of runway, 413' right of centerline, 55' AGL/536' MSL. **Rwy 31L,** multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL. **Rwy 31R,** multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL. Pole 39' from departure end of runwy, 501' left of centerline, 27' AGL/487' MSL. Pole 1531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL. **Rwy 36,** tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523' MSL. Obstructioin light on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple transmission line towers beginning 2577' from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. Transmission line tower 2701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL

TAKE-OFF MINIMUMS: **Rwy 35R,** 200-1½ or std. w/ min. climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 35R,** climb heading 354° to 1200 before turning right .

NOTE: **Rwy 31L,** tree 1229' from departure end of runway, 730' right of centerline, 28' AGL/637' MSL. Transmission pole 3403' from departure end of runway, 1399' rightof centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from departure end of runway, 724' left of centerline, up to 55' AGL/654' MSL. **Rwy 35R,** multiple buildings beginning 5443' from departure end of runway, 202' right of centerline, up to 173' AGL/714' MSL.

DECATUR, TX

DECATUR MUNI (LUD)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 290' per NM to 3500, or 1400-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 315' per NM to 3500, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17, 35,** For climb in visual conditions, cross Decatur Muni Airport at or above 2400, before proceeding on course.

NOTE: **Rwy 17,** tower 5150' from departure end of runway, 896' right of centerline, 117' AGL/1173' MSL.

DENTON, TX

DENTON MUNI

NOTE: **Rwy 17,** multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL. **Rwy 35,** tree 1242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

DUMAS, TX

MOORE COUNTY (DUX)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** multiple poles beginning 766' from DER, 455' right of centerline, up to 31' AGL/3724' MSL. Multiple poles and buildings beginning 55' from DER, 438' left of centerline, up to 30' AGL/3723' MSL. Vehicle on road 47' from DER, on centerline, 15' AGL/3712' MSL. Trees 1240' from DER, 764' left of centerline, up to 100' AGL/3789' MSL. Trees 2049' from DER, 933' right of centerline, up to 100' AGL/3790' MSL. **Rwy 19,** trees 226' from DER, 538' right of centerline, up to 100' AGL/3809' MSL. Trees 228' from DER, 533' left of centerline, up to 100' AGL/3804' MSL. **Rwy 14,** tree 879' from DER, on centerline, 100' AGL/3788' MSL. **Rwy 32,** tree 1480' from DER, 15' left of centerline, 100' AGL/3794' MSL.

EASTLAND, TX

EASTLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 ½ or std. with min. climb of 416' per NM to 1800.

NOTES: **Rwy 17**, multiple trees beginning 261' from departure end of runway left and right of centerline up to 100' AGL/1549' MSL. **Rwy 35**, multiple trees beginning 49' from departure end of runway 371' right of centerline and 871' from departure end of runway left and right of centerline up to 100' AGL/1689' MSL.

FLOYDADA, TX

FLOYDADA MUNI (41F)

ORIG 09295 (FAA)

NOTE: **Rwy 17,** silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL. Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. **Rwy 35,** road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

FOLLETT, TX

FOLLETT-LIPSCOMB COUNTY (T93)

ORIG 10154 (FAA)

NOTE: **Rwy 17,** tree 3005' from DER, 346' right of centerline, 50' AGL/2689' MSL. Tree 444' from DER, 595' left of centerline, 50' AGL/2639' MSL. Vehicle 546' from DER, 350' left of centerline, 15' AGL/2624' MSL. **Rwy 35,** tree 643' from DER, 624' right of centerline, 50' AGL/2579' MSL.

FORT WORTH, TX

BOURLAND FIELD (50F)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 453' per NM to 1500 or 300-1 and min. climb of 211' per NM to 1500 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** for climb in visual conditions: cross Bourland Field at or above 1600 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 65' from departure end of runway, 8' left of centerline, up to 30' AGL/969' MSL. **Rwy 35,** terrain beginning 15' from departure end of runway, 9' right of centerline, up to 981' MSL. Terrain beginning 91' from departure end of runway, 36' left of centerline, up to 959' MSL. Vehicle on road 276' from departure end of runway, 346' right of centerline, 17' AGL/869' MSL.

FORT WORTH ALLIANCE

TAKE-OFF MINIMUMS: **Rwy 16L,** 300-2¼ or std. w/ min. climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 16R,** 300-2¼ or std. w/ min. climb of 210' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16R,** climb heading 163° to 1200 before turning right.

NOTE: **Rwy 16L,** light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL. **Rwy 16R,** fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL. **Rwy 34L,** fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL. **Rwy 34R,** antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

FORT WORTH, TX (CON'T)

FORT WORTH MEACHAM INTL

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1½ or std. w/ min. climb of 216' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 34,** 300-2 or std. w/ min. climb of 222' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2000 before proceeding on course. **Rwy s 16, 17,** climb heading 164° to 2000 before proceeding on course.

NOTE: **Rwy 9,** windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, 229' AGL/877' MSL. **Rwy 17,** bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' from departure end of runway, 744' left of centerline, 43' AGL/703' MSL. **Rwy 27,** tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL. **Rwy 34,** multiple trees 974' from departure end of runway, 62' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2775' right of centerline, 254' AGL/969' MSL. **Rwy 35,** tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

FORT WORTH SPINKS

TAKE-OFF MINIMUMS: **Rwys 17L,35R**, NA. (Environmental)

DEPARTURE PROCEDURE: **Rwy 17R** climb heading 173° to 1200 before turning right.

NOTE: **Rwy 17R,** tree 4909' from departure end of runway, 1556' left of centerline, 60' AGL/830' MSL.

FORT WORTH NAS JRB (CARSWELL FLD)(KNFW)

FORT WORTH, TX 10014

Rwy 17, Cross DER at or above 6' AGL/656' MSL.

TAKE-OFF OBSTACLES: **Rwy 17,** rising terrain up to 670' MSL, 200'-600' from DER, 500'-560' right of centerline.

GAINESVILLE, TX

GAINESVILLE MUNI (GLE)

ORIG 09127 (FAA)

NOTE: **Rwy 17,** trees and poles beginning 1' from DER, 472' right and left of centerline, up to 25' AGL/819' MSL. **Rwy 30,** taxiways beginning 651' from DER, crossing centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline, up to 64' AGL/890' MSL. **Rwy 35,** terrain, trees, poles, road, and vehicle beginning 149' from DER, 51' left of centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGL/882' MSL.

GLADEWATER, TX

GLADEWATER MUNI

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** temp oil rig 390' MSL, 1853' from departure end of runway, 718' left of centerline.

GRAFORD, TX

POSSUM KINGDOM (F35)

ORIG-A 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 212' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 20,** climb heading 204° to 1500 before turning left.

NOTE: **Rwy 2,** trees beginning 31' from DER, 22' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 1023' from DER, 114' right of centerline, up to 100' AGL/1129' MSL. **Rwy 20,** vehicle on roadway 116' from DER, 498' right of centerline, 15' AGL/1024' MSL. Trees beginning 494' from DER, 126' right of centerline, up to 100' AGL/1109' MSL. Trees beginning 977' from DER, 115' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 2.29 miles from DER, 1679' left of centerline, up to 100' AGL/1329' MSL.

GRAHAM, TX

GRAHAM MUNI

DEPARTURE PROCEDURE: **Rwys 17, 21,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 17,** light pole 21' from departure end of runway, 195' left of centerline, 30' AGL/1141' MSL. Light pole 86' from departure end of runway, 381' left of centerline, 50' AGL/1168' MSL.

GRANBURY, TX

GRANBURY RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

NOTE: **Rwy 14,** power line 1922' from departure end of runway, 176' right of centerline, 52' AGL/862' MSL.

GRAND PRAIRIE, TX
GRAND PRAIRIE MUNI (GPM)
AMDT 4 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn to 2000 via heading 200° and TTT R-180 to NINAE/ TTT 24 DME before proceeding on course. DME Required. **Rwy 35,** climb heading 356° to 1400 before turning south.
NOTE: **Rwy 17,** antenna 190' from DER, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and signs beginning 570' from DER, 410' right of centerline, up to 31' AGL/620' MSL. Tree 1506' from DER, 517' right of centerline, 37' AGL/617' MSL. **Rwy 35,** tree 837' from DER, 204' left of centerline, up to 100' AGL/665' MSL. Pole 2687' from DER, 122' left of centerline, up to 75' AGL/653' MSL.

GREENVILLE, TX
MAJORS (GVT)
AMDT 1 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 1832' from departure end of runway, 397' right of centerline, up to 49' AGL/578' MSL.

HASKELL, TX
HASKELL MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 600-2 or std. with a min. climb of 340' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2300 before proceeding on course.

HENDERSON, TX
RUSK COUNTY (RFI)
AMDT 2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1. **Rwy 30,** 300-1¼ or std. w/ min. climb of 282' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1100 before turning northbound. **Rwy 30,** climb heading 303° to 2100 before turning northbound. **Rwy 35,** climb heading 347° to 1900 before turning westbound.
NOTE: **Rwy 12,** multiple trees beginning 143' from DER, 440' right of centerline, up to 100' AGL/549' MSL. Multiple trees beginning 237' from DER, 59' left of centerline, up to 100' AGL/609' MSL. Vehicle on road beginning 652' from DER, 401' left of centerline, up to 15' AGL/464' MSL. Terain beginning 82' from DER, 18' right of centerline 447' MSL. terrain beginning 291' from DER, 132' left of centerline, 506' MSL. **Rwy 17,** multiple trees beginning 399' from DER, 86' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 163' from DER, 103' left of centerline, up to 100' AGL/549' MSL. **Rwy 30,** multiple trees beginning 640' from DER, 116' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 478' from DER, 141' left of centerline, up to 100' AGL/539' MSL. Terrain beginning 41' from DER, 334' right of centerline, 0' AGL/437' MSL. Terrain beginning 102' from DER, 459' left of centerline, 0' AGL/437' MSL. **Rwy 35,** vehicle on road beginning 145' from DER, 333' right of centerline, up to 15' AGL/ 454' MSL. Trees beginning 1155' from DER, 353' right of centerline, up to 100' AGL/549' MSL. Trees beginning 158' from DER, 269' left of centerline, up to 100' AGL/ 539' MSL.

HEREFORD, TX
HEREFORD MUNI (HRX)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 2,** tree 68' from DER, 495' left of centerline, 50' AGL/3834' MSL. Trees beginning 280' from DER, 535' right of centerline, up to 50 AGL/3834' MSL. Trees beginning 984' from DER, 504' left of centerline, up to 50' AGL/3834' MSL. **Rwy 20,** trees beginning 61' from DER, 461' right of centerline, up to 50' AGL/3839' MSL. Trees beginning 497' from DER, 606' left of centerline, up to 50' AGL/3839' MSL. Tree 1603' from DER, 760' right of centerline, 50' AGL/3829' MSL.

HIGGINS, TX
HIGGINS-LIPSCOMB COUNTY (1X1)
ORIG 10154 (FAA)
NOTE: **Rwy 36,** vehicles on road beginning at DER, 225' left of centerline and 317' right of centerline, up to 15' AGL/2594' MSL. Trees beginning 427' from DER, on centerline, up to 60' AGL/2639' MSL.

HILLSBORO, TX
HILLSBORO MUNI
TAKE-OFF MINIMUMS: **Rwy 16,** 600-3 or std. w/ min. climb of 250' per NM to 1500, or 1100-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Cross Hillsboro Muni Airport at or above 1600 before proceeding on course.

LANCASTER, TX
LANCASTER
TAKE-OFF MINIMUMS: **Rwy 31,** 200-1½ or std. w/ min. climb of 222' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 314° to 1900 before turning left.
NOTE: **Rwy 31,** multiple trees beginning 1133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from departure end of runway, 1171' right of centerline, up to 101' AGL/661' MSL.

LEVELLAND, TX
LEVELLAND MUNI
TAKE-OFF MINIMUMS: **Rwy 26,** 600-3 or std. with a min. climb of 250' per NM to 4300. **Rwy 35,** 400-2 or std. with a min. climb of 230' per NM to 4000.
NOTE: **Rwy 26,** cross departure end of runway at or above 35' AGL/3537' MSL. **Rwy 35,** cross departure end of runway at or above 35' AGL/3540' MSL. **Rwy 35,** tower, 10,185 from departure end of runway, 2828' left of centerline, 304' AGL/3821 MSL.

LONGVIEW, TX

EAST TEXAS RGNL (GGG)

AMDT 1 08325 (FAA)

NOTE: **Rwy 13,** multiple trees 720' from departure end of runway, 547' left of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from departure end of runway, 600' right of centerline, up to 55' AGL/409' MSL. **Rwy 18,** multiple trees beginning 790' from departure end of runway, left and right of centerline, up to 94' AGL/459' MSL. **Rwy 31,** tree 1489' from departure end of runway , 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from departure end of runway, 755' right of centerline, 63' AGL/420' MSL. **Rwy 36,** multiple trees beginning 1590' from departure end of runway, 520' left of centerline, up to 84' AGL/438' MSL. Tree 2384' from departure end of runway , 18' right of centerline, 65' AGL/419' MSL.

LUBBOCK, TX

LUBBOCK PRESTON SMITH INTL (LBB)

ORIG 10098 (FAA)

NOTE: **Rwy 8,** terrain 7' from DER, 353' left of centerline, 3256' MSL. **Rwy 17L,** Vehicle on road 556' from DER, 162' left of centerline, up to 15' AGL/3279' MSL. **Rwy 26,** aircaft on taxiway 568' from DER, 318' left and right of centerline, up to 42' AGL/3296' MSL. **Rwy 35R,** rod on ATCT 2330' from DER, 877' left of centerline, 136' AGL/3379' MSL. Aircraft on taxiway 219' from DER, 423' left and right of centerline, up to 42' AGL/3291' MSL.

MESQUITE, TX

MESQUITE METRO

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 175° to 900 before turning left.

NOTE: **Rwy 17,** multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478' MSL. **Rwy 35,** hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from departure end of runway, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.

MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY

DEPARTURE PROCEDURE: **Rwy 18,** northbound departures climb runway heading to 1500 before proceeding on course. **Rwy 36,** northbound and westbound departures climb heading 020° to 2700 before proceeding on course.

MINEOLA-QUITMAN, TX

WOOD COUNTY

NOTE: **Rwy 18,** trees 336' from departure end of runway, 484' right of centerline, 100' AGL/549' MSL. Trees 775' from departure end of runway 339' right of centerline, 100' AGL/559' MSL. Trees 942' from departure end of runway, 460' right of centerline, 100' AGL/559' MSL. Trees 23' from departure end of runway, 239' right of centerline, 100' AGL/534' MSL. Trees 33' from departure end of runway, 495' right of centerline, 100' AGL/534' MSL. Trees 239' from departure end of runway, 453' left of centerline, 100' AGL/539' MSL. Trees 11' from departure end of runway, 474' left of centerline, 100' AGL/529' MSL. Trees 16' from departure end of runway, 253' left of centerline, 100' AGL/529' MSL. Terrain 932' from departure end of runway, 204' right of centerline, 0' AGL/460' MSL. Terrain 326' from departure end of runway, 228' right of centerline, 0' AGL/443' MSL. Terrain 912' from departure end of runway, 308' left of centerline, 0' AGL/457' MSL. Terrain 629' from departure end of runway, 216' right of centerline, 0' AGL/450' MSL. Terrain 639' from departure end of runway, 472' right of centerline, 0' AGL/450' MSL. Terrain 922' from departure end of runway, 52' left of centerline, 0' AGL/457' MSL. Terrain 14' from departure end of runway, 17' left of centerline, 0' AGL/434' MSL. **Rwy 36,** trees 1 foot from departure end of runway, 240' right of centerline, 100' AGL/509' MSL. Trees 780' from departure end of runway, on centerline, 100' AGL/509' MSL. Trees 450' from departure end of runway, 270' left of centerline, 100' AGL/499' MSL. Trees 450' from departure end of runway, 350' right of centerline, 100' AGL/479' MSL.

MINERAL WELLS, TX

MINERAL WELLS

TAKE-OFF MINIMUMS: **Rwy 31,** 500-3 or std. with a min. climb of 220' per NM to 1600.

NOTE: **Rwy 31,** cross departure end of runway at or above 35' AGL/948' MSL.

MOUNT PLEASANT, TX

MOUNT PLEASANT RGNL (OSA)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¼ or std. w/ min. climb of 309' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,600' prior to departure end of runway.

NOTE: **Rwy 17,** trees 1231' from departure end of runway, 679' right of centerline, 100' AGL/399' MSL. **Rwy 35,** tower 1.04 NM from departure end of runway, 1261' right of centerline, 180' AGL/539' MSL. Trees 695' from departure end of runway, 614' left of centerline, 100' AGL/469' MSL.

PARIS, TX

COX FIELD

NOTE: **Rwy 17,** multiple trees beginning 88' from departure end of runway, 299' right of centerline, up to 50' AGL/558' MSL. **Rwy 35,** bushes and pole beginning 406' from departure end of runway, 402' left of centerline up to 35' AGL/573' MSL. Multiple trees beginning 161' from departure end of runway, 81' right of centerline, up to 50' AGL/578' MSL. **Rwy 32,** multiple trees beginning 716' from departure end of runway, 488' right of centerline, up to 50' AGL/568' MSL.

PERRYTON, TX

PERRYTON OCHILTREE COUNTY (PYX)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 173° to 3400 before turning right.

NOTE: **Rwy 17,** vehicles on road and poles, 500' from DER, crossing left to right, up to 50' AGL 2964' MSL. **Rwy 35,** train and poles, beginning 720' from DER, crossing left to right, up to 50' AGL/2964' MSL.

PLAINS, TX

YOAKUM COUNTY (F98)
ORIG 08269 (FAA)

NOTE: **Rwy 3,** tree 948' from departure end of runway, 725' left of centerline, 50' AGL/3769' MSL. **Rwy 17,** vehicle on road 99' from departure end of runway, 476' right of centerline, 15' AGL/3699' MSL. **Rwy 35,** vehicle on road 546' from departure end of runway, 527' left of centerline, 15' AGL/3714' MSL.

ROCKWALL, TX

ROCKWALL MUNI

NOTE: **Rwy 17,** cross departure end of runway at or above 598' MSL/35' AGL. East-west road at departure end of runway, 10' AGL/574' MSL. East-west railroad track 860' from departure end of runway, 23' AGL/612' MSL. **Rwy 35,** cross departure end of runway at or above 594' MSL/35' AGL. Multiple transmission towers from 318' to 467' from departure end of runway, left and right of centerline, from 60' AGL/590' MSL to 75' AGL/614' MSL.

SEMINOLE, TX

GAINES COUNTY (GNC)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 612' per NM to 3600 or 300-1 w/ min. climb of 235' per NM to 3900, or 900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 350° to 4000 before turning right. For climb in visual conditions cross Gaines County airport at or above 4100 before proceeding on course.

NOTE: **Rwy 17,** brush beginning 147' from DER 388' right of centerline, 30' AGL/3280' MSL. Tree 231' from DER, 356' right of centerline, 60' AGL/3293' MSL. House 865' from DER, 531' left of centerline, 25' AGL/3289' MSL. Pole 1238' from DER, 650' right of centerline, 30' AGL/3297' MSL. **Rwy 35,** tower 2898' from DER, 1016' left of centerline, 169' AGL/3440' MSL.

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS, TX . . . . . AMDT 1 09351

DEPARTURE PROCEDURE: **Rwy 15R/15C/15L,** Climb on track 150° to 2500' before turning Westbound. **Rwy 17,** Climb heading 160° to 2500', intercept SPS VORTAC R-120 outbound. Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after reaching 3100'. **Rwy 35,** Climb heading 350° to 1500' then proceed on course.

TAKE-OFF OBSTACLES: **Rwy 17,** Light pole 31' AGL/1040' MSL, 837' from DER, 726' left of centerline. **Rwy 35,** Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline. Large frame aircraft parking, 56' AGL/1053' MSL, 451' from DER, 573' left of centerline.

SNYDER, TX

WINSTON FIELD

DEPARTURE PROCEDURE: **Rwy 26,** climb via heading 263° to 3000 prior to turning northbound.

SPEARMAN, TX

SPEARMAN MUNI (E42)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 286' per NM to 3500.

NOTE: **Rwy 20,** Vehicle on road 174' from departure end of runway, 496' right of centerline, 15' AGL/3094' MSL. Tower 4330' from departure end of runway, 575' left of centerline, 100' AGL/3228' MSL. Tower 1.26 NM from departure end of runway, 2533' left of centerline, 250' AGL/3355' MSL.

STAMFORD, TX

ARLEDGE FIELD (F56)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31,** NA-Environmental.

NOTE: **Rwy 17,** trees beginning 772' from DER, 532' left of centerline, up to 100' AGL/1659' MSL. Tree 2215' from DER, 966' right of centerline, up to 100' AGL/1659' MSL. **Rwy 35,** tree 3284' from DER, 901' left of centerline, up to 100' AGL/1669' MSL. Trees beginning 1267' from DER, 712' right of centerline, up to 100' AGL/1664' MSL.

STEPHENVILLE, TX

CLARK FIELD MUNI

NOTE: **Rwy 32,** trees beginning 1687' from departure end of runway, 124' right of centerline, 80' AGL/1389' MSL.

STRATFORD, TX

STRATFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2 or std. with a min. climb of 290' per NM to 4100.

SULPHUR SPRINGS, TX

SULPHUR SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb to 900 before proceeding east of airport.

TERRELL, TX

TERRELL MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** std. with a min. climb of 430' per NM to 800.

NOTE: **Rwy 32,** cross departure end of runway at or above 35' AGL/508' MSL. **Rwy 32,** tower, 3364' from departure end of runway, 1069' left of centerline, 125' AGL/624' MSL.

TYLER, TX

TYLER POUNDS RGNL

NOTE: **Rwy 4,** road and vehicle 605' from departure end of runway, 643' left of centerline, 15' AGL/544' MSL. Multiple trees beginning 648' from departure end of runway, 301' right of centerline, up to 74' AGL/576' MSL. **Rwy 13,** road, antenna and multiple trees beginning 607' from departure end of runway, 272' left of centerline, up to 73' AGL/614' MSL. Multiple trees beginning 12' from departure end of runway, 290' right of centerline, up to 73' AGL/581' MSL. **Rwy 17,** tree 970' from departure end of runway, 362' left of centerline, 57' AGL/586' MSL. Tree 1339' from departure end of runway, 207' right of centerline, 69' AGL/578' MSL. **Rwy 22,** multiple trees beginning 166' from departure end of runway, 92' left of centerline, up to 86' AGL/605' MSL. Terrain and multiple trees beginning 28' from departure end of runway, 323' right of centerline, up to 46' AGL/626' MSL. **Rwy 31,** road and multiple trees beginning 326' from departure end of runway, 533' right of centerline, up to 78' AGL/564' MSL. Multiple trees beginning 907' from departure end of runway, 666' left of centerline, up to 67' AGL/556' MSL. **Rwy 35,** road 901' from departure end of runway, on centerline, 15' AGL/544' MSL. Multiple trees and tower beginning 1068' from departure end of runway, 303' right of centerline, up to 73' AGL/574' MSL.

VERNON, TX

WILBARGER COUNTY (F05)

ORIG 10210 (FAA)

NOTE: **Rwy 2,** vehicle on road 401' from DER, 587' right of centerline, up to 15' AGL/1269' MSL. Pole 329' from DER, 525' right of centerline, up to 30' AGL/1284' MSL. Ground 56' from DER, 399' left of centerline, 1258' MSL. **Rwy 20,** vehicle on road 451' from DER, 604' right of centerline, up to 15' AGL/1279' MSL. **Rwy 34,** trees beginning 1178' from DER, 530' right of centerline, up to 60' AGL/1309' MSL. Vehicle on road 472' from DER, 445' left of centerline, up to 15' AGL/1274' MSL.

WHEELER, TX

WHEELER MUNI (T59)

ORIG 10210 (FAA)

NOTE: **Rwy 17,** hanger 360' from DER, 399' left of centerline, 15' AGL/2504' MSL. Utility pole 593' from DER, 513' right of centerline, 30' AGL/2509' MSL. Utility pole 623' from DER, 507' left of centerline, 30' AGL/2499' MSL. Tree 2656' from DER, 887' right of centerline, 50' AGL/2569' MSL. **Rwy 35,** tree 2267' from DER, 776' right of centerline, 50' AGL/2497' MSL.

WICHITA FALLS, TX

KICKAPOO DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 17**, 1100-2 or std. with a min. climb of 370' per NM to 2300. **Rwy 35,** 1100-2 or std. with a min. climb of 380' per NM to 2300.

WICHITA VALLEY

TAKE-OFF MINIMUMS: **Rwys 13,16**, turn right after take-off to avoid 2049´ tower 4 NM southeast of airport.

WINNSBORO, TX

WINNSBORO MUNI

DEPARTURE PROCEDURE: **Rwy 1,19**, climb runway heading to 1000 prior to turn.

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

26 AUG 2010 to 23 SEP 2010

NAME	TAKE-OFF MINIMUMS

ALICE, TX

ALICE INTL

NOTE: **Rwy 17**, multiple poles beginning 601' from departure end of runway, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from departure end of runway, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. **Rwy 26,** building 797' from departure end of runway, 366' left of centerline, 30'AGL/208' MSL. Tree 812' from departure end of runway, 301' left of centerline, 27' AGL/205' MSL. Rod on OL DME, 715' from departure end of runway, 258' right of centerline, 21' AGL/199' MSL. Steel post 83' from departure end of runway, 344' right of centerline, 4' AGL/181' MSL. **Rwy 31,** rod on OL DME 388' from departure end of runway, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from departure end of runway, 608' left of centerline, 16' AGL/194' MSL. Steel post 2 ' from departure end of runway, 251' right of centerline, 164' AGL/181' MSL. Tree 1067' from departure end of runway, 359' right of centerline, 28' AGL/206' MSL. **Rwy 35,** windmill 1461' from departure end of runway, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from departure end of runway, 287' right of runway, 14' AGL/185' MSL.

NAME	TAKE-OFF MINIMUMS

ALPINE, TX

ALPINE-CASPARIS MUNI

TAKE-OFF MINIMUMS: **Rwys 19, 23**, DAY 1700-2; NIGHT NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb direct BWR NDB; **Rwys 5, 19, 23**, climbing left turn direct BWR NDB. **All aircraft** continue climb in holding pattern (Hold N, left turns, 194° inbound) (Maximum holding airspeed 175K) to 7000 before proceeding on course.

AUSTIN, TX

AUSTIN-BERGSTROM INTL

DEPARTURE PROCEDURE: **Rwys 35L, 35R,** climb via heading 353° to 1800 before turning left on course.

NOTE: **Rwy 17L,** trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 585' right of centerline, 55' AGL/498' MSL. **Rwy 17R,** trees 1007' from departure end of runway, 739' right of centerline, up to 61' AGL/523' MSL. **Rwy 35R,** tree 817' from departure end of runway, 664' right of centerline, 55' AGL/528' MSL.

AUSTIN, TX (CON'T)

AUSTIN EXECUTIVE (EDC)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** NA-Environmental.
NOTE: **Rwy 31,** trees beginning 901' from DER, 258' left of centerline, up to 50' AGL/669' MSL. Utility poles beginning 929' from DER, 370' left of centerline, up to 135' AGL/749' MSL. Utility poles beginning 2326' from DER, 878' right of centerline, up to 105' AGL/704' MSL.

LAKEWAY AIRPARK (3R9)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 16, 34,** For climb in visual conditions cross Lakeway Airpark airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 16,** powerline 303' from departure end of runway, right and left of centerline, 79' AGL/967' MSL. Trees beginning 8243' from departure end of runway, 324' right of centerline, up to 50' AGL/1169' MSL. Road 114' from departure end of runway, right and left of centerline, 15' AGL/954' MSL. Tower 2.11 NM from departure end of runway, 1314' right of centerline, 195' AGL/1326' MSL. Towers starting 1.6 NM from departure end of runway, 4821' left of centerline, up to 150' AGL/1450' MSL. Tree 2085' from departure end of runway, 186' left of centerline, 50' AGL/969' MSL. **Rwy 34,** trees beginning 800' from departure end of runway, 426' left of centerline, up to 50' AGL/1009' MSL. Trees beginning 1374' from departure end of runway, 141' right of centerline, up to 50' AGL/969' MSL. House 499' from departure end of runway, on centerline, 50' AGL/969' MSL.

BEEVILLE, TX

BEEVILLE MUNI
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-environmental. **Rwy 30,** 300-2 or std. w/ min. climb of 239' per NM to 700.
NOTE: **Rwy 30,** tower 1.5 NM from departure end of runway 2566' right of centerline, 230' AGL/542' MSL.

BIG LAKE, TX

REAGAN COUNTY
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-environmental.
NOTE: **Rwy 16,** road 384' from departure end of runway, 603' right of centerline, 17' AGL/2716' MSL.

BIGGS AAF (KBIF)

FORT BLISS, TX 07130
Rwy 21: Left turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC. **Rwy 3**: Right turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC.

BRADY, TX

CURTIS FIELD (BBD)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.
NOTES: **Rwy 17,** Light poles, trees, fence, terrain, and vehicle on road beginning 50' from departure end of runway, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from departure end of runway, 216' right of centerline, up to 30' AGL/1818' MSL.

BURNET, TX

BURNET MUNI KATE CRADDOCK FIELD (BMQ)
AMDT 1 09351 (FAA)
NOTE: **Rwy 1,** trees and cars beginning 362' from DER, 488' right of centerline, up to 100' AGL/1379' MSL. Trees and cars beginning 274' from DER, 86' left of centerline, up to 100' AGL/1419' MSL. **Rwy 19,** trees beginning 32' from DER, 103' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 188' from DER, 332' left of centerline, up to 100' AGL/1369' MSL.

CARRIZO SPRINGS, TX

DIMMIT COUNTY
DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport.

COMANCHE, TX

COMANCHE COUNTY-CITY
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 17,** road at departure end of runway, 134' right of centerline, 15' AGL/1394' MSL, road 784' from departure end of runway, 324' right of centerline, 15' AGL/1404' MSL. **Rwy 35,** trees beginning 464' from departure end of runway, across centerline, up to 50' AGL/1429' MSL.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL (CRP)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 400-2¾ or std. w/ min. climb of 229' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 31,** Climb heading 309° to 1200 before turning westbound.
NOTE: **Rwy 17,** antenna on building 24' AGL/64' MSL, 749' from departure end of runway, 694' left of centerline. **Rwy 35,** tower 401' AGL/423' MSL, 2.21 NM from departure end of runway, 3757' left of centerline.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TX. . . . . ORIG 08325
TAKE-OFF OBSTACLES: **Rwy 13L,** Powerline, 139' MSL, 3884' from DER, 457' left of centerline. Pylon, 112' MSL, 3304' from DER, 362' right of centerline. Pylon, 112' MSL, 3476' from DER, 1017' right of centerline. Pylon, 110' MSL, 3137' from DER, 299' left of centerline. Pylon, 107' MSL, 3561' from DER, 665' left of centerline. **Rwy 13R,** Powerline, 139' MSL, 4434' from DER, 1208' left of centerline. Pylon, 100' MSL, 3686' from DER, 1050' left of centerline.

COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** road 2768' from departure end of runway, 53' left of centerline, 18' AGL/484' MSL. Tree 5520' from departure end of runway, 1764' left of centerline, 50' AGL/480' MSL. Tree 2 NM from departure end of runway, 778' left of centerline, 50' AGL/579' MSL. Tree 1264' from departure end of runway, 93' right of centerline, 50' AGL/499' MSL. Tree 1.3 NM from departure end of runway, 1116' right of centerline, 50' AGL/464' MSL. **Rwy 31,** railroad 2934' from departure end of runway, 153' right of centerline 23' AGL/472' MSL. Tree 1669' from departure end of runway, 66' right of centerline, 50' AGL/499' MSL. Tree 1.2 NM from departure end of runway, 2290' right of centerline, 50' AGL/562' MSL. Terrain beginning 80' from departure end of runway, 428' left of centerline, up to 496' MSL. Terrain 123' from departure end of runway, 379' right of centerline, 496' MSL.

DEL RIO, TX
DEL RIO INTL
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1500 prior to left turn.

DEVINE, TX
DEVINE MUNI
TAKE-OFF MINIMUMS: **Rwy 35**, climb runway heading to 1000 prior to right turn.

EAGLE PASS, TX
MAVERICK COUNTY MEMORIAL INTL (5T9)
ORIG 08269 (FAA)
NOTE: **Rwy 13,** vehicle on road 171' from departure end of runway, 393' right of centerline, 15' AGL/894' MSL.

EDINBURG, TX
SOUTH TEXAS INTL AT EDINBURG
TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317. **Rwy 14,** 276/37.9 NM, **Rwy 32,** 276/38.5 NM.
NOTE: **Rwy 14,** tree 1109' from departure end of runway, 525' right of centerline, 19' AGL/108' MSL. Terrain 20' from departure end of runway, 312' right of centerline, 0' AGL/74' MSL. **Rwy 32,** multiple poles beginning 831' from departure end of runway, 53' right of centerliine, up to 32' AGL/111' MSL. Road 640' from departure end of runway, 671' right of centerline, 17' AGL/96' MSL.

EL PASO, TX
EL PASO INTL
TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA. **Rwy 26L**, 3000-2 or std. with a min. climb of 490' per NM to 6300.
DEPARTURE PROCEDURE: **Rwy 4,** right turn. **Rwy 8R,** left turn, climb direct ELP VORTAC, continue climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 22,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 26L,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. This departure requires compliance with published take-off minimums.

FALFURRIAS, TX
BROOKS COUNTY (BKS)
AMDT 1 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 400-2¼ or std. w/ min. climb of 249' per NM to 600. **Rwy 35,** std. w/ min. climb of 250' per NM to 800, or 500-3 w/ min. climb of 242' per NM to 800, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 35**, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.
NOTE: **Rwy 14,** vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL. Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL. Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL. **Rwy 17,** vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL. Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL. Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL. **Rwy 32,** road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL. Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL. **Rwy 35,** vehicle on raod, at DER, 360' right of centerline, 15' AGL/118' MSL. Tree 1010' from DER, 278' right of centerline, 29' AGL/138' MSL. Tower 2.6 NM from DER, 426' right of centerline, 414' AGL/539' MSL.

FORT HOOD, TX
ROBERT GRAY AAF
NOTE: **Rwy 33,** pole 974' from departure end of runway, 746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from departure end of runway, 746' left of centerline, 33' AGL/1048' MSL.

FORT STOCKTON, TX
FORT STOCKTON-PECOS COUNTY (FST)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 11, 16, 25, 29, 34,** NA-Environmental. **Rwy 21,** 300-1 or std. w/ min. climb of 280' per NM to 3600.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 208° to 3600 before turning left.
NOTE: **Rwy 12,** tree 899' from DER, 310' right of centerline, 39' AGL/3049' MSL. **Rwy 21,** brush beginning 110' from DER, 222' right of centerline, up to 20' AGL/3159' MSL. Terrain beginning 124' from DER, 77' right of centerline, up to 3173' MSL. Terrain beginning 56' from DER, 132' left of centerline, up to 3111' MSL. Bush 236' from DER, 30' left of centerline, 6' AGL/3013' MSL. Vehicle on road, 2017' from DER, 973' left of centerline, 17' AGL/3066' MSL. **Rwy 30,** trees beginning 64' from DER, 354' left of centerline, up to 6' AGL/2995' MSL.

FREDERICKSBURG, TX
GILLESPIE COUNTY
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 139° to 2400 before proceeding on course. **Rwy 32**, climb via heading 319° to 2400 before proceeding on course.

GEORGE WEST, TX
LIVE OAK COUNTY
TAKE-OFF MINIMUMS: **Rwy 31,** 700-3 or std. with a min. climb of 230' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 600 before turning right.
NOTE: **Rwy 31,** tower 22,101' from departure end of runway, 1716' left of centerline, 470' AGL/737' MSL.

GEORGETOWN, TX
GEORGETOWN MUNI (GTU)
ORIG 10210 (FAA)
NOTE: **Rwy 11,** trees beginning 179' from DER, 278' left of centerline, up to 30' AGL/799' MSL. Trees beginning 318' from DER, 115' right of centerline, up to 30' AGL/799' MSL. Tower 5361' from DER, 515' right of centerline, 179' AGL/894' MSL. **Rwy 18,** trees beginning 293' from DER, 395' left of centerline, up to 30' AGL/789' MSL. Trees beginning 576' from DER, 15' right of centerline, up to 30' AGL/779' MSL. **Rwy 29,** trees beginning 394' from DER, 384' right of centerline, up to 30' AGL/829' MSL. Trees beginning 437' from DER, 237' left of centerline, up to 30' AGL/819' MSL. **Rwy 36,** trees beginning 276' from DER, 134' left of centerline, up to 30' AGL/819' MSL. Trees beginning 356' from DER, 282' right of centerline, up to 30' AGL/819' MSL. Tower 928' from DER, 684' right of centerline, 47' AGL/820' MSL.

HAMILTON, TX
HAMILTON MUNI (MNZ)
ORIG 09351 (FAA)
NOTE: **Rwy 18,** tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL. Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/1321' MSL. **Rwy 36,** trees beginning 621' from DER, 186' left of centerline, 40' AGL/1359' MSL. Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL.

HARLINGEN, TX
VALLEY INTL
NOTE: **Rwy 13,** pole 1031' from departure end of runway, 465' left of centerline, 38' AGL/68' MSL. Pole 1055' from departure end of runway, 475' left of centerline, 38' AGL/68' MSL. **Rwy 17R,** fence 24' from departure end of runway, 499' right of centerline, 8' AGL/41' MSL. **Rwy 17L,** road (non-interstate) 416' from departure end of runway, on runway centerline, 20' AGL/51' MSL. Road (non-interstate) 410' from departure end of runway, 520' left of centerline, 20' AGL/50' MSL. **Rwy 31,** tree 983' from departure end of runway, 462' left of centerline, 42' AGL/69' MSL.

HEBBRONVILLE, TX
JIM HOGG COUNTY (HBV)
ORIG 10210 (FAA)
NOTE: **Rwy 13,** trees beginning 7' from DER, 59' left of centerline, up to 25' AGL/694' MSL. **Rwy 31,** trees beginning 112' from DER, 274' right of centerline to 438' left of centerline, up to 12' AGL/681' MSL. Pole 801' from DER, 374' right of centerline, up to 26' AGL/685' MSL. NDB 275' from DER, 495' left of centerline, up to 33' AGL/692' MSL. Vehicle on road 399' from DER, left and right of centerline, up to 15' AGL/674' MSL.

HOOD AAF (KHLR)
FORT HOOD (KILLEEN), TX .. . AMDT 2, 09351
TAKE-OFF MINIMUMS: **Rwy 16, 34** Standard*
* For Copter use only.

JUNCTION, TX
KIMBLE COUNTY
TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** 700-2.

KENEDY, TX
KARNES COUNTY
TAKE-OFF MINIMUMS: **Rwy 34,** 600-3 or std. with a min. climb of 260' per NM to 800.

KERRVILLE, TX
KERRVILLE MUNI /LOUIS SCHREINER FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, 400-1½ or std. with a min. climb of 394' per NM to 2100.
NOTE: **Rwy 3,** mulitple trees and poles beginning 203' from departure end of runway 46' left of centerline up to 49' AGL/1925' MSL. Multiple trees, poles and towers 136' from departure end of runway 11' right of course up to 50' AGL/1927' MSL. **Rwy 12,** multiple trees beginning 211' from departure end of runway 430' left of courseline up to 44' AGL/1644' MSL. Multiple trees beginning 93' from departure end of runway 321' right of centerline up to 49' AGL/1609' MSL. **Rwy 21,** multiple towers and trees beginning 522' from departure end of runway 52' left of centerline 50' AGL/1610' MSL. Multiple trees and poles beginning 288' from departure end of runway 141' right of centerline 50' AGL/1613' MSL. **Rwy 30,** multiple trees poles antennae beginning 248' from departure end of runway 953' left of centerline 51' AGL/1611' MSL. Multiple poles and trees beginning 275' from departure end of runway 351' right of centerline 55' AGL/1615' MSL.

KILLEEN, TX
SKYLARK FIELD (ILE)
AMDT 2 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 190° to 1900 before turning east.
NOTE: **Rwy 1,** multiple poles beginning 317' from departure end of runway, 384' left of centerline,up to 27' AGL/868' MSL. Tree, 973' from departure end of runway, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from departure end of runway, 9' right of centerline, 13' AGL/854' MSL. Antenna, 351' from departure end of runway, 277' right of centerline, 11' AGL/852' MSL. **Rwy 19,** pole, 288' from departure end of runway, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from departure end of runway, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from departure end of runway, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from departure end of runway, 497' left of centerline, 32' AGL/873' MSL. Building, 276' from departure end of runway, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from departure end of runway, 83' left of centerline, 9' AGL/857' MSL.

KINGSVILLE, TX

KLEBERG COUNTY (IKG)

ORIG 10210 (FAA)

NOTE: **Rwy 13,** trees beginning 528' from DER, 515' right of centerline, up to 35' AGL/154' MSL. Trees beginning 775' from DER, 554' left of centerline, up to 35' AGL/159' MSL. **Rwy 31,** trees beginning 184' from DER, 358' right of centerline, up to 28' AGL/153' MSL.

LAGO VISTA, TX

LAGO VISTA TX-RUSTY ALLEN (RYW)

ORIG 10210 (FAA)

NOTE: **Rwy 15,** trees beginning 542' from DER, 300' left of centerline, up to 30' AGL/1229' MSL. Trees beginning 626' from DER, 188' right of centerline, up to 30' AGL/1229' MSL. **Rwy 33,** trees beginning 632' from DER, 182' left of centerline, up to 30' AGL/1279' MSL. Trees beginning 504' from DER, 232' right of centerline, up to 30' AGL/1269' MSL.

LAMPASAS, TX

LAMPASAS (LZZ)

ORIG 09351 (FAA)

NOTE: **Rwy 16,** building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL. Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL. **Rwy 34,** trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.

LAREDO, TX

LAREDO INTL

DEPARTURE PROCEDURE: **Rwys 14, 17L/R, 32, 35L/R,** climb runway heading to 1500 before turning westbound.

LAUGHLIN AFB (KDLF)

DEL RIO, TX . . . . . AMDT 2, 07270

TAKE-OFF OBSTACLES: **Rwy 13C**, taxiing aircraft 14' AGL/1079' MSL, 190' from DER, 222' right of centerline. Taxiing aircraft 14' AGL/1103' MSL, 84' from DER, 552' right of centerline. **Rwy 13L**, taxiing aircraft 14' AGL/1076' MSL, 7' from DER, 204' right of centerline. **Rwy 13R**, taxiing aircraft 12' AGL/1107' MSL, 149' from DER, 338' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 309' from DER, 501' left of centerline. Taxiing aircraft 14' AGL/1090' MSL, 141' from DER, 175' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 338' from DER, 204' left of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 389' from DER, 303' left of centerline. Taxiing aircraft 14' AGL/1113' MSL, 848' from DER, 603' right of centerline. **Rwy 31C**, vehicular traffic 10' AGL/1093' MSL 18' from DER, 462' right of centerline. **Rwy 31L**, taxiing aircraft 14' AGL/1091' MSL, 198' from DER, 172' right of centerline. Vehicular traffic 10' AGL/ 1108' MSL, 862' from DER, 550' left of centerline. Taxiing aircraft 14' AGL/1094' MSL 249' from DER, 327' right of centerline. Taxiing aircraft 14' AGL/1089' MSL, 178' from DER, 171' left of centerline. Pole 8' AGL/1104' MSL, 229' from DER, 568' left of centerline. Transmissometer 18' AGL/1095' MSL, 299' from DER, 301' left of centerline. **Rwy 31R**, terrain 0' AGL/1083' MSL, 0' from DER, 500' left of centerline. Windsock 0' AGL/1102' MSL, 25' from DER, 496' left of centerline. Terrain 0' AGL/1085' MSL, 89' from DER, 489' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 11' from DER, 175' left of centerline. Railroad 23' AGL/1122' MSL, 1429' from DER, 468' right of centerline.

LLANO, TX

LLANO MUNI (AQO)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1900 before proceeding on course.

NOTE: **Rwy 17,** tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL. Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL. **Rwy 35,** hangar 209' from DER, 497' right of centerline, 30' AGL/1149' MSL. Tree 485' from DER, 265' right of centerline, 25' AGL/1144' MSL. Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL. Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/1134' MSL.

26 AUG 2010 to 23 SEP 2010

MARFA, TX

MARFA MUNI (MRF)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318. **Rwys 8, 26,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct MRF VOR/DME. **Rwy 12,** climb direct MRF VOR/DME. **Rwys 21, 30,** climbing left turn direct MRF VOR/DME. All Aircraft climb in MRF VOR/DME holding pattern (SE, LT, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 3,** vehicle on road abeam departure end of runway, 300' left of centerline, 15' AGL/4864' MSL. **Rwy 12,** vehicle on road 483' from departure end of runway, 616' left of centerline, 15' AGL/4854' MSL. **Rwy 21,** building and greenhouses beginning 34' from departure end of runway, 495' left of centerline, 35' AGL/4852' MSL.

MASON, TX

MASON COUNTY (T92)
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 394' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 2100' before turning right.

NOTE: **Rwy 13,** terrain beginning 7' from departure end of runway, 100' left of centerline, up to 1523' MSL. Tree 1506' from departure end of runway, 254' left of centerline, 100' AGL/1639' MSL. **Rwy 17,** tree 4503' from departure end of runway, 405' left of centerline, 100' AGL/1619' MSL. Terrain beginning 162' from departure end of runway, 179' right of centerline, up to 1520' MSL. **Rwy 31,** tree 1590' from departure end of runway, 411' left of centerline, 100' AGL/1629' MSL. Terrain beginning 61' from departure end of runway, 51' right of centerline, up to 1513' MSL. Powerlines beginning 2999' from departure end of runway, left and right of centerline, up to 79' AGL/1585' MSL. **Rwy 35,** trees beginning 4019' from departure end of runway, 151' left of centerline, up to 100' AGL/1699' MSL. Tower 4519' from departure end of runway, 361' right of centerline, 55' AGL/1635' MSL.

MC ALLEN, TX

MC ALLEN MILLER INTL (MFE)
AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2½, or std. with a min. climb of 298' per NM to 500'.

NOTE: **Rwy 13,** multiple trees beginning 792' from departure end of runway, 593' left of centerline, 44' AGL/159' MSL. **Rwy 31,** multiple trees beginning 708' from departure end of runway, 361' left of centerline, 43' AGL/157' MSL. Multiple trees beginning 1018' from departure end of runway, 626' right of centerline, 38' AGL/142' MSL. **Rwy 36,** light pole 581' from departure end of runway, on centerline, 17' AGL/122' MSL. Multiple buildings and trees beginning 624' from departure end of runway, 36' left of centerline, 24' AGL/129' MSL. Tower 197' from departure end of runway, 335' left of centerline, 38' AGL/140' MSL. Multiple buildings, poles, and towers beginning 635' from departure end of runway, right of centerline, 25' AGL/394' MSL.

MIDLAND, TX

MIDLAND AIRPARK

TAKE-OFF MINIMUMS: **Rwy 16,** 700-1, or std. with a min. climb of 300' per NM to 3500.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 3500, then climb on course.

MIDLAND INTL (MAF)
ORIG 09015 (FAA)

NOTE: **Rwy 4,** tower 1547' from departure end of runway, 727' left of centerline, 93' AGL/2961' MSL. Dome 1234' from departure end of runway, 675' left of centerline, 36' AGL/2900' MSL. **Rwy 10,** rod 467' from departure end of runway, 254' right of centerline, 20' AGL/2874' MSL. Sign 2219' from departure end of runway, 793' left of centerline, 48' AGL/2912' MSL. Pole 1563' from departure end of runway, 733' left of centerline, 31' AGL/2895' MSL. **Rwy 16L,** tree 217' from departure end of runway, 536' right of centerline, 100' AGL/2944' MSL. Sign 94' from departure end of runway, 365' left of centerline, 26' AGL/2875' MSL. Poles beginning 324' from departure end of runway, 277' left of centerline, 29' AGL/2874' MSL. Vehicle on road 382' from departure end of runway, 269' left of centerline, 17' AGL/2860' MSL. Train 553' from departure end of runway, 498' left of centerline, 23' AGL/2867' MSL. Vehicle on road 384' from departure end of runway, 549' left of centerline, 17' AGL/2866' MSL. Train 783' from departure end of runway, 17' left of centerline, 23' AGL/2869' MSL.

Rwy 16R, tree 3717' from departure end of runway, 1419' right of centerline, 100' AGL/2954' MSL. **Rwy 22,** antenna 2747' from departure end of runway, 962' right of centerline, 100' AGL/2964' MSL. Tower 2813' from departure end of runway, 1049' right of centerline, 102' AGL/2964' MSL. Hangar 1113' from departure end of runway, 600' right of centerline, 46' AGL/2905' MSL. Tree 5361' from departure end of runway, 1869' right of centerline, 100' AGL/2989' MSL. **Rwy 34R,** vehicle on road 258' from departure end of runway, 253' right of centerline, 17' AGL/2881' MSL. Tree 255' from departure end of runway, 81' right of centerline, 11' AGL/2875' MSL. Fence post 29' from departure end of runway, 263' right of centerline, 4' AGL/2868' MSL. Vehicle on road 447' from departure end of runway, 11' right of centerline, 15' AGL/2880' MSL. Pole 1279' from departure end of runway, 117' left of centerline, 29' AGL/2903' MSL. Fence 85' from departure end of runway, 257' left of centerline, 5' AGL/2869' MSL. Fence post 185' from departure end of runway, 71' left of centerline, 5' AGL/2869' MSL.

MONAHANS, TX

ROY HURD MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12**, 400-1 or std. with a min. climb of 300' per NM to 3100.

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 2600 before turning right. **Rwy 35,** climb heading 353° to 2200 before turning left.

NOTE: **Rwy 31,** multiple trees and antenna beginning 1125' from departure end of runway, 592' left of centerline, up to 47' AGL/706' MSL. Road 1014' from departure end of runway, 439' right of centerline, 15' AGL/687' MSL.

ODESSA, TX

ODESSA-SCHLEMEYER FIELD (ODO)
AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 225' per NM to 3400, or alternatively, with standard take-off minimums and normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 2,** vehicle on roadway 184' from DER, left and right of centerline, 15' AGL/3024' MSL. **Rwy 16,** building 466' from DER, 487' left of centerline, 50' AGL/3029' MSL. Powerlines 896' from DER, left and right of centerline, 30' AGL/2984' MSL. **Rwy 20,** tower 2.3 miles from DER, 1311' left of centerline, 340' AGL/3287' MSL. **Rwy 29,** rising terrain, trees, and poles beginning 8' from DER, 495' right of centerline, up to 27' AGL/3012' MSL. **Rwy 34,** airplane on taxiway 21' from DER, 362' left of centerline, up to 17' AGL/3001' MSL. Vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3014' MSL. Buildings and hangers beginning 739' from DER, left and right of centerline, up to 50' AGL/3044' MSL.

OZONA, TX

OZONA MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 445' per NM to 2700. **Rwy 34,** 200-1½ or std. with a min. climb of 380' per NM to 2600.

NOTE: **Rwy 16,** trees 3686' from departure end of runway, 354' left of centerline, 100' AGL/2560' MSL. Trees 4436' from departure end of runway, 355' left of centerline, 100' AGL/2574' MSL. **Rwy 34,** trees 1363' from departure end of runway, 638' left of centerline, 100' AGL/2529' MSL. Trees 3479' from departure end of runway, 791' left of centerline, 100' AGL/2535' MSL. Trees 7679' from departure end of runway, 932' left of centerline, 100' AGL/2593' MSL.

PLEASANTON, TX

PLEASANTON MUNI (PEZ)
AMDT 1 08325 (FAA)

NOTE: **Rwy 16,** vehicle on road 108' from departure end of runway, 285' left of centerline, 15' AGL/424' MSL. Fence 135' from departure end of runway, 194' left of centerline, 3' AGL/412' MSL. Fence 235' from departure end of runway, 38' right of centerline, 3' AGL/412' MSL. Trees beginning 246' from departure end of runway, 56' left of centerline, up to 100' AGL/529' MSL. Trees beginning 173' from departure end of runway, 154' right of centerline, up to 100' AGL/529' MSL. **Rwy 34,** vehicle on road 136' from departure end of runway, left to right of centerline, up to 15' AGL/444' MSL. Fence 191' from departure end of runway, 251' left of centerline, 3' AGL/442' MSL. Trees beginning 210' from departure end of runway, 51' left of centerline, up to 100' AGL/539' MSL. Tree 172' from departure end of runway, 74' right of centerline, 100' AGL/529' MSL.

PORT ARANSAS, TX

MUSTANG BEACH (RAS)
AMDT 1 09015 (FAA)

NOTE: **Rwy 12,** transmission towers and poles beginning 43' from departure end of runway, 28' right of centerline, up to 81' AGL/86' MSL. Building 2435' from departure end of runway, 967' right of centerline, 130' AGL/135' MSL. Transmission towers and poles beginning 1141' from departure end of runway, 13' left of centerline, up to 83' AGL/88' MSL. **Rwy 30,** boat 1657' from departure end of runway, 915' left of centerline, 50' AGL/50' MSL.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY (PIL)
AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 253' per NM to 500.

NOTE: **Rwy 3,** trees beginning 178' from departure end of runway, 27' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning 2046' from departure end of runway, 511' right of centerline, up to 100' AGL/119' MSL. Trees beginning 1981' from departure end of runway, 118' right of centerline, up to 100' AGL/119' MSL. **Rwy 13,** trees beginning 530' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. **Rwy 17,** trees beginning 911' from departure end of runway, 84' left of centerline, up to 100' AGL/119' MSL. **Rwy 35,** trees beginning 15' from departure end of runway, 4' left of centerline, up to 100' AGL/114' MSL.

ROBSTOWN, TX

NUECES COUNTY

TAKE-OFF MINIMUMS: **Rwy 13,** 1000-3, or std. with a min. climb of 390' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1200 prior to turning north or east.

ROCKPORT, TX

ARANSAS COUNTY

NOTE: **Rwy 14,** road plus vehicle 500' from departure end of runway, 593' left of centerline, 17' AGL/40' MSL. **Rwy 18,** antenna 5599' from departure end of runway, 602' left of centerline, 160' AGL/171' MSL. **Rwy 32,** road plus vehicle 291' from departure end of runway, 533' left of centerline, 17' AGL/40' MSL. **Rwy 36,** road plus vehicle 576' from departure end of runway, 597' left of centerline, 17' AGL/40' MSL.

ROCKSPRINGS, TX

EDWARDS COUNTY

NOTE: **Rwy 14,** multiple trees beginning 1076' from departure end of runway, 22' right of centerline, up to 100' AGL/2459' MSL. **Rwy 32,** fence 101' from departure end of runway, 35' left of centerline, 5' AGL/2374' MSL. Multiple trees beginning 318' from departure end of runway, 71' left of centerline, up to 100' AGL/2479' MSL. Multiple trees beginning 992' from departure end of runway, 532' right of centerline, up to 100' AGL/2479' MSL.

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD (SJT)
AMDT 1 10238 (FAA)

DEPARTURE PROCEDURE: **Rwy 27,** climb to 2500 before turning right. **Rwy 36,** climb to 2600 before turning left.

NOTE: **Rwy 3,** fence 8' from DER, 490' right of centerline, 3' AGL/1896' MSL. **Rwy 18,** multiple trees and poles beginning 112' from DER, 183' left of centerline, up to 43' AGL/1962' MSL. Multiple trees and poles beginning 1076' from DER, 114' right of centerline, up to 47' AGL/1966' MSL. Catenary 1779' from DER, 457' right of centerline, 45' AGL/1964' MSL. **Rwy 27,** multiple trees beginning 482' from DER, 74' left of centerline, up to 24' AGL/1933' MSL. Light pole 1040' from DER, 252' left of centerline, 22' AGL/1931' MSL. Tree 538' from DER, 226' right of centerline, 21' AGL/1930' MSL.

SAN ANTONIO, TX

BOERNE STAGE FIELD

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 346° to 2800 before turning westbound.

NOTE: **Rwy 17,** multiple trees and light poles along tree line beginning 6' from departure end of runway, 128' right of centerline, up to 50' AGL/1427' MSL. Multiple trees and light poles along tree line beginning 81' from departure end of runway, 144' left of centerline, up to 50' AGL/1409' MSL. **Rwy 35,** multiple trees and poles beginning 204' from departure end of runway, 7' left of centerline, up to 50' AGL/1422' MSL. Multiple trees and poles beginning 205' from departure end of runway, 24' right of centerline, up to 50' AGL/1423' MSL. Hangar 80' from departure end of runway, 222' right of centerline, up to 50' AGL/1397' MSL.

SAN ANTONIO INTL (SAT)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL. **Rwy 12R,** antenna on tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL. **Rwy 21,** antenna on hangar and flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL. **Rwy 30L,** tower and poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL. **Rwy 30R,** rod on obstruction light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

SAN ANTONIO, TX (CON'T)

STINSON MUNI (SSF)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** Std. w/ min climb of 225' per NM to 1900 or 1000-2½ for climb in visual conditions. **Rwy 27,** 300-1¾ or std. w/ min. climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** For climb in visual conditions, cross Stinson Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 14,** Climb heading 137° to 1200 before turning left. **Rwy 32,** Climb heading 317° to 1500 before turning right.

NOTES: **Rwy 9,** Vehicle on road 285' from departure end of runway, 380' left of centerline, 15' AGL/584' MSL. Trees beginning 1653' from departure end of runway, 435' right of centerline, up to 70' AGL/629' MSL. **Rwy 14,** Vehicle on road 114' from departure end of runway, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL. Trees beginning 72' from departure end of runway, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from departure end of runway, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from departure end of runway, 133' right of centerline, 119' AGL/663' MSL. **Rwy 27,** Fence 41' from departure end of runway, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from departure end of runway, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from departure end of runway, 113' right of centerline, 15' AGL/596' MSL. Trees and poles beginning 229' from departure end of runway, 117' right of centerline, up to 70' AGL/645' MSL. Trees and poles beginning 599' from departure end of runway, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.32 NM from departure end of runway, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from departure end of runway, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from departure end of runway, 36' left of centerline, 55' AGL/635' MSL. **Rwy 32,** Fence 17' from departure end of runway, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54' from departure end of runway, 199' left of centerline, 15' AGL/586' MSL. Trees beginning 164' from departure end of runway, 125' right of centerline, up to 70' AGL/639' MSL. Trees and poles beginning 43' from departure end of runway, 41' left of centerline, up to 75' AGL/668' MSL.

DER, 591' left of centerline, 57' AGL/854' MSL. arcos, tx

SAN MARCOS, TX

SAN MARCOS MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** std. with a min. climb of 211' per NM to 2600, or 1500-3 for climb in visual conditions. **Rwy 35,** std. with a min. climb of 214' per NM to 2600, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 31, 35,** for climb in visual conditions: cross San Marcos Municipal Airport at or above 1200.

NOTE: **Rwy 8,** tree 942' from departure end of runway, 259' left of centerline, 33' AGL/612' MSL. **Rwy 26,** pole 1217' from departure end of runway, 550' right of centerline, 35' AGL/624' MSL. **Rwy 31,** multiple poles 1062' from departure end of runway, 604' right of centerline, 33' AGL/621' MSL.

SINTON, TX

ALFRED C. BUBBA THOMAS

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 800 prior to turning east.

SONORA, TX

SONORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 700-2. **Rwy 36,** 300-1.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL

DEPARTURE PROCEDURE: **Rwy 2,** climb on heading between 085° clockwise to 200° or 345° counter clockwise to 200° from departure end of runway, or minimum climb of 313' per NM to 3300 for all other courses. **Rwy 33,** climb on heading between 070° clockwise to150° or 330° counter clockwise to 150° from departure end of runway, or minimum climb of 235' per NM to 3200 for all other courses.

NOTE: **Rwy 2,** multiple bushes and trees beginning 176' from departure end of runway 491' left of centerline, up to 34' AGL/699' MSL. Tree 279' from departure end of runway, 361' right of centerline, 15' AGL/680' MSL. **Rwy 15,** bush 158' from departure end of runway, 412' left of centerline, 7' AGL/676' MSL, tree 941' from departure end of runway, 743' right of centerline, 32' AGL/701' MSL.

TAYLOR, TX

TAYLOR MUNI (T74)

ORIG 08269 (FAA)

NOTE: **Rwy 17,** numerous trees beginning at departure end of runway, 180' right of centerline up to 50' AGL/591' MSL. Terrain beginning 1700' from departure end of runway, 380' left of centerline, up to 601' MSL.

VAN HORN, TX

CULBERSON COUNTY

TAKE-OFF MINIMUMS: **Rwys 17, 21,** 2100-2 or std. with a min. climb of 500' per NM to 5000. **Rwy 25**, NA.

DEPARTURE PROCEDURE: **Rwys 3,17,21,35,** climb runway heading to 5000 then climbing right turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course. **Rwy 7,** climb runway heading to 5000 then climbing left turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course.

WACO, TX

MC GREGOR EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, 2000-3 or std. with a min. climb of 280' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 17,22,** climb via ACT R-195 to 3000 before proceeding on course. **Rwys 4, 35,** climb runway heading to 3000 before proceeding on course.

WACO, TX (CON'T)

TSTC-WACO (CNW)

ORIG 08269 (FAA)

NOTE: **Rwy 17L,** terrain 198' from departure end of runway, 467' right of centerline, 464' MSL. **Rwy 17R,** vehicle on road 137' from departure end of runway, 487' right of centerline, 15' AGL/474' MSL. Trees beginning 872' from departure end of runway, 238' right of centerline, up to 100' AGL/529' MSL. Trees beginning 1239' from departure end of runway, 74' left of centerline, up to 100' AGL/512' MSL. **Rwy 35L,** trees beginning 3386' from departure end of runway, 529' left of centerline, up to 100' AGL/579' MSL. **Rwy 35R,** trees beginning 2606' from departure end of runway, 1042' right of centerline, up to 100' AGL/579' MSL. Tree 2094' from departure end of runway, 910' left of centerline, 45' AGL/524' MSL.

WINK, TX

WINKLER COUNTY (INK)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 147° to 3400 before proceeding on course.

NOTE: **Rwy 13,** vehicles on road beginning 535' from DER, from left to right of centerline, up to 15' AGL/2829' MSL.

26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

ANGLETON/LAKE JACKSON, TX

BRAZORIA COUNTY (LBX)

AMDT 1 08157 (FAA)

NOTE: **Rwy 35,** tree 1510' from departure end of runway, 721' left of centerline, 48' AGL/68' MSL.

BAYTOWN, TX

BAYTOWN (HPY)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. w/ min. climb of 420' per NM to 300.

NOTE: **Rwy 14,** multiple trees, power poles, and houses beginning at DER, left and right of centerline, up to 60' AGL/89' MSL. Vehicle 187' from DER, 47' right of centerline, 15' AGL/44' MSL. Tower 4066' from DER, 1217' right of centerline, 156' AGL/180' MSL. **Rwy 32,** vehicle 53' from DER, 23' right of centerline, 15' AGL/49' MSL. Buildings beginning 104' from DER, left and right of centerline, up to 30' AGL/59' MSL. Trees beginning 116' from DER, left and right of centerline, up to 60' AGL/94' MSL.

NAME — TAKE-OFF MINIMUMS

BAYTOWN, TX (CON'T)

R W J AIRPARK

NOTE: **Rwy 8,** trees abeam departure end of runway, 147' left of centerline, 45' AGL/72' MSL. Poles 236' from departure end of runway, 90' right of centerline, 30' AGL/57' MSL. **Rwy 14,** trees 314' from departure end of runway, 44' right of centerline, 35' AGL/87' MSL. Road 125' from departure end of runway, 15' AGL/42' MSL. **Rwy 26,** powerlines 460' from departure end of runway, 32' AGL/62' MSL. Road 550' from departure end of runway, 15' AGL/50' MSL. **Rwy 32,** road 220' from departure end of runway, 15' AGL/48' MSL.

26 AUG 2010 to 23 SEP 2010

BEAUMONT, TX

BEAUMONT MUNI (BMT)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16,34,** NA - Obstacles.

NOTE: **Rwy 13,** multiple trees, poles and buildings beginning 82' from departure end of runway, 2' left of centerline, up to 74' AGL/106' MSL. Multiple trees, poles and signs beginning 441' from departure end of runway, 22' right of centerline, up to 73' AGL/105' MSL. Vehicle on road 152' from departure end of runway, 428' left of centerline, 15' AGL/46' MSL. Train on railroad 545' from departure end of runway, 506' right of centerline, 23' AGL/57' MSL. **Rwy 31,** multiple trees, poles and transmission line towers beginning 81' from departure end of runway, 2' left of centerline, up to 64' AGL/94' MSL. Multiple trees, poles, and transmission line towers beginning 241' from departure end of runway, 4' right of centerline, up to 56' AGL/88' MSL. Train on railroad 375' from departure end of runway, 354' right of centerline, 23' AGL/55' MSL.

BEAUMONT/PORT ARTHUR, TX

SOUTHEAST TEXAS RGNL (BPT)
ORIG 09351 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 1024' from DER, 202' left of centerline, up to 43' AGL/48' MSL. Trees 1676' from DER, 778' right of centerline, 51' AGL/56' MSL. **Rwy 16,** multiple trees beginning 580' from DER, 519' right of centerline, up to 51' AGL/56' MSL. **Rwy 30,** trees 1005' from DER, 629' right of centerline, 54' AGL/64' MSL. Multiple trees beginning 1041' from DER, 617' left of centerline, up to 67' AGL/77' MSL. **Rwy 34,** building 770' from DER, 386' right of centerline, 28' AGL/38' MSL. Multiple trees beginning 1274' from DER, 398' right of centerline, up to 70' AGL/80' MSL. Multiple trees beginning 1288' from DER, 218' left of centerline, up to 72' AGL/82' MSL. Tower 1487' from DER, 398' right of centerline, 60' AGL/75' MSL.

BRENHAM, TX

BRENHAM MUNI (11R)
AMDT 1 10042 (FAA)

NOTE: **Rwy 16,** trees and poles beginning 45' from DER, 272' right of centerline to 305' left of centerline, up to 89' AGL/299' MSL. **Rwy 34,** trees beginning 18' from DER, 325' right of centerline to 380' left of centerline, up to 61' AGL/351' MSL.

BRYAN, TX

COULTER FIELD

NOTE: **Rwy 15,** vehicle on road 266' from departure end of runway, on centerline, 17' AGL/386' MSL. Multiple trees and poles beginning 169' from departure end of runway, 339' right of centerline, up to 20' AGL/389' MSL. Multiple trees and poles beginning 203' from departure end of runway, 245' left of centerline, up to 35' AGL/400' MSL. **Rwy 33,** multiple poles and T-L towers beginning 36' from departure end of runway, 207' left of centerline, up to 35' AGL/382' MSL. Trees 508' from departure end of runway, 290' right of centerline, 25' AGL/371' MSL.

CALDWELL, TX

CALDWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

CENTER, TX

CENTER MUNI (F17)
ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 167° to 1000 before turning right.

NOTE: **Rwy 17,** numerous trees beginning 326' from DER, 432' right and left of centerline, up to 100' AGL/414' MSL. Vehicle on road 234' from DER, 530' left of centerline, up to 15' AGL/314' MSL. **Rwy 35,** numerous trees beginning 1724' from DER, 388' left and right of centerline, up to 100' AGL/459' MSL. Vehicle on road 1091' from DER, 742' right of centerline, up to 15' AGL/354' MSL.

COLLEGE STATION, TX

EASTERWOOD FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¾ or std. with a min. climb of 207' per NM to 700.

NOTE: **Rwy 4,** building 1.3 NM from departure end of runway, 257' left of centerline, 214' AGL/564' MSL. Trees 434' from departure end of runway, 303' right of centerline, 25' AGL/343' MSL. **Rwy 10,** trees 10' from departure end of runway, 321' right of centerline, 26' AGL/344' MSL. Trees 114' from departure end of runway, 350' left of centerline, 22' AGL/340' MSL. **Rwy 22,** trees 71' from departure end of runway, 381' right of centerline, 25' AGL/332' MSL. Trees 122' from departure end of runway, 382' left of centerline, 26' AGL/333' MSL. **Rwy 28,** trees 1842' from departure end of runway, 422' left of centerline, 65' AGL/385' MSL. Trees 840' from departure end of runway, 367' right of centerline, 30' AGL/350' MSL. **Rwy 34,** trees 818' from departure end of runway, 639' left of centerline 48' AGL/369' MSL. Trees 1091' from departure end of runway, 646' right of centerline, 31' AGL/352' MSL.

EAGLE LAKE, TX

EAGLE LAKE

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1, or std. with a min. climb of 420' per NM to 500.

NOTE: **Rwy 17,** tower 3068' from departure end of runway, 793' left of centerline, 192' AGL/317' MSL.

GALVESTON, TX

SCHOLES INTL AT GALVESTON (GLS)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1 or std. w/ min. climb of 502' per NM to 300.

NOTE: **Rwy 13,** bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL. **Rwy 17,** building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. **Rwy 31,** multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL. **Rwy 35,** tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

GIDDINGS, TX

GIDDINGS-LEE COUNTY (GYB)
ORIG 10210 (FAA)

NOTE: **Rwy 17,** numerous trees beginning 720' from DER, 58' right of centerline, up to 50' AGL/479' MSL. Numerous trees beginning 754' from DER, 340' left of centerline, up to 50' AGL/479' MSL. **Rwy 35,** numerous trees beginning 613' from DER, 272' right of centerline, up to 50' AGL/539' MSL. Numerous trees beginning 558' from DER, 265' left of centerline, up to 50' AGL/559' MSL. Vehicle on road 516' from DER, 246' left of centerline, 15' AGL/514' MSL.

HOUSTON, TX

DAVID WAYNE HOOKS MEMORIAL (DWH)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA-Environmental. **Waterways 17, 35,** NA - air traffic.

NOTE: **Rwy 17R,** multiple trees beginning 708' from departure end of runway, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from departure end of runway, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from departure end of runway, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from departure end of runway, 294' right of centerline, up to 45' AGL/189' MSL. **Rwy 35L,** multiple trees and poles beginning 144' from departure end of runway, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from departure end of runway, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from departure end of runway, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from departure end of runway, on centerline 15' AGL/166' MSL. Building 894' from departure end of runway, 231' right of centerline, 23' AGL/173' MSL.

ELLINGTON FIELD (EFD)
AMDT 2 08157 (FAA)

NOTE: **Rwy 17R,** pole 1489' from departure end of runway, 817' right of centerline, 40' AGL/74' MSL. **Rwy 22,** antenna on building 1998' from departure end of runway, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glide slope 327' from departure end of runway, 543' left of centerline, 39' AGL/68' MSL. **Rwy 35R,** tree 1597' from departure end of runway, 32' left of centerline, 33' AGL/80' MSL. **Rwy 35L,** multiple trees beginning 1118' from departure end of runway, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from departure end of runway, 1024' left of centerline, 37' AGL/97' MSL.

HOUSTON, TX (CON'T)

GEORGE BUSH INTERCONTINENTAL/
HOUSTON (IAH)
AMDT 2 08157 (FAA)

NOTE: **Rwy 8L,** tree 2866' from departure end of runway, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from departure end of runway, 106' right of centerline, up to 80' AGL/174' MSL. **Rwy 15L,** multiple trees 2638' from departure end of runway, 758' right of centerline, up to 76' AGL/160' MSL. **Rwy 15R,** tower 1431' from departure end of runway, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from departure end of runway, 621' left of centerline, 49' AGL/133' MSL. **Rwy 26R,** pole 950' from departure end of runway, 660' right of centerline, 40' AGL/129' MSL. **Rwy 33R,** tree 2868' from departure end of runway, 1027' right of centerline, 73' AGL/172' MSL.

HOUSTON EXECUTIVE (TME)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 355° to 700 before turning east.

NOTE: **Rwy 36,** power poles from left to right beginning 703' from departure end of runway, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HOUSTON-SOUTHWEST (AXH)
AMDT 5 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2000 before turning left. **Rwy 27**, climb heading 269° to 2200 before turning right.

NOTE: **Rwy 9,** multiple hangars beginning 239' from departure end of runway, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from departure end of runway, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from departure end of runway, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from departure end of runway, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from departure end of runway, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from departure end of runway, 68' left of centerline, up to 58' AGL/122' MSL. **Rwy 27,** multiple trees beginning 1050' from departure end of runway, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from departure end of runway, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from departure end of runway, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from departure end of runway, 131' right of centerline, up to 41' AGL/110' MSL.

26 AUG 2010 to 23 SEP 2010

HOUSTON, TX (CON'T)

LONE STAR EXECUTIVE (CXO)

AMDT 2 08157 (FAA)

NOTE: **Rwy 1,** multiple trees beginning 1899' from departure end of runway, 11' left of centerline, up to 80' AGL/314' MSL. Obstruction light on glideslope 387' from departure end of runway, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from departure end of runway, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from departure end of runway, 134' right of centerline, up to 79' AGL/313' MSL. **Rwy 14,** multiple trees beginning 1655' from departure end of runway, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from departure end of runway, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from departure end of runway, 80' right of centerline, up to 77' AGL/306' MSL. **Rwy 19,** multiple trees beginning 17' from departure end of runway, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from departure end of runway, 156' right of centerline, up to 80' AGL/305' MSL. **Rwy 32,** vehicle and road 602' from departure end of runway, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from departure end of runway, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from departure end of runway, 990' right of centerline, 106' AGL/325' MSL.

PEARLAND RGNL

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 139° to 1600 before proceeding south through southwest. **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 199' from departure end of runway, 226' right of centerline, up to 66' AGL/100' MSL. Vehicle on road 398' from departure end of runway, 405' left of centerline, 9' AGL/55' MSL. Trees 1287' from departure end of runway, 453' left of centerline, up to 56' AGL/90' MSL. **Rwy 32,** multiple trees beginning 690' from departure end of runway, 81' left of centerline, up to 79' AGL/128' MSL. Multiple poles beginning 745' from departure end of runway, 24' left of centerline, up to 40' AGL/80' MSL. Multiple trees and poles beginning 29' from departure end of runway, 11' right of centerline, up to 64' AGL/104' MSL. Building 237' from departure end of runway, 520' right of centerline, 32' AGL/72' MSL.

SUGAR LAND RGNL (SGR)

AMDT 7 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1500 before turning eastbound. **Rwy 35,** climb heading 350° to 1100 before turning southbound.

NOTE: **Rwy 17,** multiple poles beginning 436' from departure end of runway, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from departure end of runway, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from departure end of runway, 270' left of centerline, up to 44' AGL/ 111' MSL. **Rwy 35,** vehicle and road 65' from departure end of runway , 2' right of centerline, 15' AGL/ 96' MSL. Multiple trees beginning 37' from departure end of runway , 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from departure end of runway , 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from departure end of runway , 65' left of centerline, up to 81' AGL/155' MSL.

HOUSTON, TX (CON'T)

WEISER AIR PARK (EYQ)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1 or std. w/ min. climb of 399' per NM to 400.

NOTE: **Rwy 9,** tank 4127' from departure end of runway, 1455' left of centerline, 147' AGL/282' MSL. **Rwy 27,** railroad 462' from departure end of runway, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from departure end of runway, 7' left of centerline, 17' AGL/159' MSL.

WEST HOUSTON (IWS)

AMDT 3 09295 (FAA)

NOTE: **Rwy 15,** vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL. **Rwy 33,** building 265' from DER, 364' left of centerline, 33' AGL/ 143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

26 AUG 2010 to 23 SEP 2010

HOUSTON, TX (CON'T)

WILLIAM P. HOBBY (HOU)

AMDT 5 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 270' per NM to 300. **Rwy 17,** 300-1. **Rwy 22,** std. w/ min. climb of 290' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 700 before turning westbound. **Rwy 30L,** climb heading 309° to 800 before turning westbound. **Rwy 30R,** climb heading 309° to 800 before turning westbound.

NOTE: **Rwy 4,** pole 4403' from departure end of runway, 1609' right of centerline, 121' AGL/166' MSL. Light on building 1562' from departure end of runway, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from departure end of runway, 1223' right on centerline, 139' AGL/174' MSL. Light on flagpole 4618' from departure end of runway, 768' right of centerline, 117' AGL/161' MSL NE, **Rwy 12L,** antenna on hanger 1548' from departure end of runway, 424' left of centerline, 45' AGL/85' MSL. **Rwy 12R,** vehicle and road 514' from departure end of runway, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from departure end of runway, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from departure end of runway, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from departure end of runway, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from departure end of runway, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from departure end of runway, 783' left of centerline, 38' AGL/78' MSL. **Rwy 17,** multiple poles beginning 606' from departure end of runway, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from departure end of runway, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from departure end of runway, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from departure end of runway, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from departure end of runway, 258' left of centerline, 32' AGL/77' MSL. **Rwy 22,** pole 727' from departure end of runway, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from departure end of runway, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from departure end of runway, 968' right of centerline, 60' AGL/109' MSL. **Rwy 30L,** antenna on building 547' from departure end of runway, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from departure end of runway, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from departure end of runway, 466' left of centerline, up to 78' AGL/118' MSL. **Rwy 30R,** pole 1096' from departure end of runway, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from departure end of runway, 525' left of centerline, 33' AGL/69' MSL. **Rwy 35,** antenna on light pole 738' from departure end of runway, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from departure end of runway, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from departure end of runway, 471' left of centerline, 33' AGL/69' MSL.

HUNTSVILLE, TX

HUNTSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 700 before turning.

JACKSONVILLE, TX

CHEROKEE COUNTY

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 135° to 1200 before proceeding on course.

JASPER, TX

JASPER COUNTY-BELL FIELD (JAS)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 2081' from DER, 118' left of centerline, up to 100' AGL/327' MSL. Trees beginning 690' from DER, 87' right of centerline, up to 100' AGL/329' MSL. **Rwy 36,** hangar 320' from DER, 504' left of centerline, 27' AGL/236' MSL. Trees beginning 534' from DER, 139' left of centerline, up to 100' AGL/329' MSL. Pole 1968' from DER, 409' left of centerline, 33' AGL/262' MSL. Bush 94' from DER, 476' right of centerline, 8' AGL/217' MSL. Trees beginning 514' from DER, 6' right of centerline, up to 100' AGL/354' MSL. Hangar 1176' from DER, 675' right of centerline, 30' AGL/249' MSL. Tower 1246' from DER, 611' right of centerline, 40' AGL/258' MSL.

KOUNTZE/SILSBEE, TX

HAWTHORNE FIELD (45R)

ORIG 08045 (FAA)

NOTE: **Rwy 13,** Terrain 3' from departure end of runway, 81' right of centerline, 0' AGL/69' MSL. Trees beginning 64' from departure end of runway, 277' right of centerline, up to 50' AGL/119' MSL. Tree 111' from departure end of runway, 516' left of centerline, 50' AGL/124' MSL. Terrain 172' from departure end of runway, 119' left of centerline, 0' AGL/74' MSL. **Rwy 31,** Terrain 109' from departure end of runway, 134' left of centerline, 0' AGL/74' MSL. Tree 536' from departure end of runway, 457' right of centerline, 50' AGL/114' MSL.

LA GRANGE, TX

FAYETTE RGNL AIR CENTER (3T5)

ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 140' from departure end of runway, 276' right of centerline, 100' AGL/432' MSL. Tree 612' from departure end of runway, 551' left of centerline, 100' AGL/422' MSL. Road with vehicle 942' from departure end of runway, 667' left of centerline, 15' AGL/350' MSL.

26 AUG 2010 to 23 SEP 2010

LA PORTE, TX
LA PORTE MUNI (T41)
AMDT 5 10210 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 500 before turning right. **Rwy 30,** climb heading 301° to 700 before turning right.
NOTE: **Rwy 12,** trees and poles beginning 128' from DER, 42' left of centerline, up to 50' AGL/74' MSL. Trees and poles beginning 131' from DER, 114' right of centerline, up to 39' AGL/63' MSL. Chimney 676' from DER, 412' right of centerline, 31' AGL/55' MSL. **Rwy 23,** trees beginning 1320' from DER, 43' left of centerline, up to 63' AGL/87' MSL. Hangars beginning 233' from DER, 288' right of centerline, up to 35' AGL/59' MSL. Vehicle on road, 594' from DER, 513' left of centerline, 15' AGL/39' MSL. Trees 1010' from DER, 1010' right of centerline, up to 63' AGL/87' MSL. **Rwy 30,** trees and poles beginning 114' from DER, 67' left of centerline, up to 63' AGL/87' MSL. Buildings 335' from DER, 356' left of centerline, 25' AGL/50' MSL. Trees and poles beginning 44' from DER, 35' right of centerline, up to 52' AGL/76' MSL.

LIBERTY, TX
LIBERTY MUNI
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 2000-3 or std. with a min. climb of 270' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 16, 34**, eastbound departures climb runway heading to 2100 before proceeding on course.

LIVINGSTON, TX
LIVINGSTON MUNI
TAKE-OFF MINIMUMS: **Rwys 12,30,** 300-1.

LUFKIN, TX
ANGELINA COUNTY
NOTE: **Rwy 7,** multiple trees and terrain beginning 75' from departure end of runway, 39' left of centerline, up to 85' AGL/381' MSL. Multiple trees beginning 148' from departure end of runway, 334' right of centerline, up to 75' AGL/371' MSL. **Rwy 15,** multiple trees beginning 261' from departure end of runway, 142' right of centerline, up to 53' AGL/327' MSL. Multiple trees and terrain beginning 21' from departure end of runway, 146' left of centerline, up to 53' AGL/327' MSL. **Rwy 25,** multiple trees beginning 1767' from departure end of runway, 283' right of centerline, up to 78' AGL/362' MSL. Multiple trees beginning 1366' from departure end of runway, 145' left of centerline, up to 69' AGL/353' MSL. **Rwy 33,** multiple trees and pole beginning 289' from departure end of runway, 247' right of centerline, up to 71' AGL/360' MSL. Multiple trees and road beginning 574' from departure end of runway, 4' left of centerline, up to 74' AGL/363' MSL.

NACOGDOCHES, TX
A. L. MANGHAM JR. RGNL
TAKE-OFF MINIMUMS: **Rwy 36**, 1000-3 or std. with a min. climb of 220' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 15, 18, 33, 36**, climb runway heading to 1000 before proceeding on course.

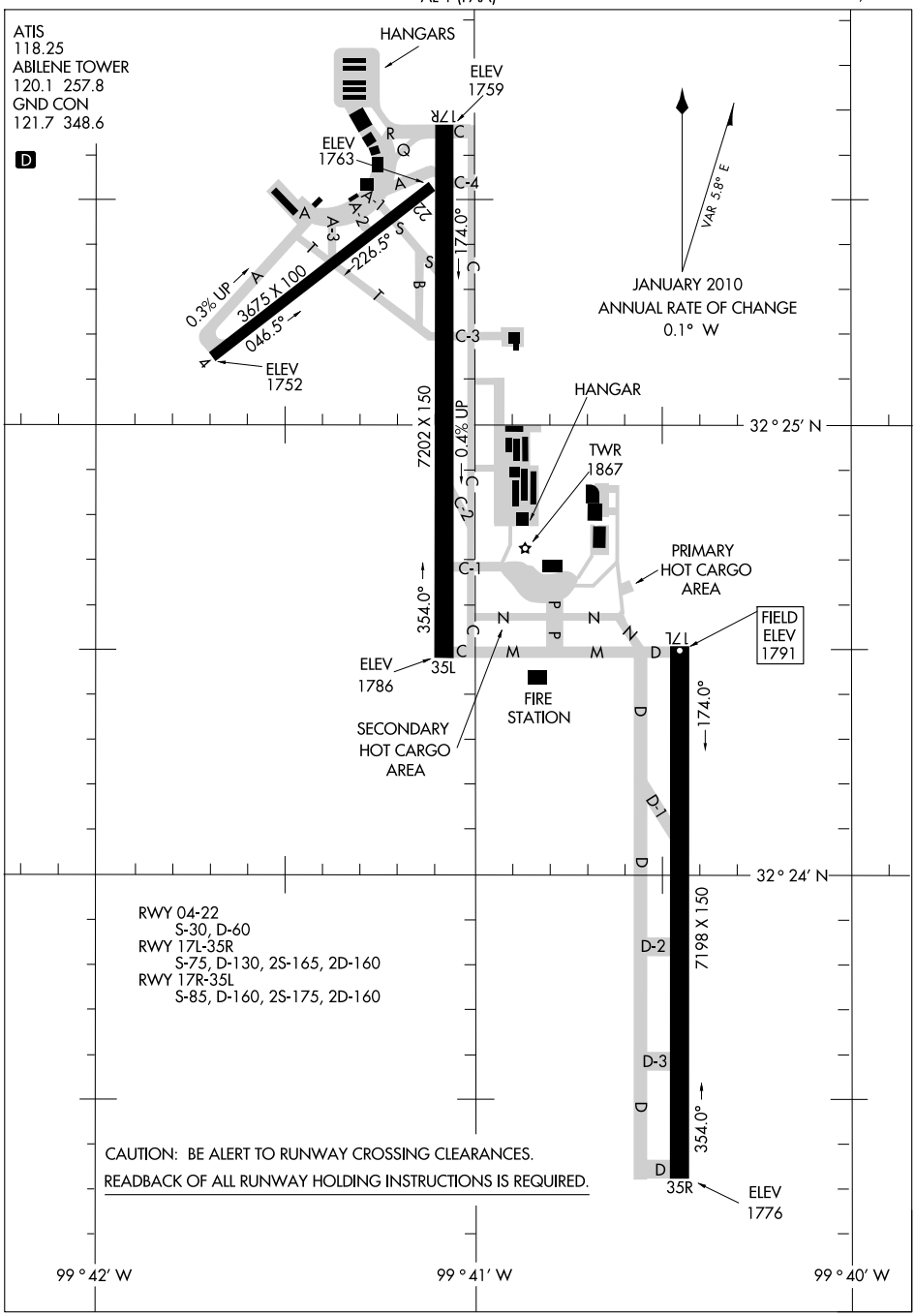
NAVASOTA, TX
NAVASOTA MUNI
DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 2100 before turning eastbound.

ORANGE, TX
ORANGE COUNTY (ORG)
ORIG 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 425' per NM to 500.**Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 4,** trees beginning 893' from DER, 513' right of centerline, up to 30' AGL/87' MSL. Trees beginning 1856' from DER, 550 left of centerline, up to 30' AGL/66' MSL. Transmission poles beginning 2518' from DER, left and right of centerline, up to 73' AGL/83' MSL. Tower 6401' from DER, 1900' left of centerline, 283' AGL/298' MSL. **Rwy 22,** trees beginning at DER, left and right of centerline, up to 30' AGL/39' MSL.

PALESTINE, TX
PALESTINE MUNI
TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 313' per NM to 1200, or 600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Palestine Municipal Airport at or above 1200.
NOTE: **Rwy 9,** multiple trees and terrain beginning 1.5 NM from departure end of runway, 2404' left of centerline, up to 100' AGL/739' MSL. Terrain 1.6 NM from departure end of runway, 1545' right of centerline, 601' MSL.

VICTORIA, TX
VICTORIA RGNL (VCT)
ORIG 08325 (FAA)
NOTE: **Rwy 12R,** trees beginning 810' from departure end of runway, 606' right of centerline, up to 40' AGL/139' MSL. Train on railroad 797' from departure end of runway, 303' right of centerline, 23' AGL/148' MSL. Pole 947' from departure end of runway, 62' right of centerline, 32' AGL/131' MSL. Hopper 1124' from departure end of runway, 417' left of centerline, 35' AGL/134' MSL. **Rwy 17,** DME on building 598' from departure end of runway, 421' left of centerline, 19' AGL/118' MSL. **Rwy 35,** bush 105' from departure end of runway, 171' right of centerline, 12' AGL/116' MSL. Bush 247' from departure end of runway, 92' right of centerline, 12' AGL/116' MSL.

WHARTON,TX
WHARTON RGNL (ARM)
ORIG 09239 (FAA)
NOTE: **Rwy 32,** vehicle on roads beginning 26' from DER, 312' right of centerline, up to 17' AGL/113' MSL. Buildings beginning 40' from DER, 338' right of centerline, up to 26' AGL/125' MSL. Poles beginning 140' from DER, 467' right of centerline, up to 43' AGL/142' MSL. Tree 828' from DER, 509' right of centerline, 28' AGL/127' MSL. Fence 24' from DER, 288' left of centerline, 4' AGL/103' MSL. Tree 1147' from DER, 425' left of centerline, 41' AGL/140' MSL.



SC-2, 26 AUG 2010 to 23 SEP 2010

ABERNATHY MUNI (F83) 4 E UTC−6(−5DT) N33°50.75′ W101°45.78′ **DALLAS–FT. WORTH L–6H**

3327 B NOTAM FILE FTW

RWY 17–35: H4000X75 (ASPH) S–8 MIRL

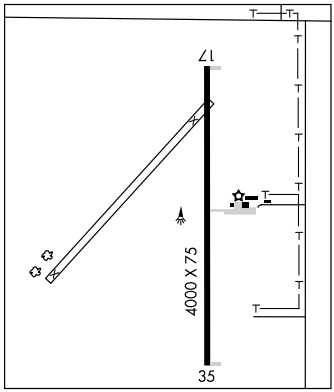
RWY 17: Road. **RWY 35:** Road. Rgt tfc.

AIRPORT REMARKS: Unattended. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE–122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8 Unicom unmonitored.

RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.

LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 031° 11.3 NM to fld. 3310/11E. **HIWAS.**



ABILENE RGNL (ABI) 3 SE UTC−6(−5DT) N32°24.68′ W99°40.91′ **DALLAS–FT. WORTH H–6H, L–17B IAP, AD**

1791 B S4 **FUEL** 100LL, JET A, A1 + OX 1, 2 Class I, ARFF Index A NOTAM FILE ABI

RWY 17R–35L: H7202X150 (ASPH–GRVD) S–85, D–160, 2S–175, 2D–160 MIRL 0.4% up S

RWY 17R: VASI(V4L)—GA 3.0° TCH 58′. Rgt tfc.

RWY 35L: REIL. VASI(V4L)—GA 3.0° TCH 49′.

RWY 17L–35R: H7198X150 (ASPH–GRVD) S–75, D–130, 2S–165, 2D–160 HIRL

RWY 17L: PAPI(P4L)—GA 3.0° TCH 43′. Ground.

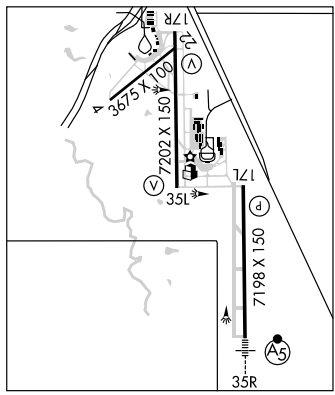
RWY 35R: MALSR. Rgt tfc.

RWY 04–22: H3675X100 (ASPH) S–30, D–60 MIRL 0.3% up NE

RWY 22: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–3678	TODA–3678	ASDA–3678	LDA–3678
RWY 17L:	TORA–7198	TODA–7198	ASDA–7198	LDA–7198
RWY 17R:	TORA–7202	TODA–7202	ASDA–7202	LDA–7202
RWY 22:	TORA–3678	TODA–3678	ASDA–3678	LDA–3678
RWY 35L:	TORA–7202	TODA–7202	ASDA–7202	LDA–7202
RWY 35R:	TORA–7198	TODA–7198	ASDA–7198	LDA–7198



AIRPORT REMARKS: Attended continuously. Uncontrolled arpt 2 NM NE of arpt pattern altitude 2300′. Rwy 04–22 not available for air carrier ops with over 9 passenger seats. First 250′ Rwy 17L and Rwy 35R ungrooved. Rwy 35R runway visual range touchdown avbl. Twy D between Twy M and Twy D1 not visible from twr. West terminal ramp at Twy C1 clsd indef. Twy D lgts south of Twy M OTS indef. Windsock lgts OTS indef.

WEATHER DATA SOURCES: ASOS (325) 676–3524.

COMMUNICATIONS: ATIS 118.25 (325) 677–1597 **UNICOM** 122.95

RCO 122.65 (FORT WORTH RADIO)

Ⓡ **APP/DEP CON** 125.0 (East) 127.2 (West)

TOWER 120.1 **GND CON** 121.7

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.

(H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 104° 10.1 NM to fld. 1810/10E. TACAN azimuth unusable 062°–094° byd 30 NM blo 4,500′.

TUSCOLA (L) VORW/DME 111.6 TQA Chan 53 N32°14.15′ W99°49.01′ 023° 12.6 NM to fld. 2018/10E. NOTAM FILE FTW.

TOMHI NDB (LOM) 353 AB N32°17.93′ W99°40.45′ 349° 6.8 NM to fld.

ILS/DME 110.3 I–ABI Chan 40 Rwy 35R. Class IT. LOM TOMHI NDB.

LOC/DME 109.75 I–EMB Chan 34 Rwy 17R Class I.

ASR

ADDISON (See DALLAS)

AERO COUNTRY (See McKINNEY)

LOC/DME I-ABI	APP CRS	Rwy Idg 7198
110.3	352°	TDZE 1776
Chan 40		Apt Elev 1791

ILS or LOC RWY 35R

ABILENE RGNL (ABI)

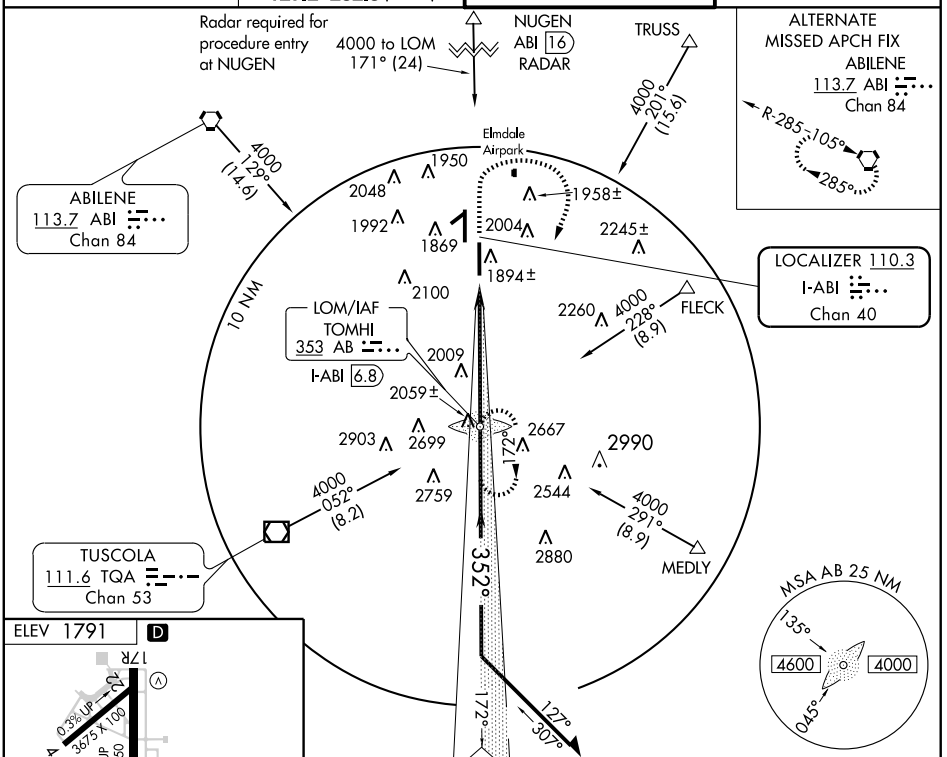
ASR

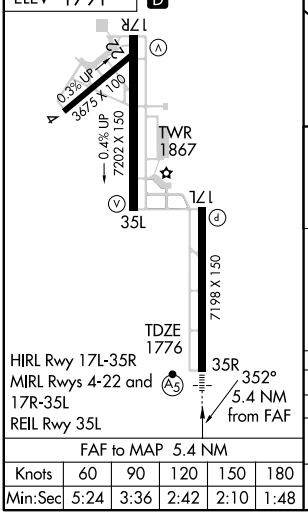
When local altimeter setting not received, use Dyess altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA when using Dyess altimeter setting. For inoperative MALSR, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cat E visibility to 1¾.
*RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF required.

MALSR

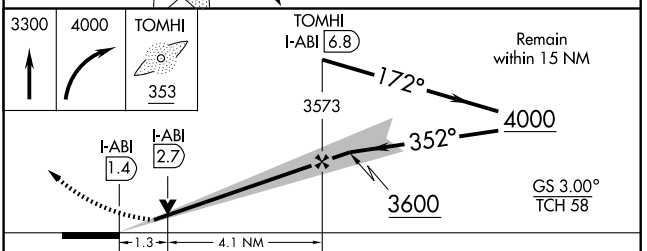
MISSED APPROACH: Climb to 3300 then climbing right turn to 4000 direct to TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



	A	B	C	D	E
S-ILS 35R	*1976/24 200 (200-½)				
S-LOC 35R	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EMB	APP CRS	Rwy Idg	7202
109.75	172°	TDZE	1771
Chan 34 (Y)		Apt Elev	1791

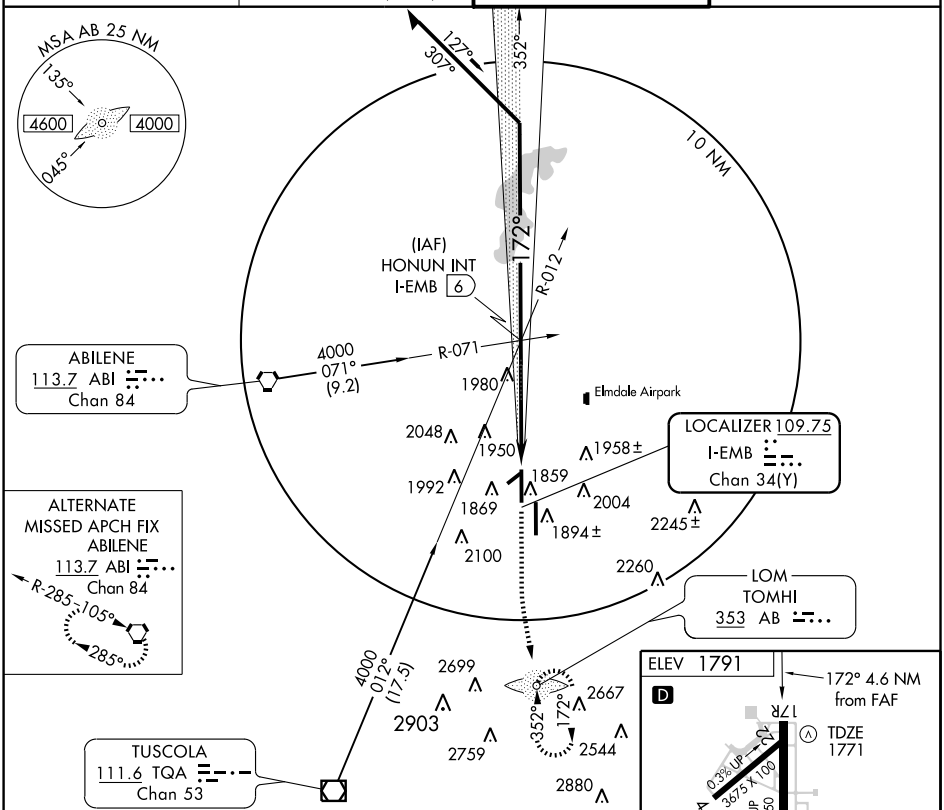
LOC RWY 17R
ABILENE RGNL (ABI)

T A ASR

ADF Required. When local altimeter setting not received, use Dyess altimeter setting and increase all MDA 40 feet and visibility for S-17R Cat D and E, Circling Cat C, D, and E ¼ mile.VDP NA when using Dyess altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6



CATEGORY	A	B	C	D	E
S-17R	2280-1 509 (500-1)		2280-1½ 509 (500-1½)		2280-1¾ 509 (500-1¾)
CIRCLING	2280-1 489 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOM AB	APP CRS	Rwy Idg	7198
353	352°	TDZE	1775
		Apt Elev	1790

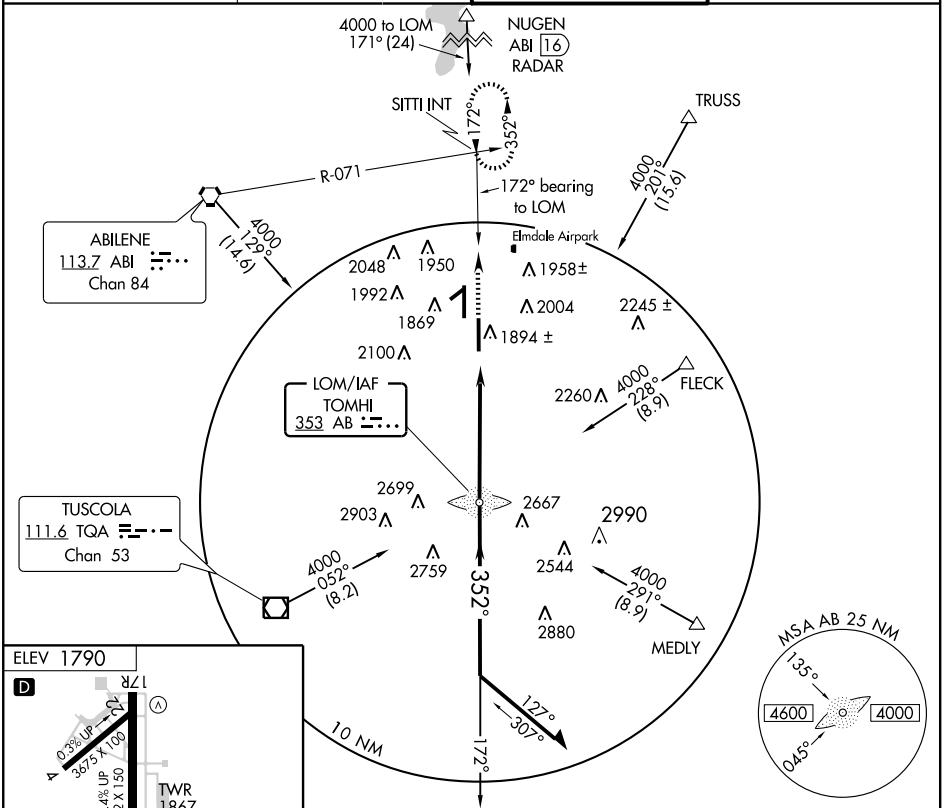
NDB RWY 35R
ABILENE RGNL (ABI)

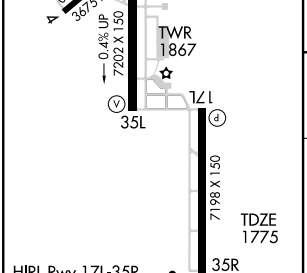
ASR

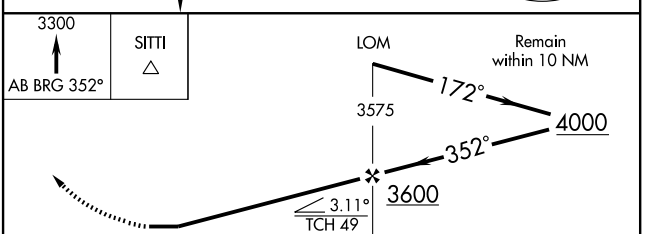
MALSR

MISSED APPROACH: Climb to 3300 via AB bearing 352° to SITTI INT and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-35R	2320/40	545 (600-¾)	2320/50 545 (600-1)	2320-1½ 545 (600-1½)
CIRCLING	2320-1	530 (600-1)	2360-1½ 570 (600-1½)	2360-2 570 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7198
CH 50317	172°	TDZE	1791
W17A		Apt Elev	1791

RNAV (GPS) RWY 17L

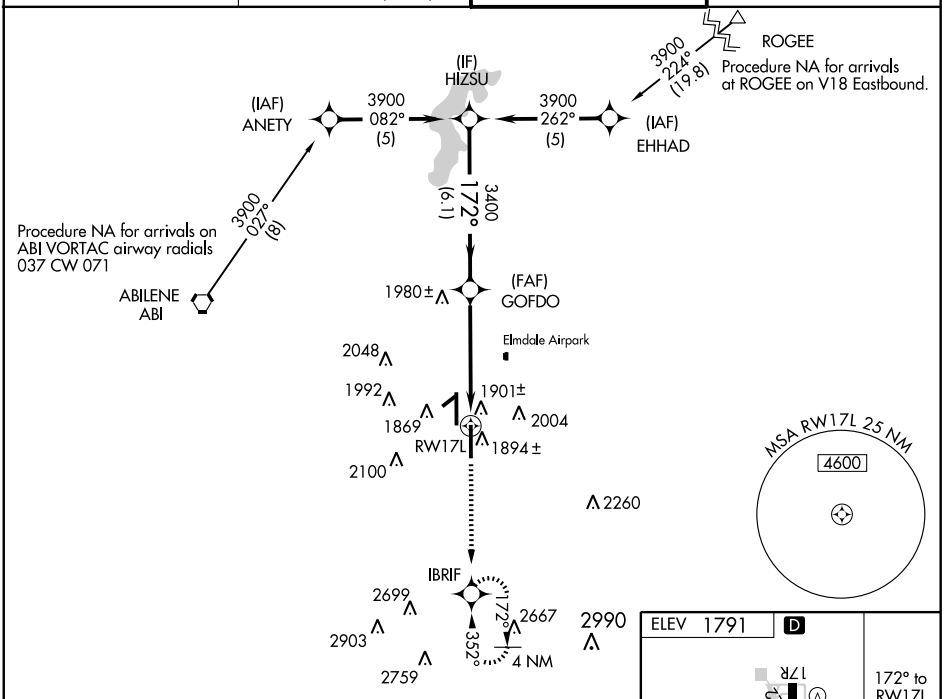
ABILENE RGNL (ABI)

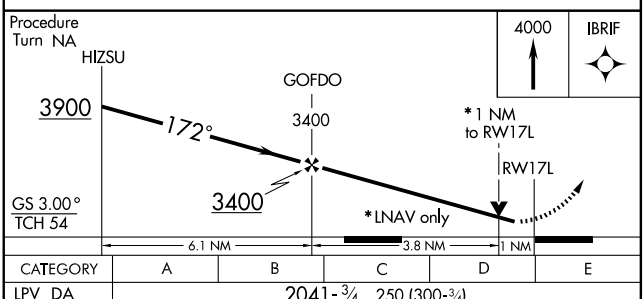
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/E, and Circling Cat C/E visibility ¼ mile. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

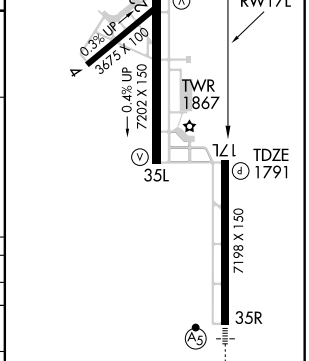
MISSED APPROACH: Climb to 4000 direct IBRIF and hold, continue climb-in-hold to 4000.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D	E
LPV DA	2041-¾ 250 (300-¾)				
LNAV/VNAV DA	2171-1¼ 380(400-1¼)				
LNAV MDA	2160-1 369 (400-1)			2160-1¼ 369 (400-1¼)	
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3675
224°	TDZE	1764
	Apt Elev	1791

RNAV (GPS) RWY 22

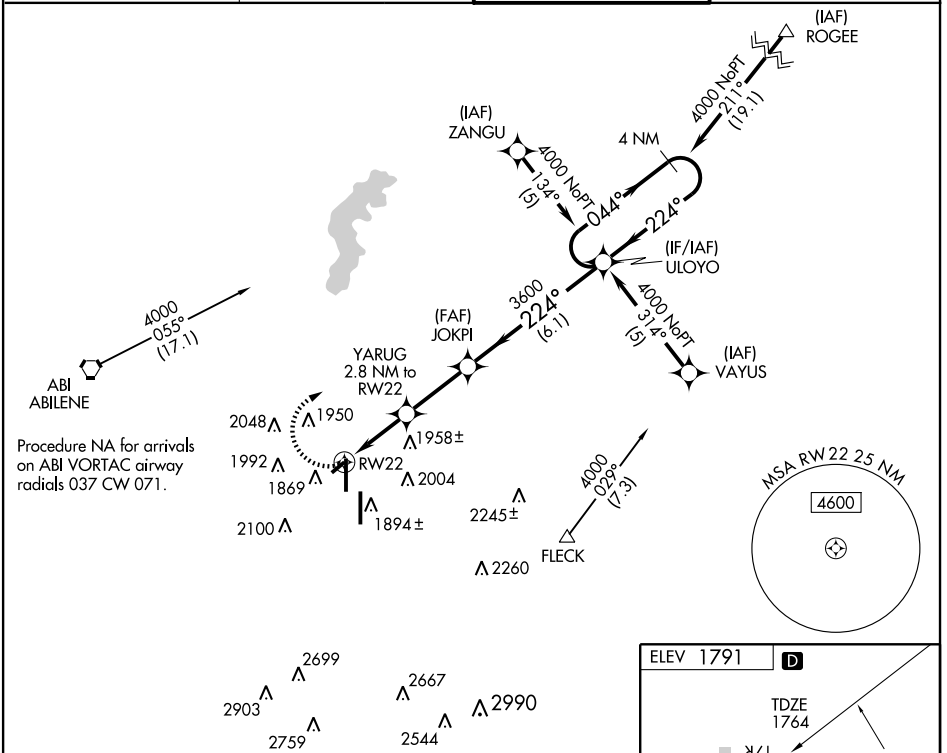
ABILENE RGNL (ABI)

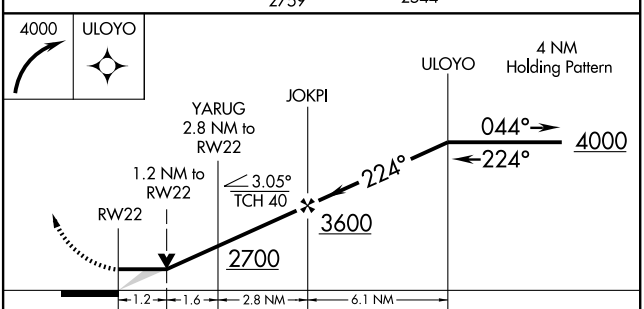
T A ASR

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Dyess AFB altimeter setting.

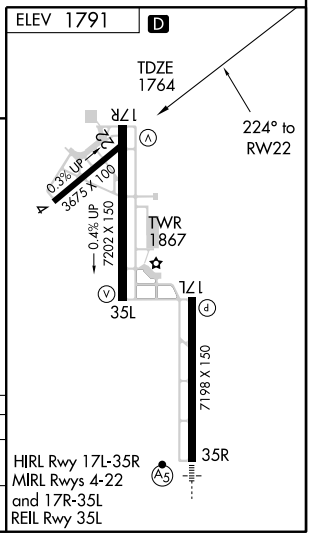
MISSED APPROACH: Climbing right turn to 4000 direct ULOYO and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	2180-1 416 (500-1)		2180-1¼ 416 (500-1¼)	
CIRCLING	2260-1 469 (500-1)		2260-1½ 469 (500-1½)	2360-2 569 (600-2)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

WAAS	APP CRS	Rwy Idg	7198
CH 97517	352°	TDZE	1776
W35A		Apt Elev	1791

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21feet and all MDA 40 feet and LNAV Cat C/D and Circling Cat C/E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

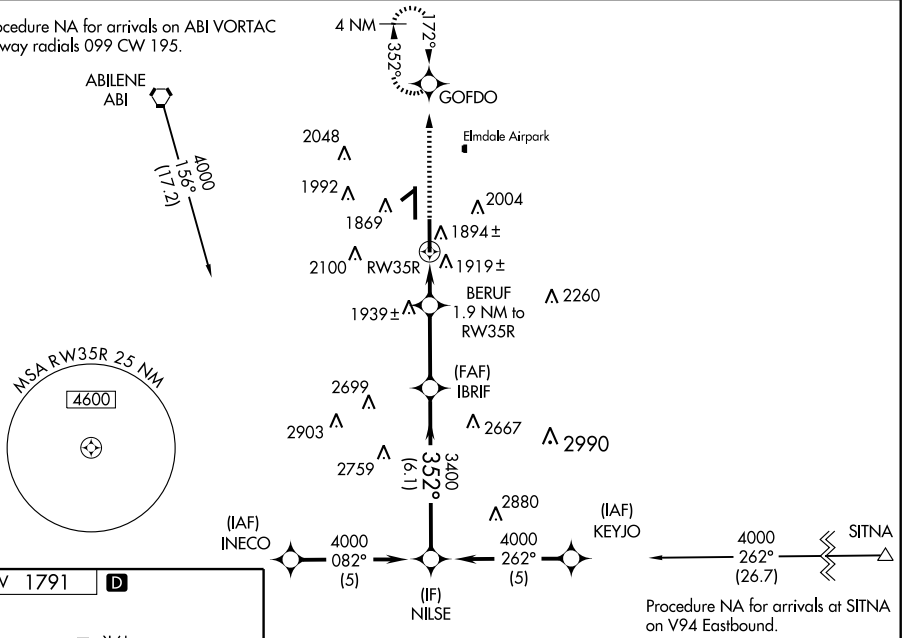
ASR

MALSR

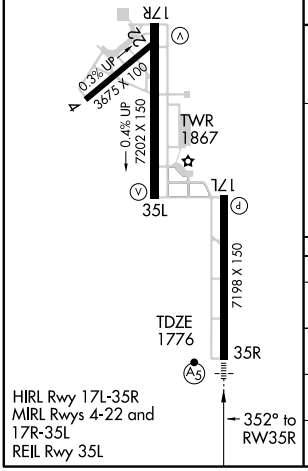
MISSED APPROACH: Climb to 4000 direct GOFDO and hold, continue climb-in-hold to 4000.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

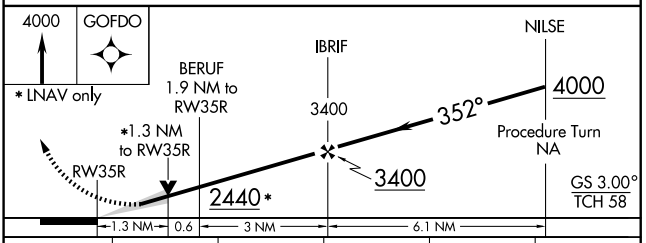
Procedure NA for arrivals on ABI VORTAC airway radials 099 CW 195.



ELEV 1791 D



HIRL Rwy 17L-35R
MIRL Rwys 4-22 and 17R-35L
REIL Rwy 35L



CATEGORY	A	B	C	D	E
LPV DA	1976/24 200 (200-½)				
LNAV/VNAV DA	2189/50 413 (500-1)				
LNAV MDA	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR ABI 113.7 Chan 84	APP CRS 105°	Rwy Idg N/A TDZE N/A Apt Elev 1790

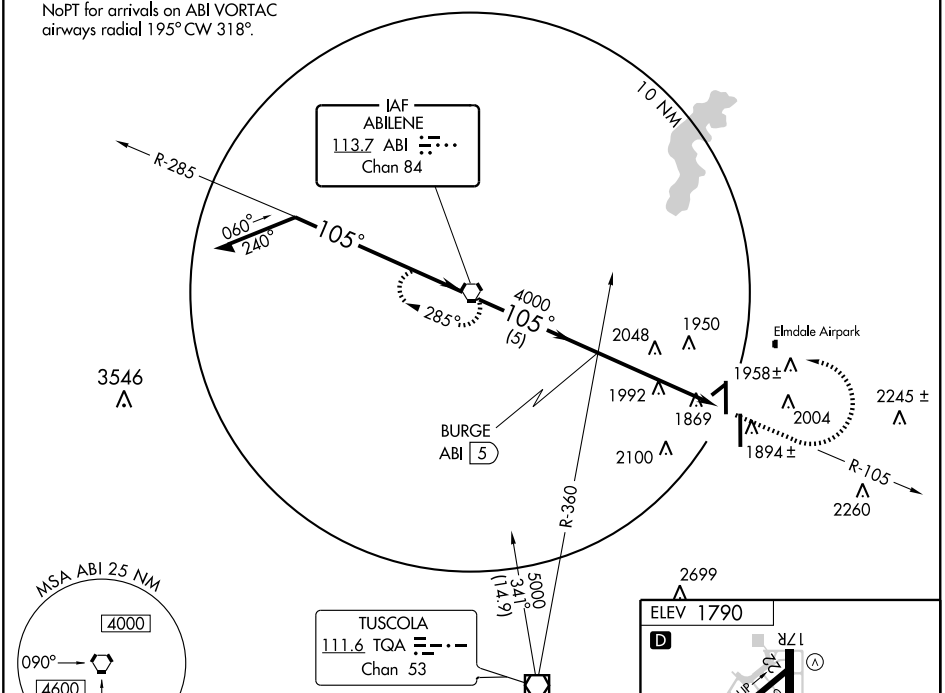
VOR-A
ABILENE RGNL (ABI)

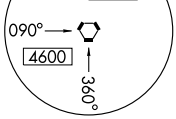
ASR

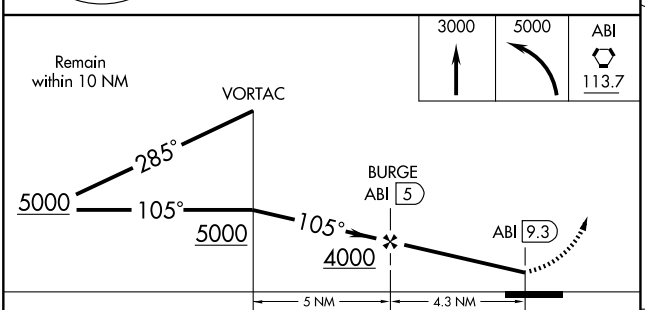
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct ABI VORTAC and hold.

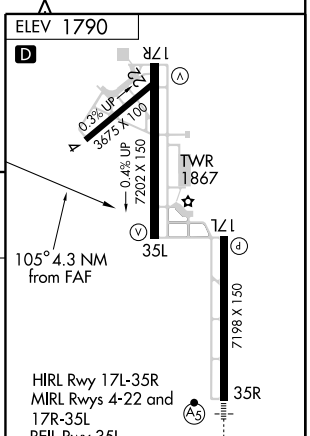
ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

NoPT for arrivals on ABI VORTAC airways radial 195° CW 318°.









CATEGORY	A	B	C	D
CIRCLING	2300-1 510 (600-1)		2360-1½ 570 (600-1½)	2360-2 570 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TQA	APP CRS	Rwy Idg	3675
111.6	200°	TDZE	1764
Chan 53		Apt Elev	1791

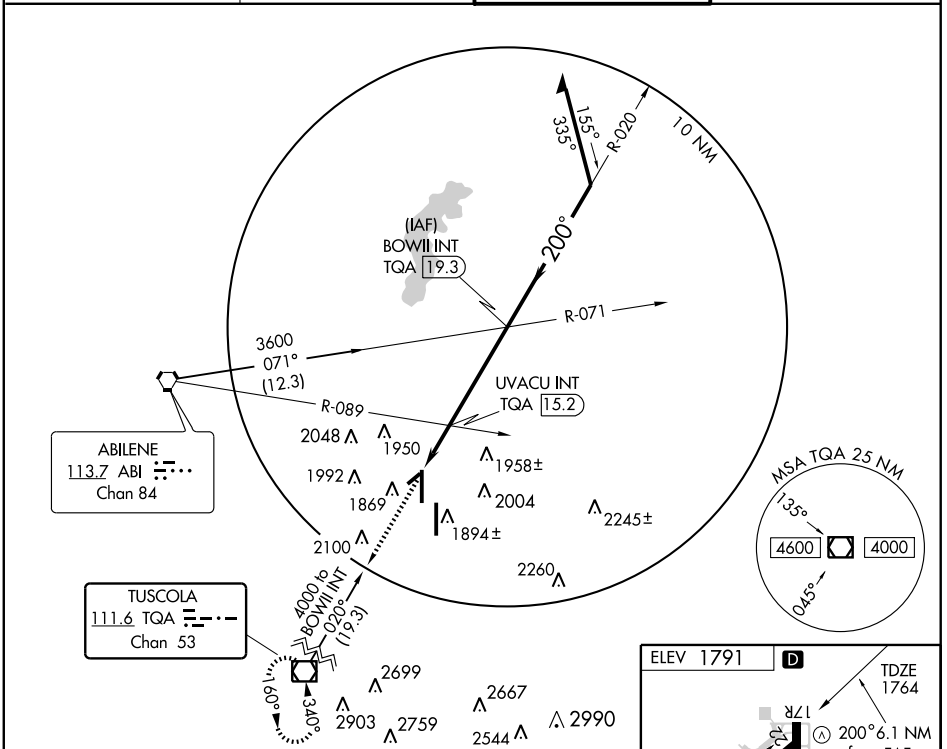
VOR RWY 22
ABILENE RGNL (ABI)

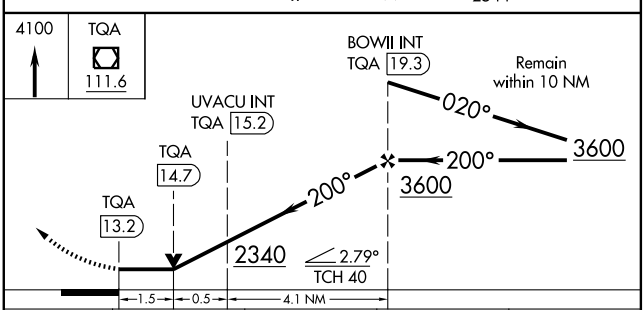
ASR

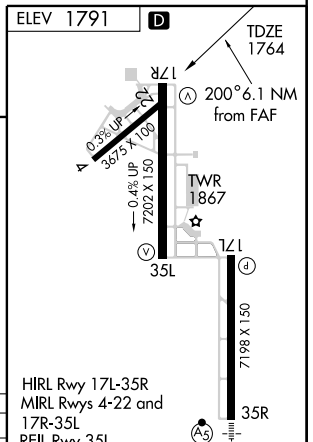
VDP NA when using Dyess AFB altimeter setting. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet and increase S-22 Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4100 direct TQA VOR/DME and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





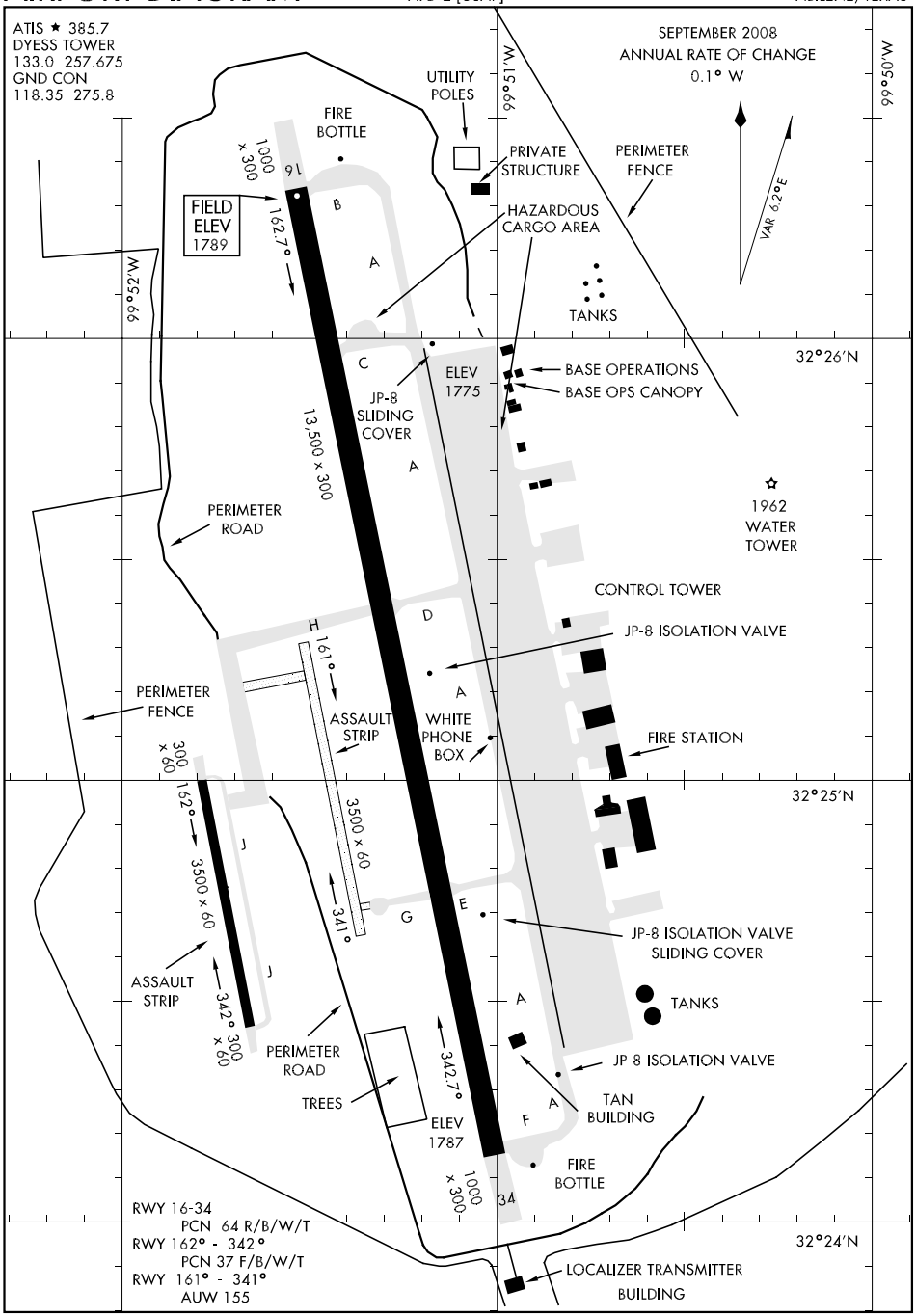


CATEGORY	A	B	C	D
S-22	2240-1	476 (500-1)	2240-1¼ 476 (500-1¼)	2240-1½ 476 (500-1½)
CIRCLING	2260-1	469 (500-1)	2260-1½ 469 (500-1½)	2360-2 569 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DYESS AFB (DYS)(KDYS) AF 5 SW UTC−6(−5DT) N32°25.19′ W99°51.32′ **DALLAS–FORT WORTH**
1789 B TPA—See Remarks NOTAM FILE FTW Not insp. **H–6H, L–17B**
RWY 16–34: H13500X300 (PEM) PCN 64 R/B/W/T HIRL **DIAP, AD**
RWY 16: ALSF1. PAPI(P4L)—GA 2.5° TCH 54′. **RWY 34:** ALSF1. PAPI(P4L)—GA 2.5° TCH 52′.
RWY 162–342: 3505X60 (ASPH) PCN 37 F/B/W/T
RWY 161–341: 3500X60 (TURF) AUW 155
MILITARY SERVICE: JASU 1(MD–3) 1(MA–1A) 1(AM32A–60A) 1(AM32–86A) **FUEL** J8 **FLUID** LPOX De–ice
OIL O–133–148–156 **TRAN ALERT** Svc avbl Mon–Fri 1400–0400Z‡, clsd weekend and holidays. F16 tran support not avbl.
MILITARY REMARKS: Opr Mon–Fri 1300–0700Z‡, clsd weekend and hol. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR required, ctc afld ops DSN 461–2515/2258. Min 24 hr notice required and no more than 7 days prior. Prior to obtaining PPR for Rwys 161–341 and 162–342 OPS, tran acft must receive briefing from 317 AG Tactics DSN 461–2318/5048. Official Business Only 0500–1300Z‡. Inbound acft with distinguished visitor code 6 or abv ctc afld ops 20 minutes prior to arrival. Mon–Fri, ctc Comd Post on RAYMOND 37 (349.4) or DSN 461–1921, 45 min prior to arrival weekend and holidays. No tran acft launches/recoveries during base acft surges. No arrival/departure when lightning within 5 NM without OG/CC approval. ACC quiet hr policy 0430–1200Z‡. Park spots A1 and B1 used for taxi ops only. **CAUTION** Intensive training and formation flight of heavy acft in the immediate vicinity. Extensive VFR assault strip tfc west of Rwy 16–34. Afld signs require B52 acft exit Rwy 16–34 at Twy F. Acft C–130 and larger 180° turns allowed only on conc surface at north and south ends of Rwy 16–34. During bird watch condition moderate and severe, aircrews should comply with owning MAJCOM/Unit guidance, aircrews can obtain current bird watch condition with ATIS/PTD. COMSEC stored at Command Post. No COMSEC storage avbl. **TFC PAT** TPA—Rectangular 3000(1211), overhead 3500(1711). During VMC dep acft must remain at or blo 3000′ until fld boundary to ensure separation from VFR overhead. RSRS applies to all ACC acft. B–1 8000′, C–130, 5000′ separation, B–1 acft rqr minimum ceiling/visibility 1500′/3 statute miles and rwy surface dry. **CSTMS/AG/IMG** CSTMS avbl, ctc Security Forces DSN 461–2131/2132 24 hr in advance. For Customs refer to FCG or AP–1. **MISC** All AMC acft ctc AMCC prior to arrival DSN 461–1984, C 325–696–1984. Afld designated as orbital ldg site. Wx opr 24 hrs Mon 0600Z‡ thru Sat 0700Z‡; clsd weekend and holidays DSN 461–2524, C325–696–2524, fax extension 4458. Remote wx briefing avbl ctc 26 OWS Barksdale AFB DSN 781–4775, C818–456–4775, Toll Free 1–866–223–9328, fax extension 3493. For CSTMS, refer to FCG or AP–1.
WEATHER DATA SOURCES: Afld wx monitored by AN/FMQ–19 ASOS. augmented by human observer when rqr during opr hr. ATC will relay twr prevailing visibility. RCR/RSC and VIRGA remarks to acft. Augumented obsn sfc visibility rstd 090°–160° by buildings.
COMMUNICATIONS: SFA **ATIS** 385.7 **PTD** 139.3 372.2
Ⓡ **ABILENE APP/DEP CON** 125.0 338.3 (E) 127.2 282.3 (W)
TOWER 133.0 257.675 (Weekdays 1300–0700Z‡, clsd weekend and hol.) **GND CON** 118.35 275.8
ACC COMMAND POST (RAYMOND 37) 349.4 **PMSV METRO** 383.25 Altn PMSV, Sheppard AFB 339.65.
AIRSPACE: CLASS C svc continuous ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILEEN (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 164° 3.7 NM to fld. 1810/10E.
TUSCOLA (L) VORW/DME 111.6 TQA Chan 53 N32°14.15′ W99°49.01′ 340° 11.2 NM to fld. 2018/10E. NOTAM FILE FTW.
(L) TACAN Chan 63 DYS (133.6) N32°25.11′ W99°51.42′ at fld. 1782/08E. NOTAM FILE FTW. MP Mon 1000–1500Z‡. No NOTAM MP Wed 1000–1500Z‡.
TACAN unusable:
160–240° byd 25 NM blo 5,000′ 240°–270° byd 30 NM blo 4,000′
ILS 109.9 I–TYY Rwy 16. MP Tue 1100–1500Z‡. No NOTAM MP Fri 1100–1500Z‡.
ILS 109.9 I–DYS Rwy 34. MP: Tue 1100–1500Z‡. MP Tue 1100–1500Z‡. No NOTAM MP Fri 1100–1500Z‡.
ASR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LOC I-TYY	APCH CRS	Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789
109.9	161°	

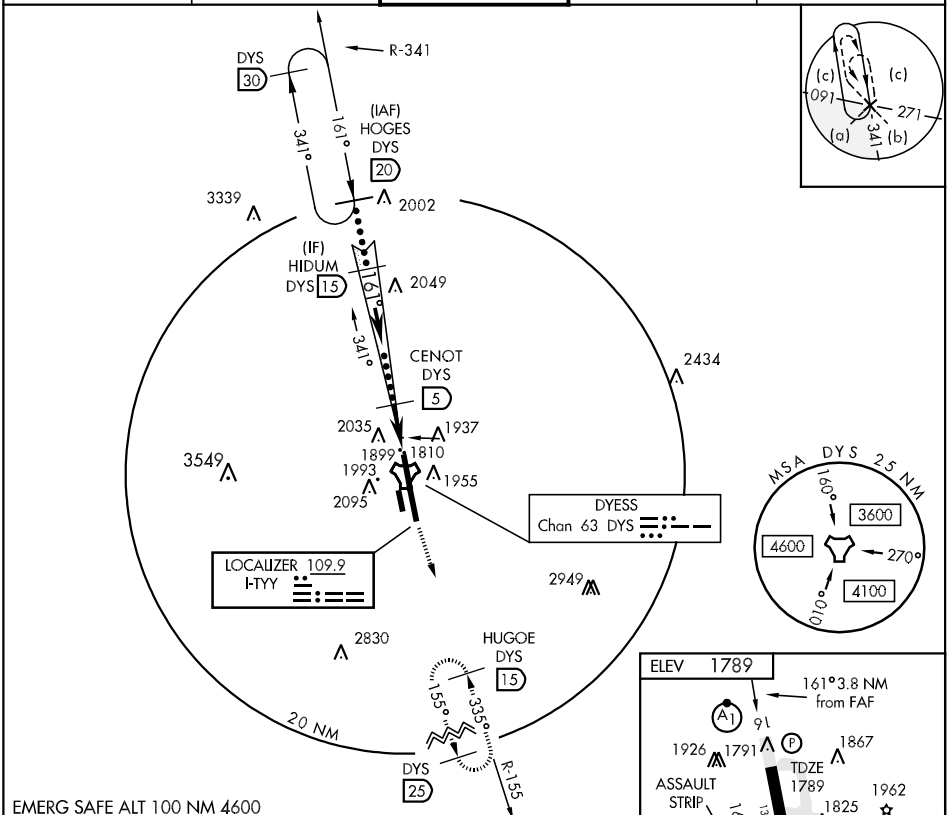
JAL-2 [USAF] DYESS AFB (KDYS)

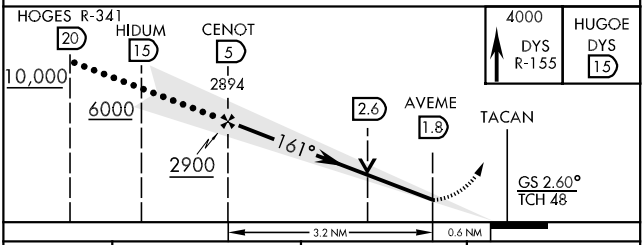
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR vis to 1¼ miles.
*** Circling to other than RWY 34 NA

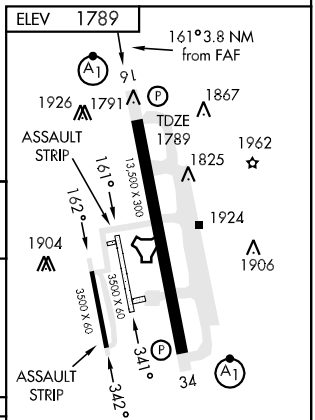
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	







CATEGORY	C	D	E
S-ILS 16 *	1989/24	200 (200-½)	
S-LOC 16 **	2220/40	431 (500-¾)	
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

LIRL Rwy 162°-342°
HIRL Rwy 16-34

FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

SC-2, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy ldg 13,500 / TDZE 1786 / Arpt Elev 1789
109.9	341°	

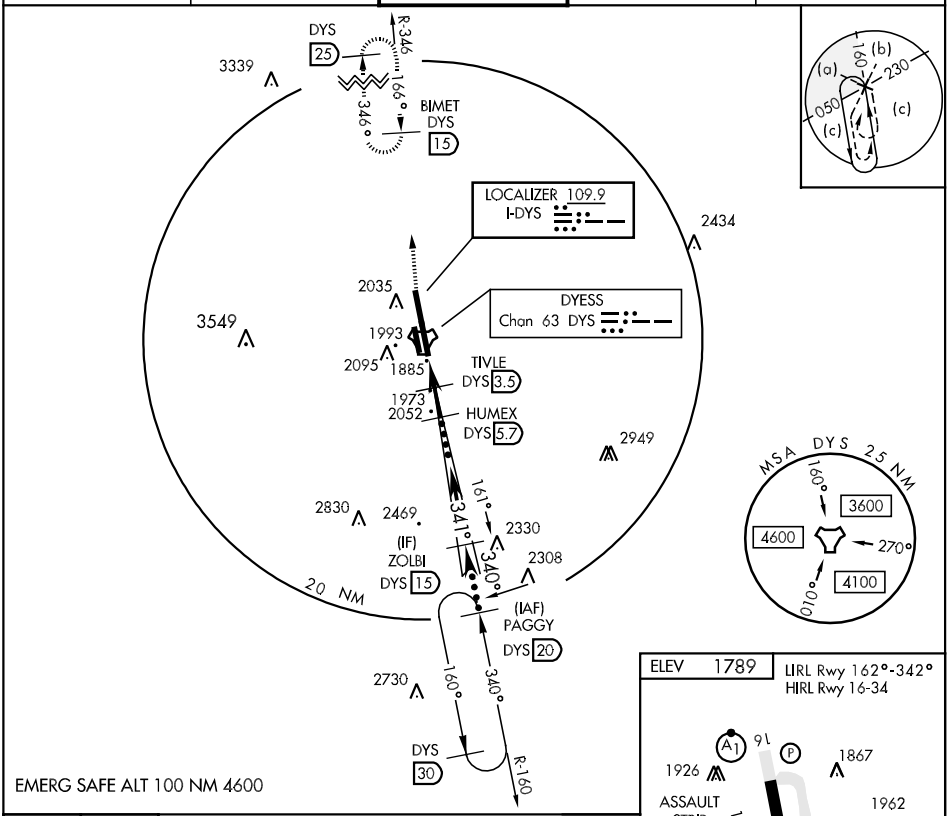
JAL-2 [USAF] — DYESS AFB (KDYS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE vis to 1⅜ miles.
*** Circling to other than RWY 16 NA

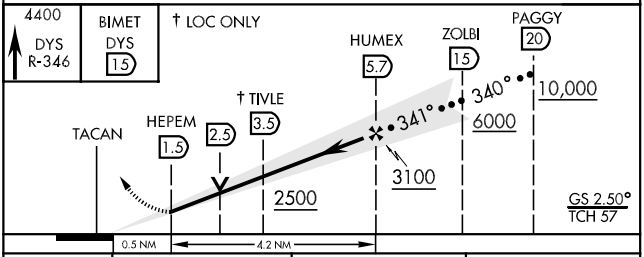
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

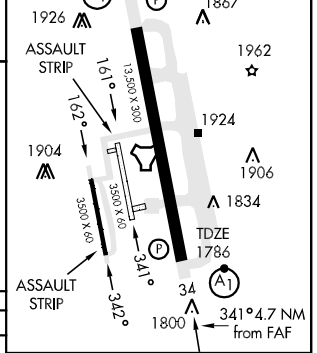
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-ILS 34 *	1986/24 200 (200-½)		
S-LOC 34 **	2240/45 454 (500-⅞)		
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)



FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 16

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
DYS Chan 63	166°	13,500	1789	1789

JAL-2 [USAF]

DYESS AFB (KDYS)

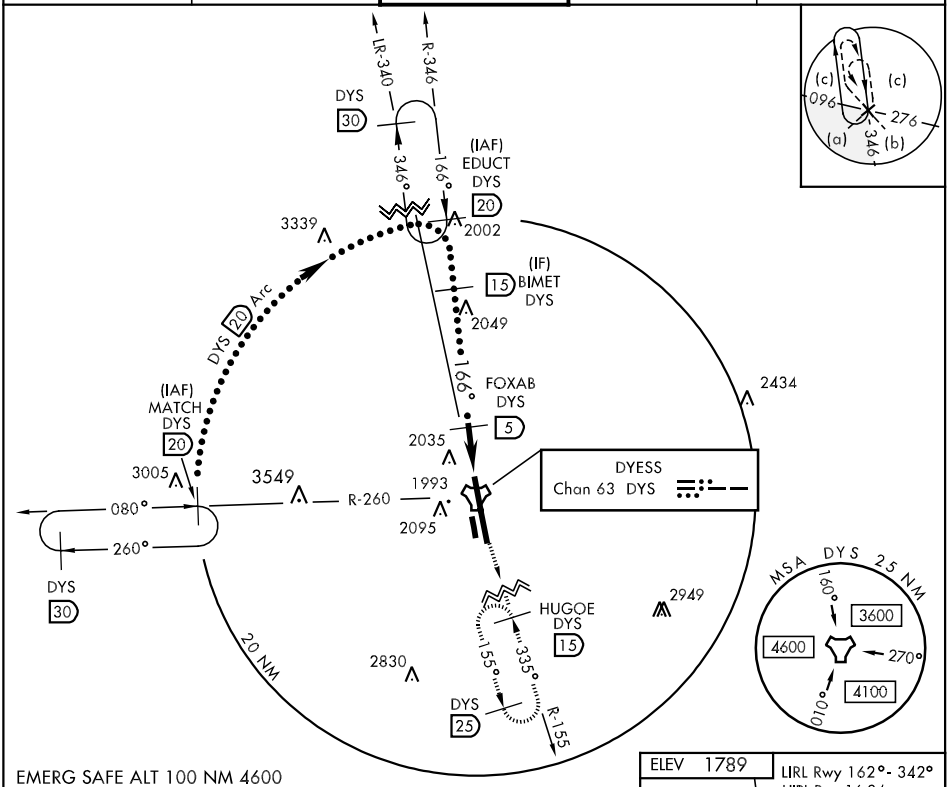
* When ALS inop, increase CAT CDE vis to 1¼ miles.

** Circling to other than RWY 34 NA

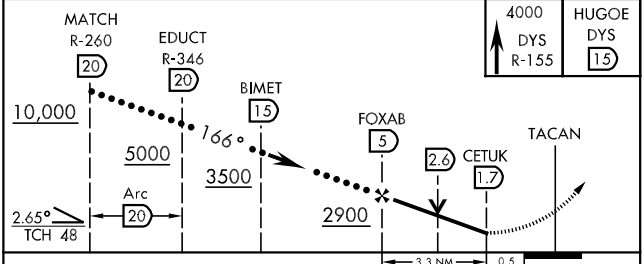
ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

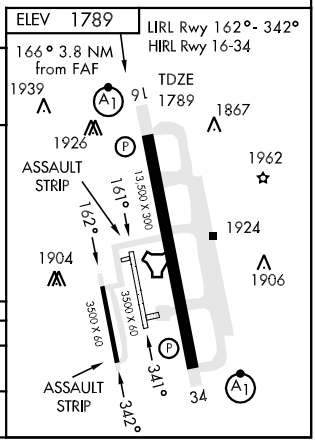
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600



4000 DYS R-155 | HUGOE DYS 15



CATEGORY	C	D	E
S-16 *	2220/40 431 (500-¾)		
CIRCLING **	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 34

TACAN	DYS
Chan	63

APCH CRS
335°

Rwy ldg	13,500
TDZE	1786
Arpt Elev	1789

JAL-2 [USAF]

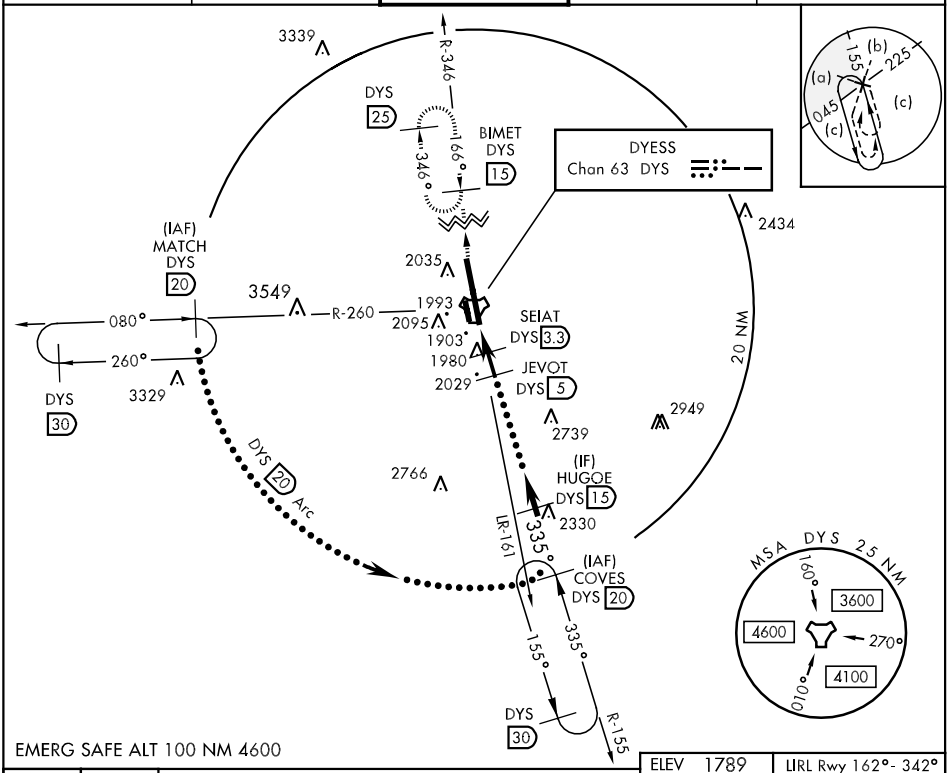
DYESS AFB (KDYS)

* When ALS inop, increase CAT CDE vis to 1⅜ miles.
** Circling to other than RWY 16 NA

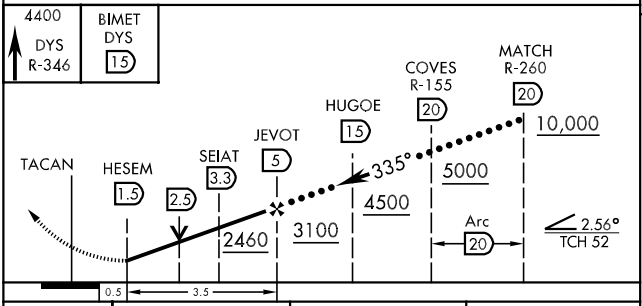
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

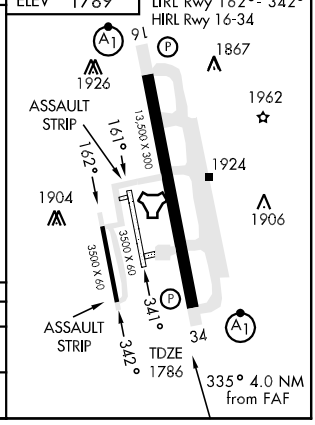
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-34 *	2240/45 454 (500-⅞)		
CIRCLING **	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 16

LOC I-TYY	APCH CRS	Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789
109.9	161°	

AL-2 [USAF]

DYESS AFB (KDYS)

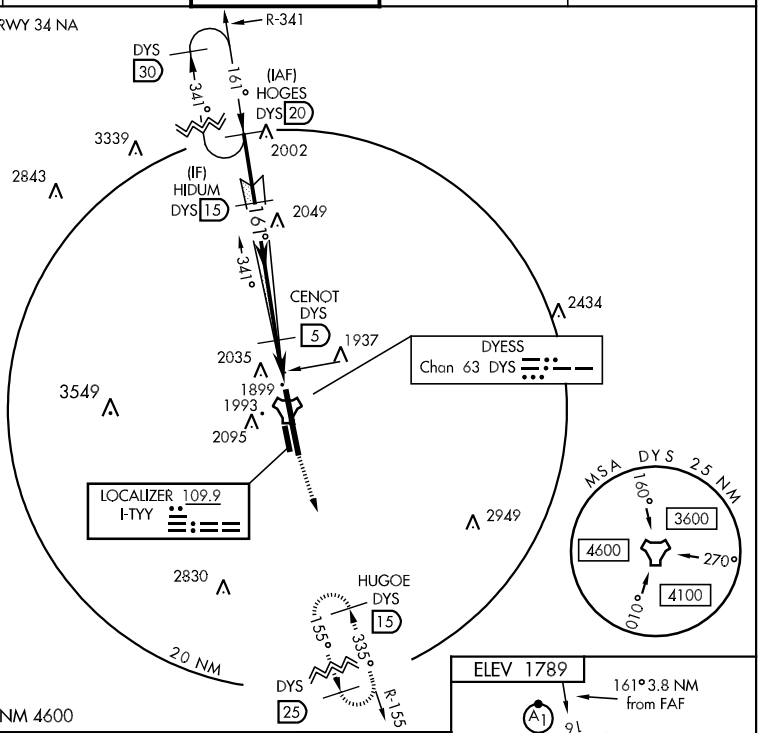
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

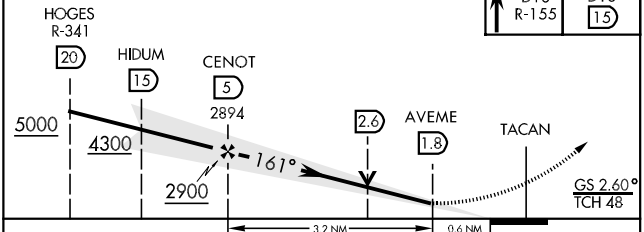
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

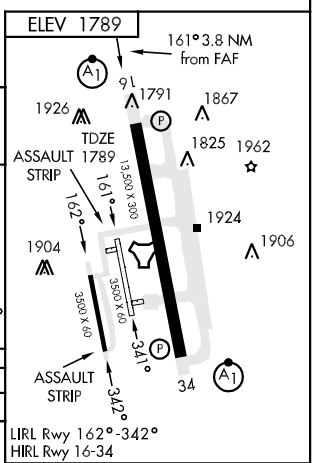
*** Circling to other than RWY 34 NA



EMERG SAFE ALT 100 NM 4600

4000 DYS R-155	HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-ILS 16 *	1989/24 200 (200-½)				
S-LOC 16 **	2220/24 431 (500-½)		2220/40 431 (500-¾)		
CIRCLING ***	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-2 [USAF]	DYESS AFB (KDYS)
109.9	341°	13,500 / 1786 / 1789		

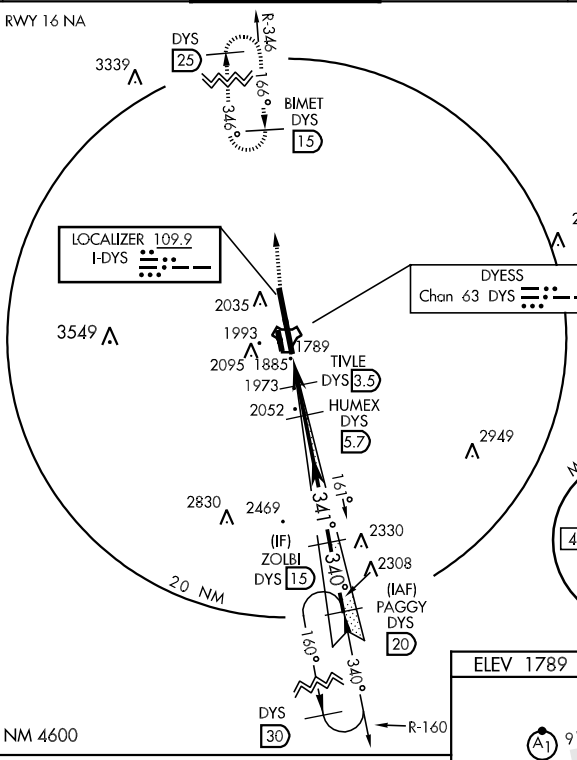
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

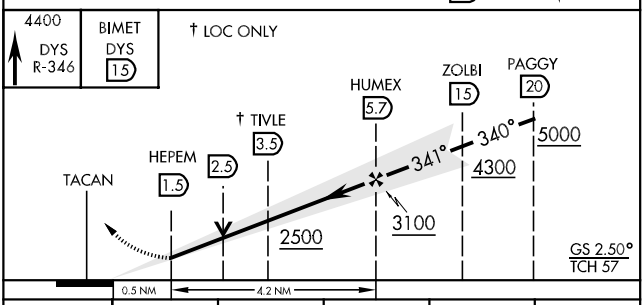
ALSF-1

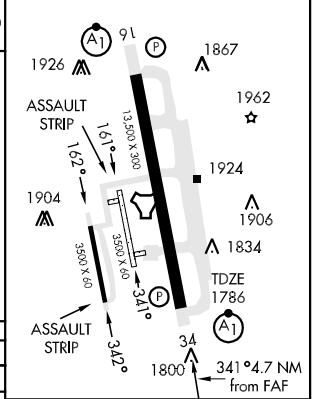
MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

*** Circling to other than RWY 16 NA







CATEGORY	A	B	C	D	E
S-ILS 34 *	1986/24 200 (200-½)				
S-LOC 34**	2240/24 454 (500-½)		2240/45 454 (500-⅞)		
CIRCLING***	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 16

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
DYS Chan 63	166°	13,500	1789	1789

AL-2 [USAF]

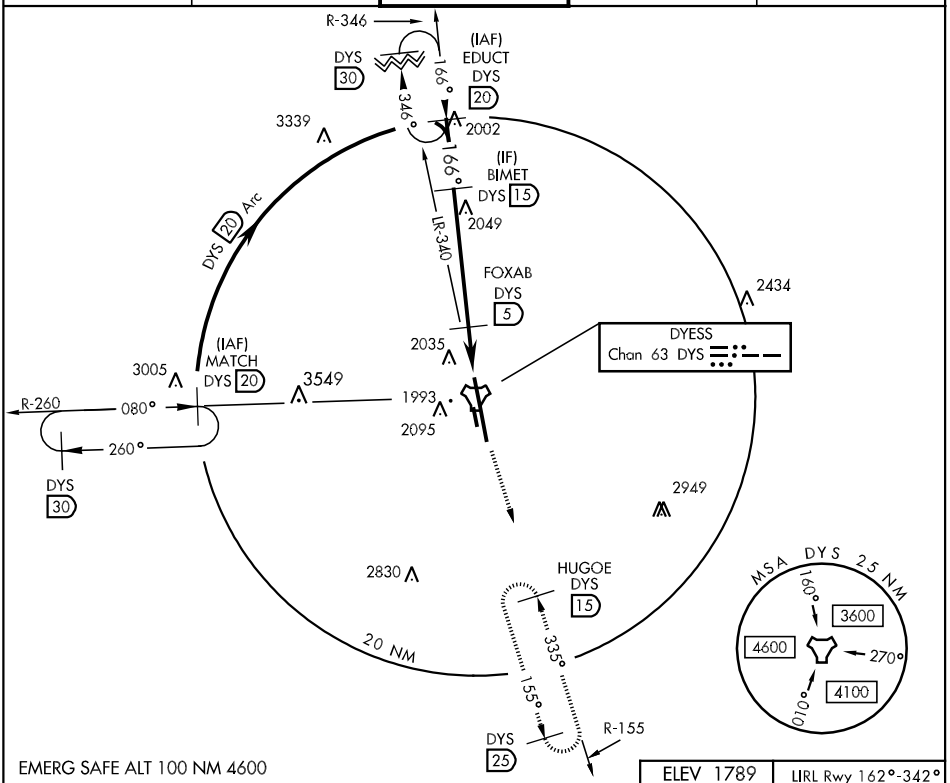
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling to other than RWY 34 NA

ALSF-1

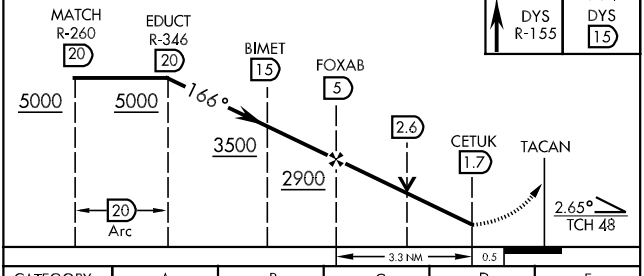
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

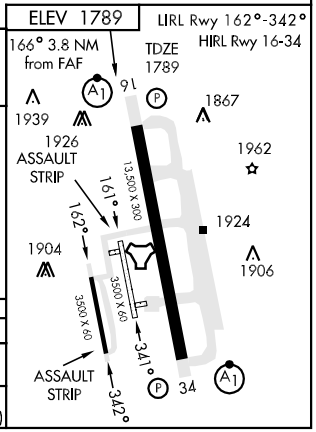
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-16*	2220/24 431 (500-½)		2220/40	431	(500-¾)
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 34

TACAN	APCH CRS	Rwy Idg	13,500
DYS		TDZE	1786
Chan 63	335°	Arpt Elev	1789

AL-2 [USAF]

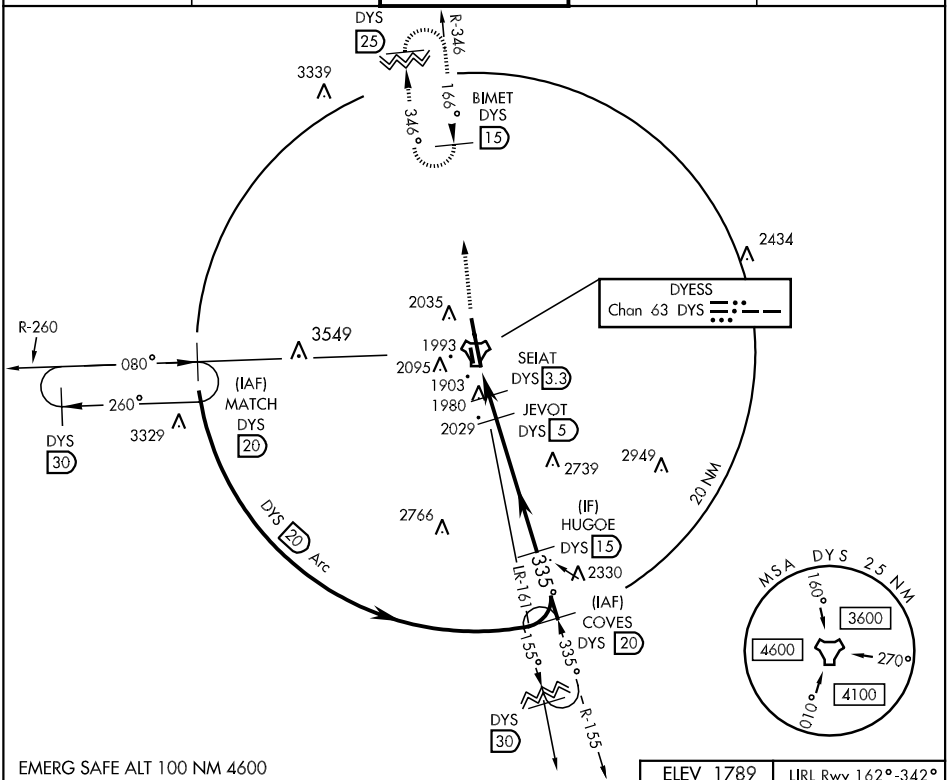
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling to other than RWY 16 NA

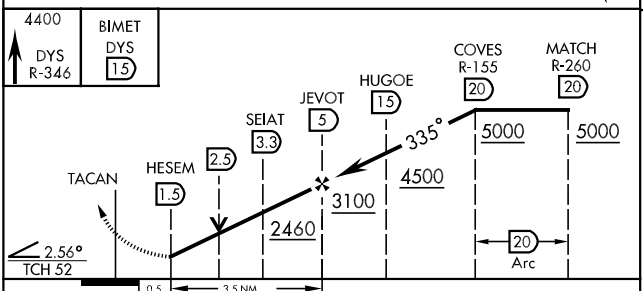
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



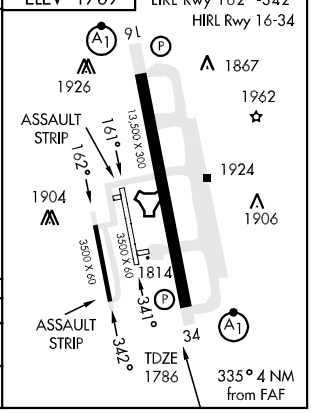
EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-34 *	2240/24 454 (500-½)		2240/45	454 (500-⅞)	
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

ELEV 1789

LIRL Rwy 162°-342°
HIRL Rwy 16-34



32°25'N-99°51'W

TACAN RWY 34

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 16

VOR/DME TQA	APCH CRS	Rwy ldg 13,500
111.6	160°	TDZE 1789
Chan 53		Arpt Elev 1789

AL-2 [USAF]

DYESS AFB (KDYS)

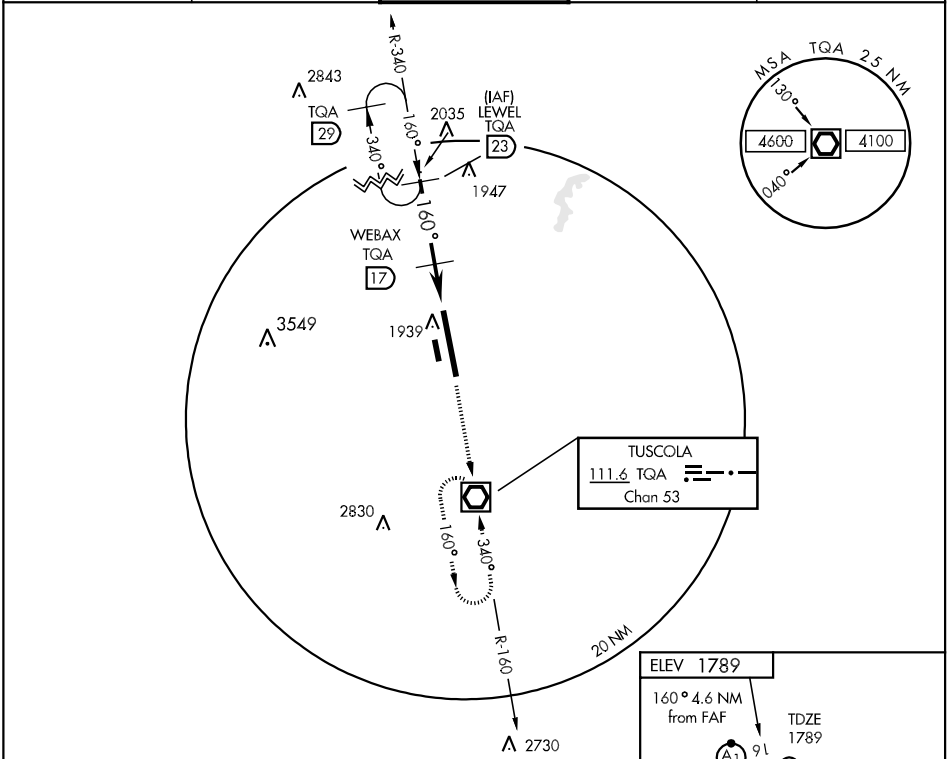
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling to other than Rwy 34 NA.

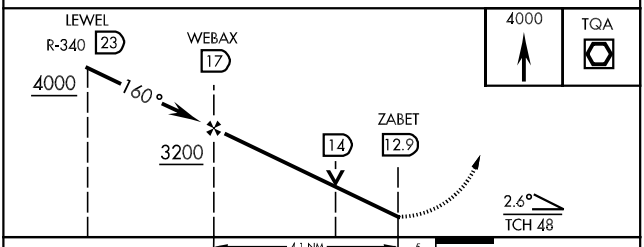
ALSF-1

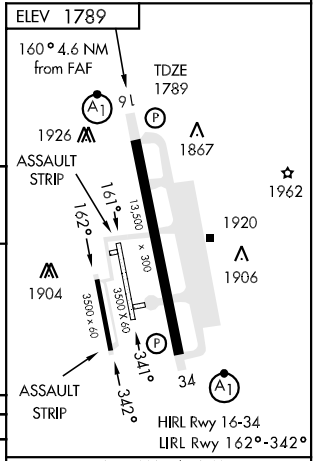
MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-16 *	2300/24 511 (600-½)		2300/50 511 (600-1)		2300/60 511 (600-1¼)
CIRCLING **	2340-1 551 (600-1)		2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:24	2:03	1:38	1:22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 34

VOR/DME TQA	APCH CRS	Rwy Idg 13,500
111.6	340°	TDZE 1787
Chan 53		Arpt Elev 1789

AL-2 [USAF]

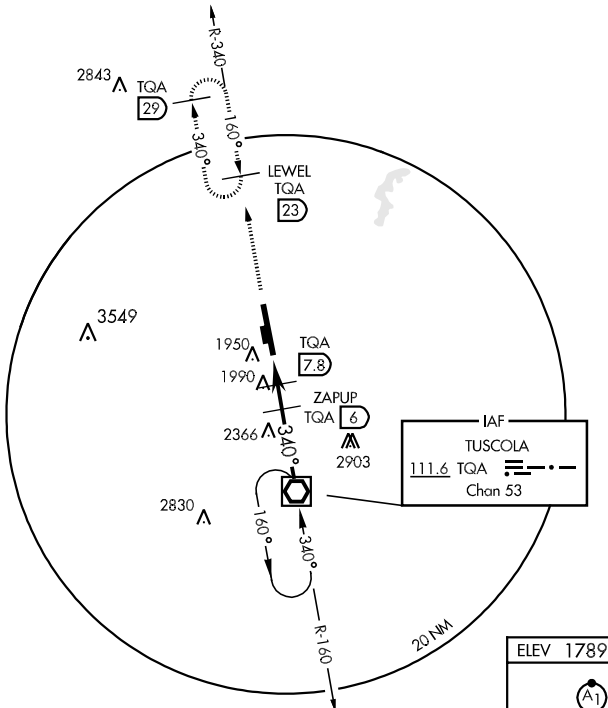
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling to other than Rwy 16 NA.

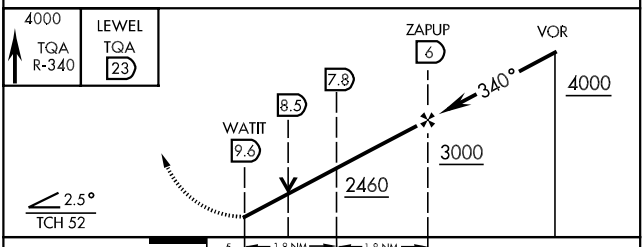
ALSF-1

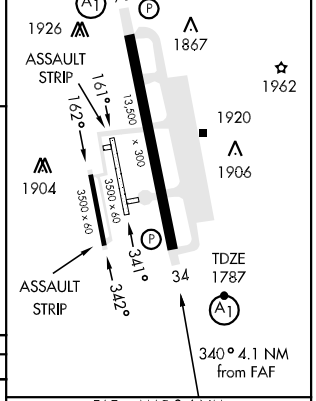
MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEWEL and hold.

ATIS *	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-34 *	2260/24 473 (500-½)		2260/40 473 (500-¾)	2260/50 473 (500-1)	2260/60 473 (500-1¼)
CIRCLING **	2340-1 551 (600-1)		2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

AERO ESTATES (See FRANKSTON)

AGUA DULCE

OLD HOPPE PLACE (67T) 3 E UTC−6(−5DT) N27°48.02′ W97°51.07′ **BROWNSVILLE**

96 B NOTAM FILE SJT

RWY 16–34: 2764X30 (CONC) LIRL

RWY 16: REIL. Trees. **RWY 34:** REIL. Pole.

AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. REIL Rwy 34 OTS indef. For LIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34 call (361) 998–2516. Arpt bcn dusk–0700Z‡. Ldg fee.

COMMUNICATIONS: CTAF 122.9

AIR PARK–DALLAS (See DALLAS)

AIRPARK EAST (See DALLAS)

ALAMO N29°36.46′ W98°34.18′ NOTAM FILE SAT. **SAN ANTONIO**

NDB (LOM) 368 AN 122° 6.9 NM to San Antonio Intl. **L–19C**

ALBANY MUNI (T23) 2 E UTC−6(−5DT) N32°43.28′ W99°16.06′ **DALLAS–FT. WORTH**

1425 NOTAM FILE FTW **H–6H, L–17B**

RWY 17–35: H5000X75 (ASPH) S–30 MIRL **IAP**

RWY 17: PAPI(P2L)—GA 3.0° TCH 40′.

RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. P-line. Rgt tfc.

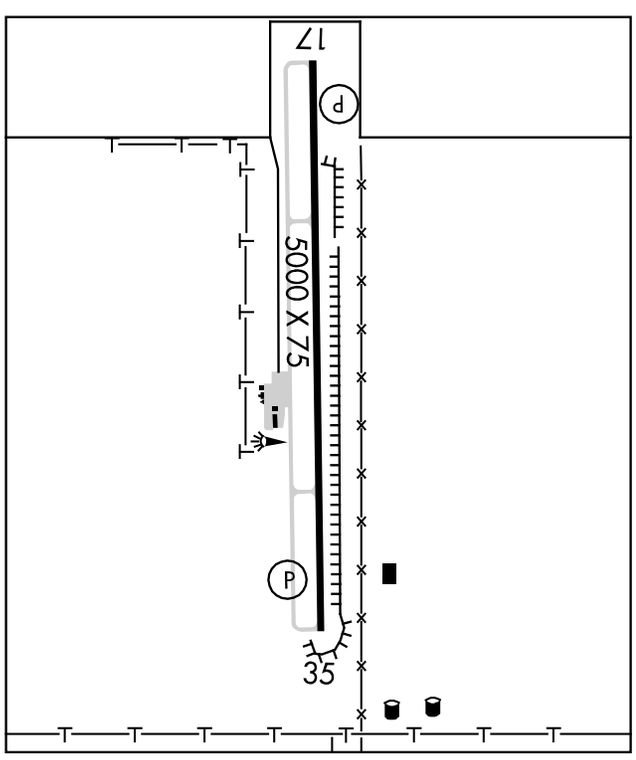
AIRPORT REMARKS: Attended irregularly. MIRL Rwy 17–35 preset low ints, to incr ints ACTIVATE 123.5. PAPI Rwys 17 and 35 opr continuously.

COMMUNICATIONS: CTAF 122.9

ABILENE APP/DEP CON 125.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.

ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 054° 33.4 NM to fld. 1810/10E.



ALFRED C 'BUBBA' THOMAS (See SINTON)

ALIBI N30°25.92′ W95°28.58′ NOTAM FILE CXO. **HOUSTON**

NDB (LOM) 281 CX 141° 5.8 NM to Lone Star Executive.

RNAV (GPS) RWY 17

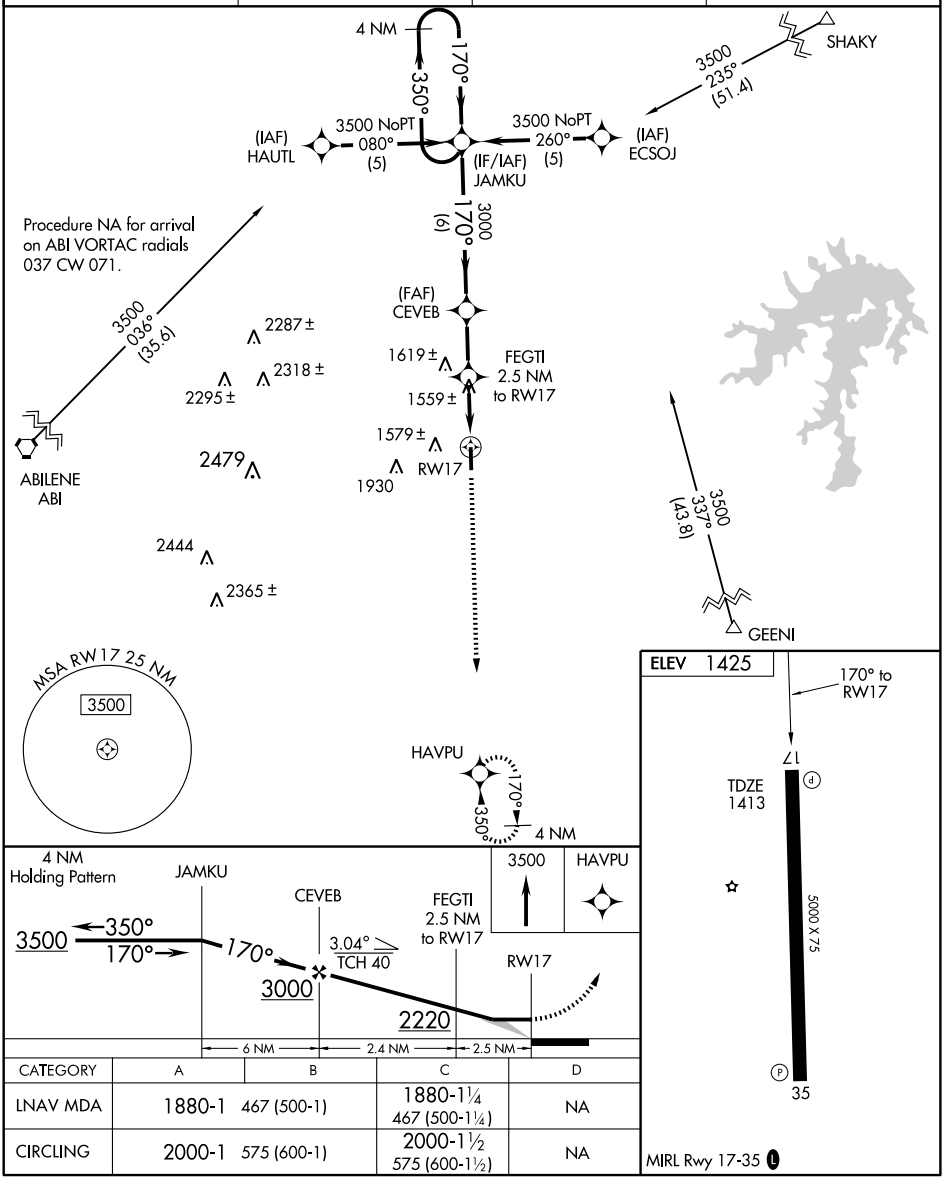
ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
170°	TDZE	1413
	Apt Elev	1425

NA — DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

BRECKENRIDGE AWOS-3	ABILENE APP CON		
120.175	125.0 338.3	122.9 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	1880-1	467 (500-1)	1880-1¼ 467 (500-1¼)	NA
CIRCLING	2000-1	575 (600-1)	2000-1½ 575 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

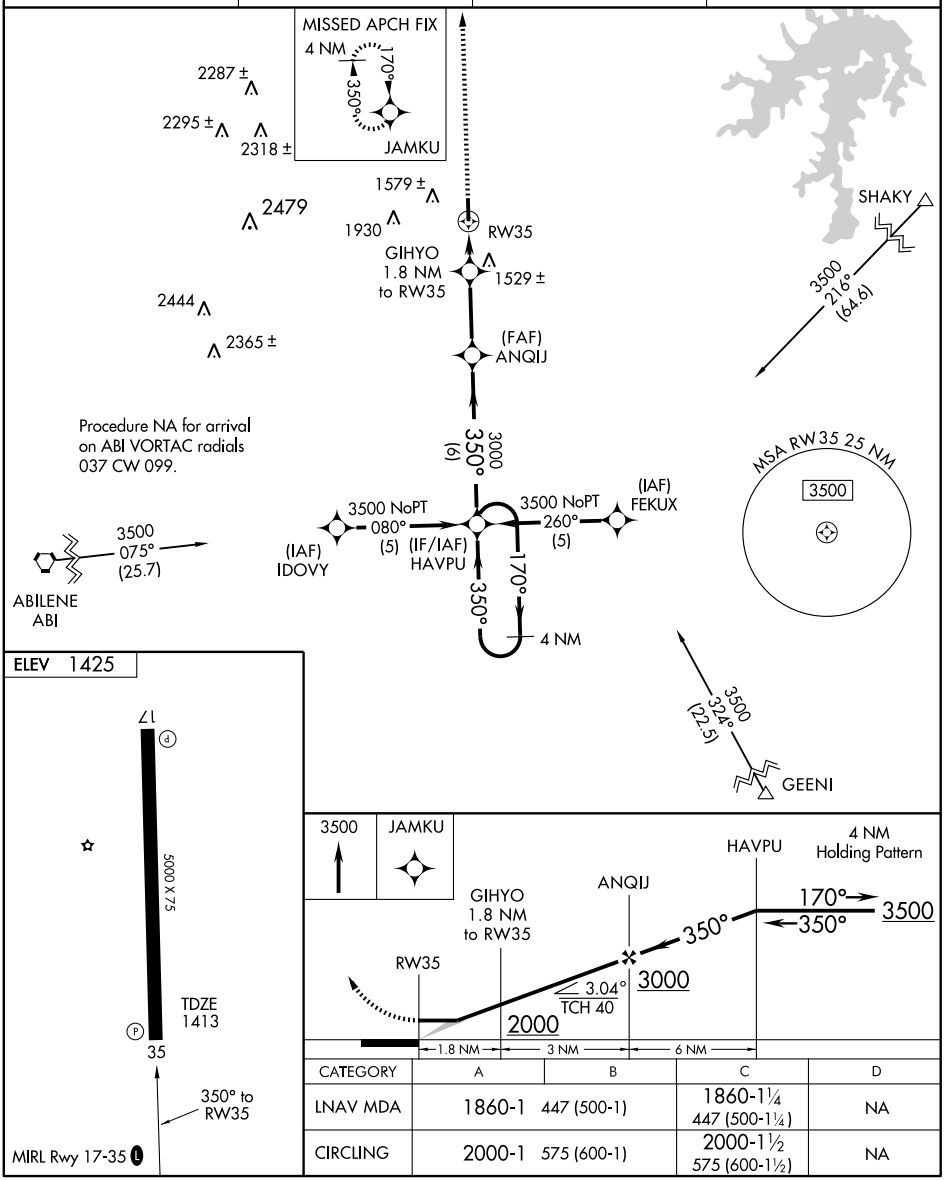
ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
350°	TDZE	1413
	Apt Elev	1425

NA — DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JAMKU and hold.

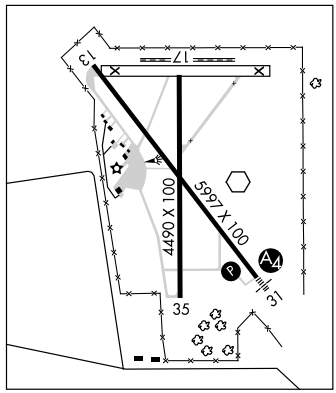
BRECKENRIDGE AWOS-3	ABILENE APP CON		
120.175	125.0 338.3	122.9 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	447 (500-1)	1860-1¼ 447 (500-1¼)	NA
CIRCLING	2000-1	575 (600-1)	2000-1½ 575 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ALICE INTL (ALI) 3 SE UTC−6(−5DT) N27°44.45′ W98°01.62′ **BROWNSVILLE**
178 B S4 **FUEL** 100LL, JET A, B+ NOTAM FILE ALI **H–7B, L–20H**
RWY 13–31: H5997X100 (ASPH) S–30 MIRL **IAP**
RWY 13: REIL. Tree.
RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 17–35: H4490X100 (ASPH) S–23 MIRL
RWY 17: Tree. **RWY 35:** P-line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1500–1900Z‡. ACTIVATE MALS Rwy 31 and PAPI Rwy 31–CTAF. MIRL Rwy 13–31 and Rwy 17–35 preset low ints dusk–0500Z‡, to increase ints ACTIVATE—CTAF. After 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 119.225 (361) 668–0069.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (SAN ANGELO RADIO)
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc Ⓡ**HOUSTON CENTER APP/DEP CON** 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 244° 32.5 NM to fld. 60/9E. **HIWAS.**
(L) VORW 114.5 ALI N27°44.39′ W98°01.28′ at fld. NOTAM FILE ALI.
ILS/DME 109.3 I–ALI Chan 30 Rwy 31. LOC only. LOC unmonitored.



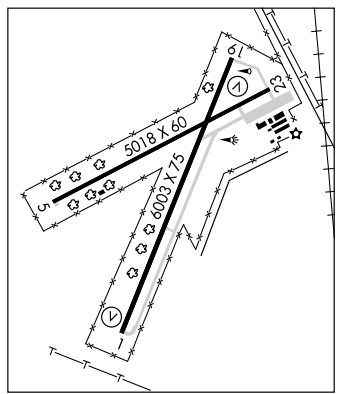
ALLEN

KITTYHAWK (ØT7) 1 NW UTC−6(−5DT) N33°07.57′ W96°41.02′ **DALLAS–FT WORTH**
700 NOTAM FILE FTW **COPTER**
RWY 18–36: 2300X195 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 95′. Road. **RWY 36:** Bldg.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 surface soft after rain. Rwy 18 dsplcd thld marked by two green lights on both sides of the rwy. NSTD LIRL, homemade with fruit jar lens and 3 green thld lgts both ends. ACTIVATE LIRL Rwy 18–36—122.75.
COMMUNICATIONS: CTAF 122.9

A.L. MANGHAM JR. RGNL (See NACOGDOCHES)

ALPINE

ALPINE–CASPARIS MUNI (E38) 2 NW UTC−6(−5DT) N30°23.05′ W103°41.02′ **EL PASO**
4515 B S4 **FUEL** 100LL, JET A NOTAM FILE E38 **H–7A, L–6J**
RWY 01–19: H6003X75 (ASPH) S–12.5 MIRL 1.1% up S **IAP**
RWY 01: VASI(V2L)—GA 3.5° TCH 27′. P–line.
RWY 19: VASI(V2L)—GA 4.0° TCH 27′. Fence.
RWY 05–23: H5018X60 (ASPH) S–12.5 MIRL 1.2% up SW
RWY 05: Fence. **RWY 23:** Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2000Z‡. MIRL Rwy 01–19 preset low ints, to incr ints and ACTIVATE MIRL Rwy 05–23 CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (432) 837–9613
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE FST.
FORT STOCKTON (H) VORTAC 116.9 FST Chan 116 N30°57.13′ W102°58.54′ 216° 50.0 NM to fld. 2893/11E. **HIWAS.**
BREWSTER CO NDB (MHW) 412 BWR N30°27.49′ W103°38.81′ 194° 4.8 NM to fld. NOTAM FILE SJT.



LOC/DME I-ALI	APP CRS	Rwy Idg	5997
109.3	308°	TDZE	174
Chan 30		Apt Elev	178

LOC/DME RWY 31

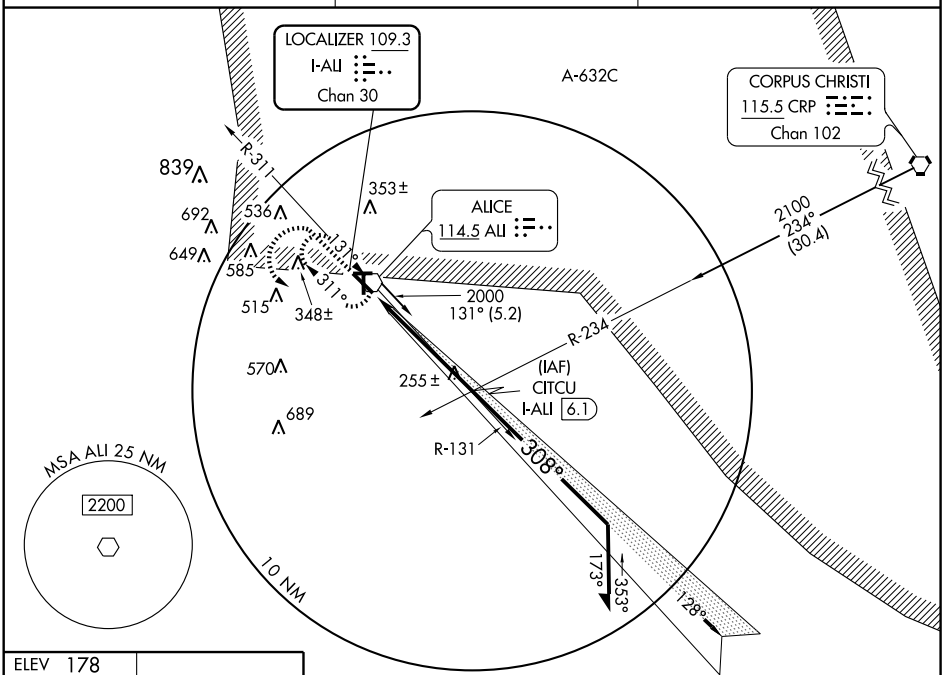
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 20 feet. NA VDP NA when using Nueces County altimeter setting.

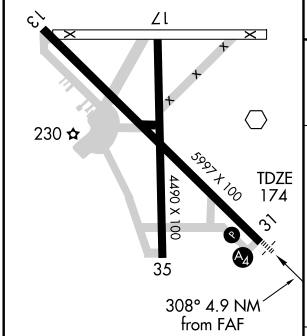
MALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



ELEV 178

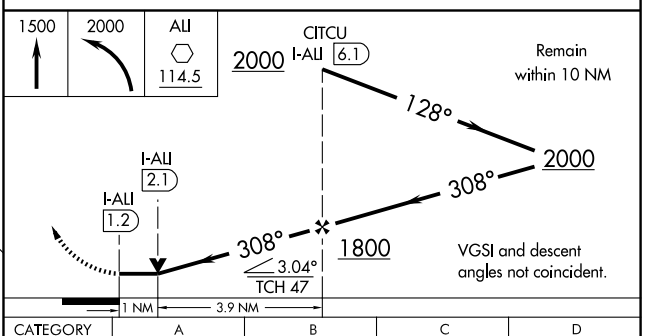


REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

Radar required for procedure entry from Corpus Cristi (CRP) VORTAC.

1500	2000	ALI 114.5



CATEGORY	A	B	C	D
S-31	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5997
128°	TDZE	178
	Apt Elev	178

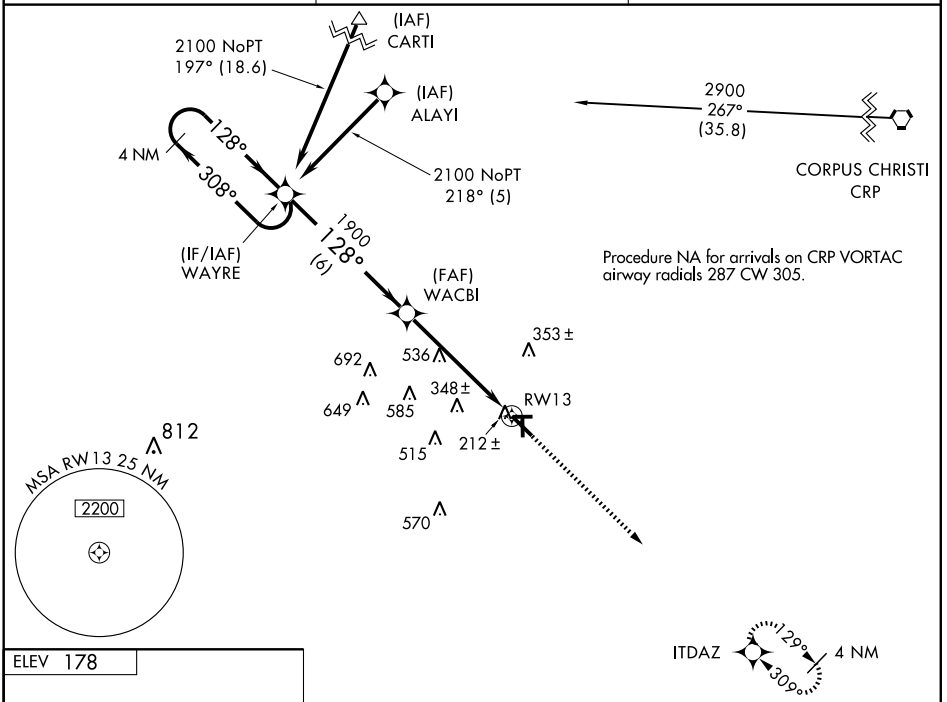
RNAV (GPS) RWY 13

ALICE INTL (ALI)

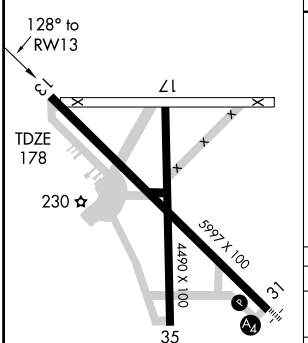
▼ ▲ If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. DME/DME RNP-0.3 NA. BARO VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2600 direct ITDAZ and hold.

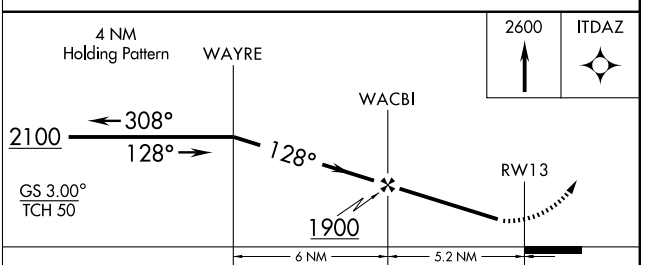
ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	480-1 302 (400-1)			
LNAV MDA	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)
CIRCLING	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 5997
Chan 81813	309°	TDZE 174
W31A		Apt Elev 178

RNAV (GPS) RWY 31

ALICE INTL (ALI)

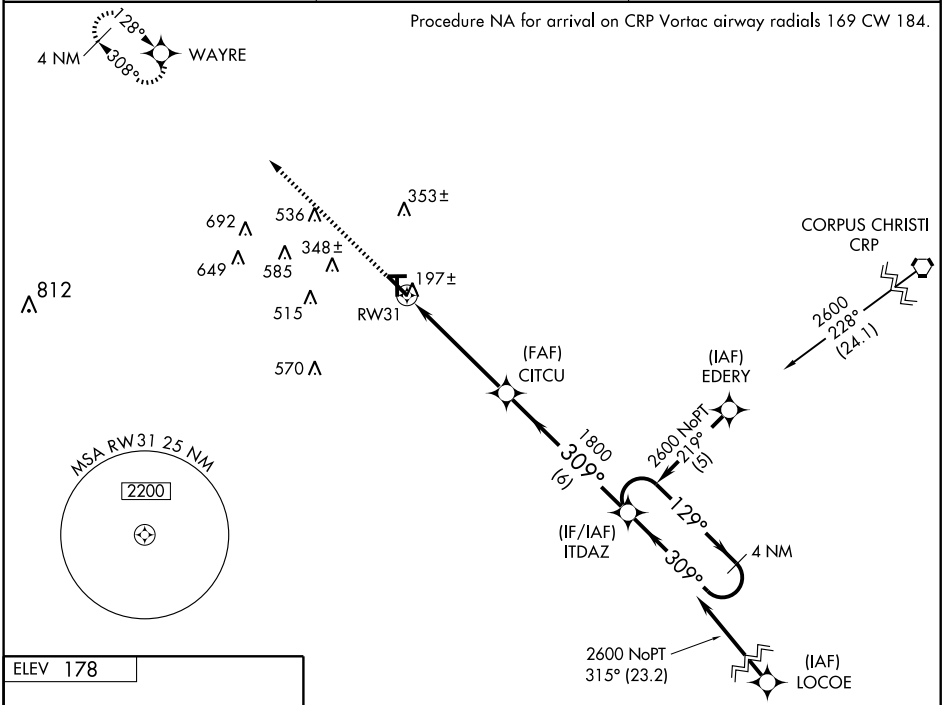
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. BARO VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALS increase LPV all Cats visibility to 1.

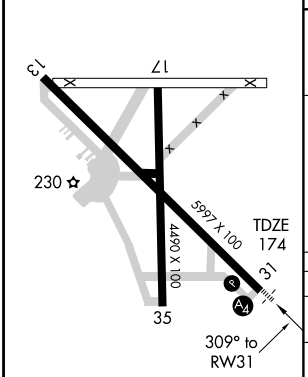
MALS

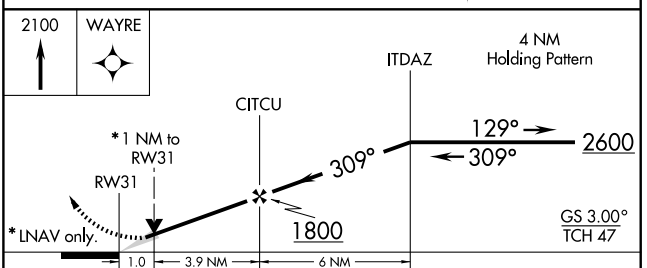
MISSED APPROACH: Climb to 2100 direct WAYRE and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF)

Procedure NA for arrival on CRP Vortac airway radials 169 CW 184.







CATEGORY	A	B	C	D
LPV DA	430-¾ 256 (300-¾)			430-1 256 (300-1)
LNAV/VNAV DA	460-¾ 286 (300-¾)			460-1 286 (300-1)
LNAV MDA	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

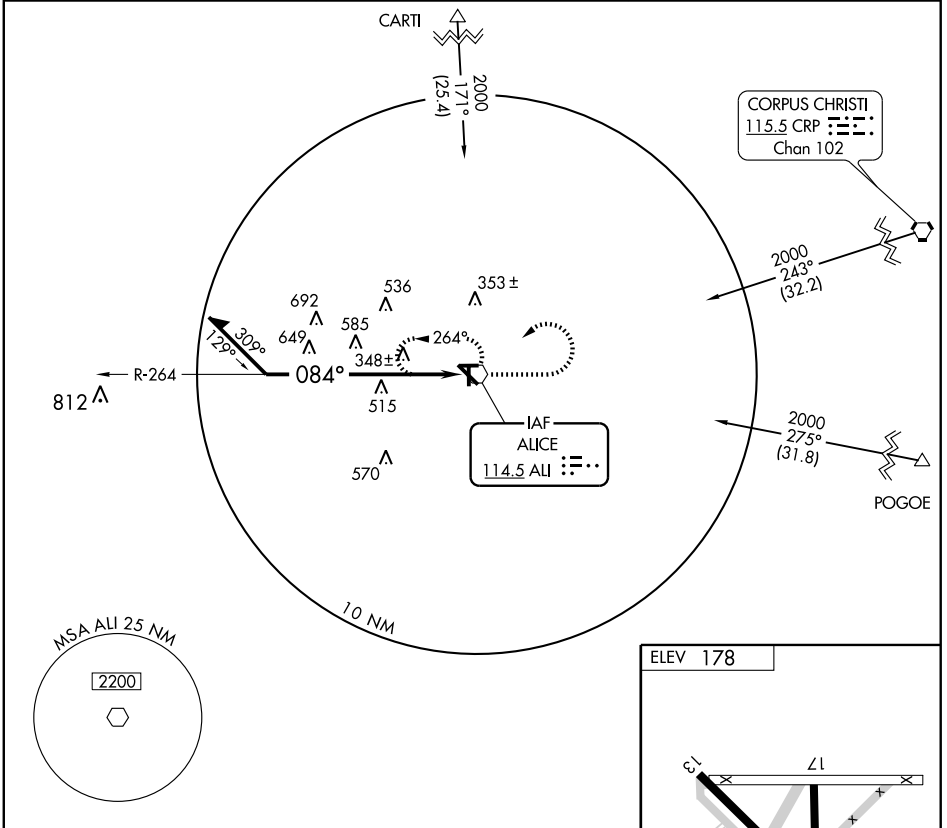
VOR ALI 114.5	APP CRS 084°	Rwy Idg N/A TDZE N/A Apt Elev 178

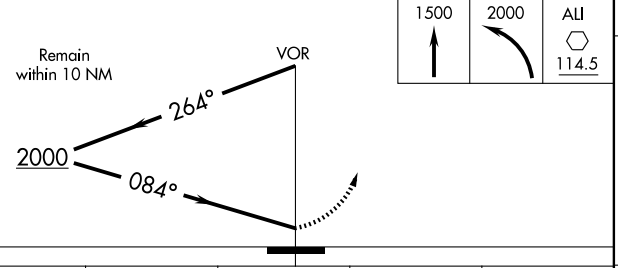
VOR-A
ALICE INTL (ALI)

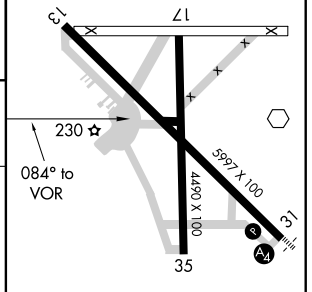
If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L







REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

CATEGORY	A	B	C	D
CIRCLING	1060-1¼ 882 (900-1¼)		1060-2¾ 882 (900-2¾)	1060-3 882 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR ALI	APP CRS	Rwy Idg	5997
114.5	325°	TDZE	174
		Apt Elev	178

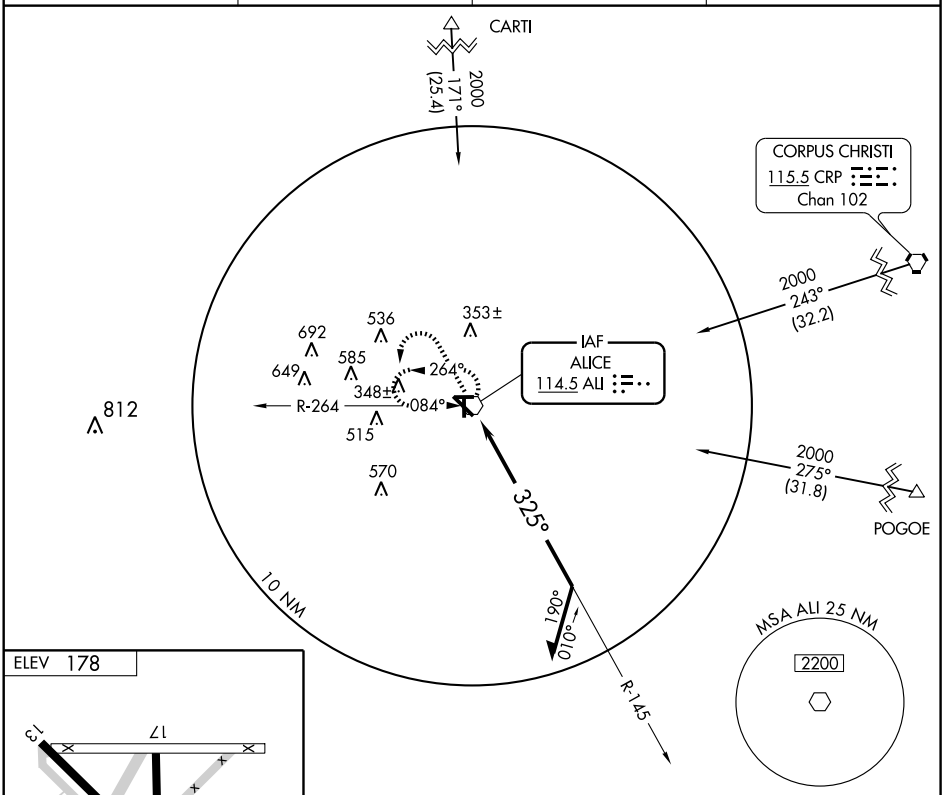
VOR RWY 31
ALICE INTL (ALI)

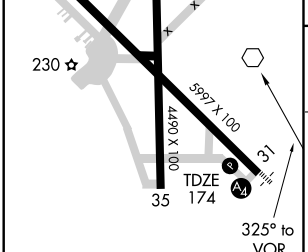
If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	HOUSTON CENTER	KINGSVILLE APP CON ★	UNICOM
119.225	128.15 350.3	119.9 290.45	123.0 (CTAF) L

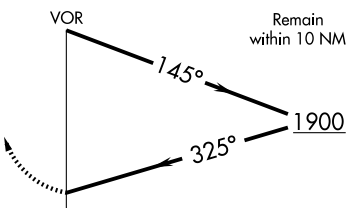




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

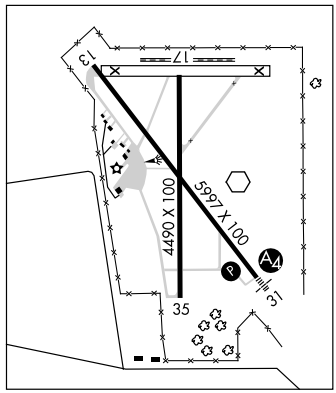
1500	2000	ALI
		114.5



CATEGORY	A	B	C	D
S-31	560-¾ 386 (400-¾)			560-1¼ 386 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ALICE INTL (ALI) 3 SE UTC−6(−5DT) N27°44.45′ W98°01.62′ **BROWNSVILLE**
178 B S4 **FUEL** 100LL, JET A, B+ NOTAM FILE ALI **H–7B, L–20H**
RWY 13–31: H5997X100 (ASPH) S–30 MIRL **IAP**
RWY 13: REIL. Tree.
RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 17–35: H4490X100 (ASPH) S–23 MIRL
RWY 17: Tree. **RWY 35:** P-line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1500–1900Z‡. ACTIVATE MALS Rwy 31 and PAPI Rwy 31–CTAF. MIRL Rwy 13–31 and Rwy 17–35 preset low ints dusk–0500Z‡, to increase ints ACTIVATE—CTAF. After 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 119.225 (361) 668–0069.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (SAN ANGELO RADIO)
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc Ⓡ**HOUSTON CENTER APP/DEP CON** 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 244° 32.5 NM to fld. 60/9E. **HIWAS.**
(L) VORW 114.5 ALI N27°44.39′ W98°01.28′ at fld. NOTAM FILE ALI.
ILS/DME 109.3 I–ALI Chan 30 Rwy 31. LOC only. LOC unmonitored.



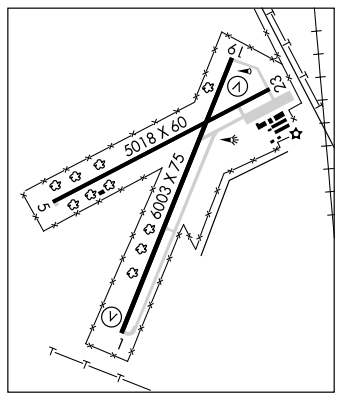
ALLEN

KITTYHAWK (ØT7) 1 NW UTC−6(−5DT) N33°07.57′ W96°41.02′ **DALLAS–FT WORTH**
700 NOTAM FILE FTW **COPTER**
RWY 18–36: 2300X195 (TURF) LIRL (NSTD)
RWY 18: Thld dsplcd 95′. Road. **RWY 36:** Bldg.
AIRPORT REMARKS: Attended irregularly. Rwy 18–36 surface soft after rain. Rwy 18 dsplcd thld marked by two green lights on both sides of the rwy. NSTD LIRL, homemade with fruit jar lens and 3 green thld lgts both ends. ACTIVATE LIRL Rwy 18–36—122.75.
COMMUNICATIONS: CTAF 122.9

A.L. MANGHAM JR. RGNL (See NACOGDOCHES)

ALPINE

ALPINE–CASPARIS MUNI (E38) 2 NW UTC−6(−5DT) N30°23.05′ W103°41.02′ **EL PASO**
4515 B S4 **FUEL** 100LL, JET A NOTAM FILE E38 **H–7A, L–6J**
RWY 01–19: H6003X75 (ASPH) S–12.5 MIRL 1.1% up S **IAP**
RWY 01: VASI(V2L)—GA 3.5° TCH 27′. P–line.
RWY 19: VASI(V2L)—GA 4.0° TCH 27′. Fence.
RWY 05–23: H5018X60 (ASPH) S–12.5 MIRL 1.2% up SW
RWY 05: Fence. **RWY 23:** Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2000Z‡. MIRL Rwy 01–19 preset low ints, to incr ints and ACTIVATE MIRL Rwy 05–23 CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (432) 837–9613
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBUQUERQUE CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE FST.
FORT STOCKTON (H) VORTAC 116.9 FST Chan 116 N30°57.13′ W102°58.54′ 216° 50.0 NM to fld. 2893/11E. **HIWAS.**
BREWSTER CO NDB (MHW) 412 BWR N30°27.49′ W103°38.81′ 194° 4.8 NM to fld. NOTAM FILE SJT.



APP CRS	Rwy Idg	6003
194°	TDZE	4480
	Apt Elev	4513

GPS RWY 19

ALPINE-CASPARIS MUNI (E38)

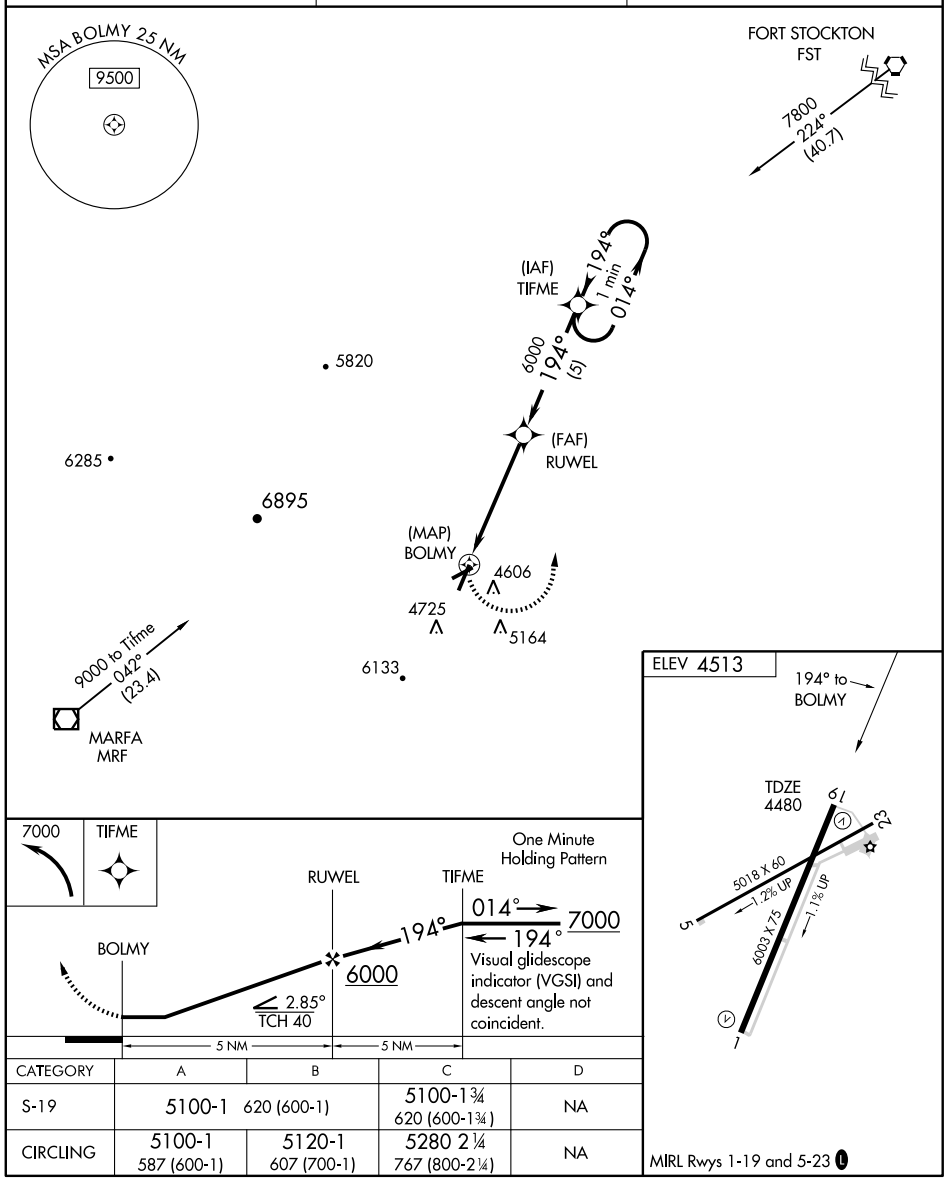
Circling not authorized west of runway 1-19.

NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct TIFME WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L

SC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-19	5100-1 620 (600-1)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1 587 (600-1)	5120-1 607 (700-1)	5280 2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 L

NBD BWR	APP CRS	Rwy Idg	6003
412	194°	TDZE	4480
		Apt Elev	4513

NDB RWY 19

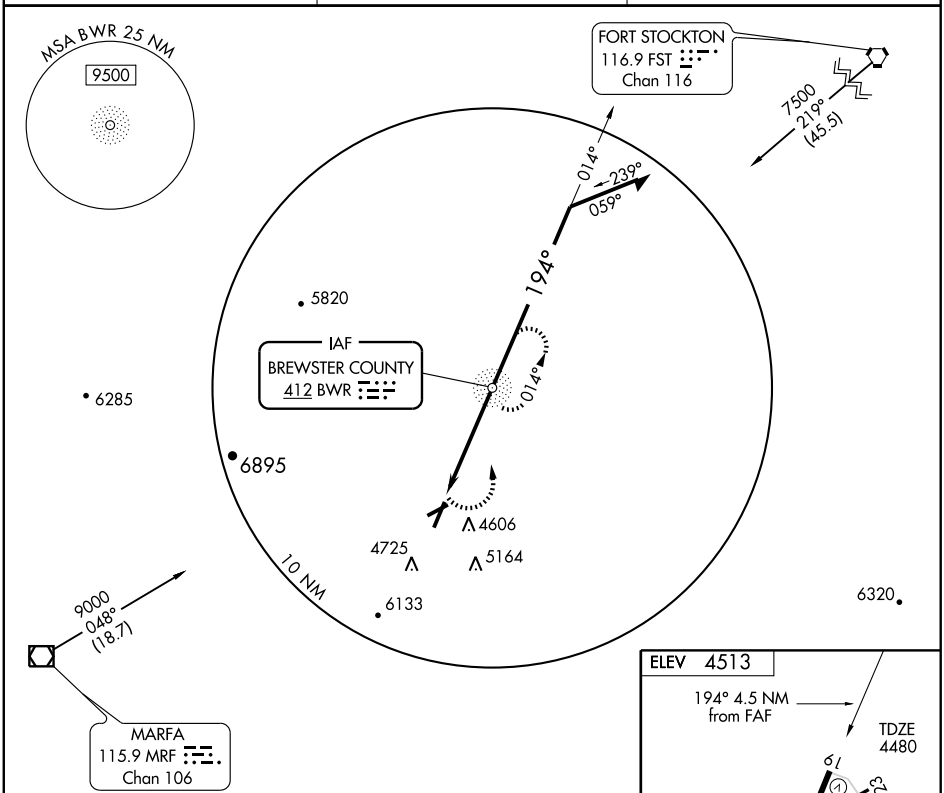
ALPINE-CASPARIS MUNI (E38)

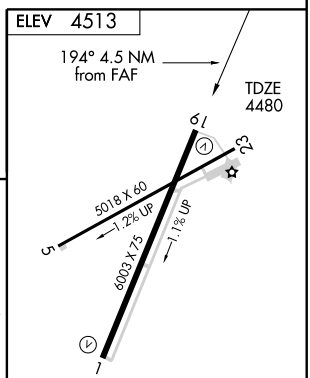
Circling not authorized west of runway 1-19.

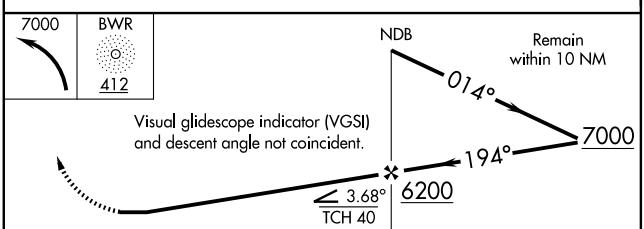
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct BWR NDB and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	5100-1¼ 620 (600-1¼)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1¼ 587 (600-1¼)	5120-1¼ 607 (700-1¼)	5280-2¼ 767 (800-2¼)	NA

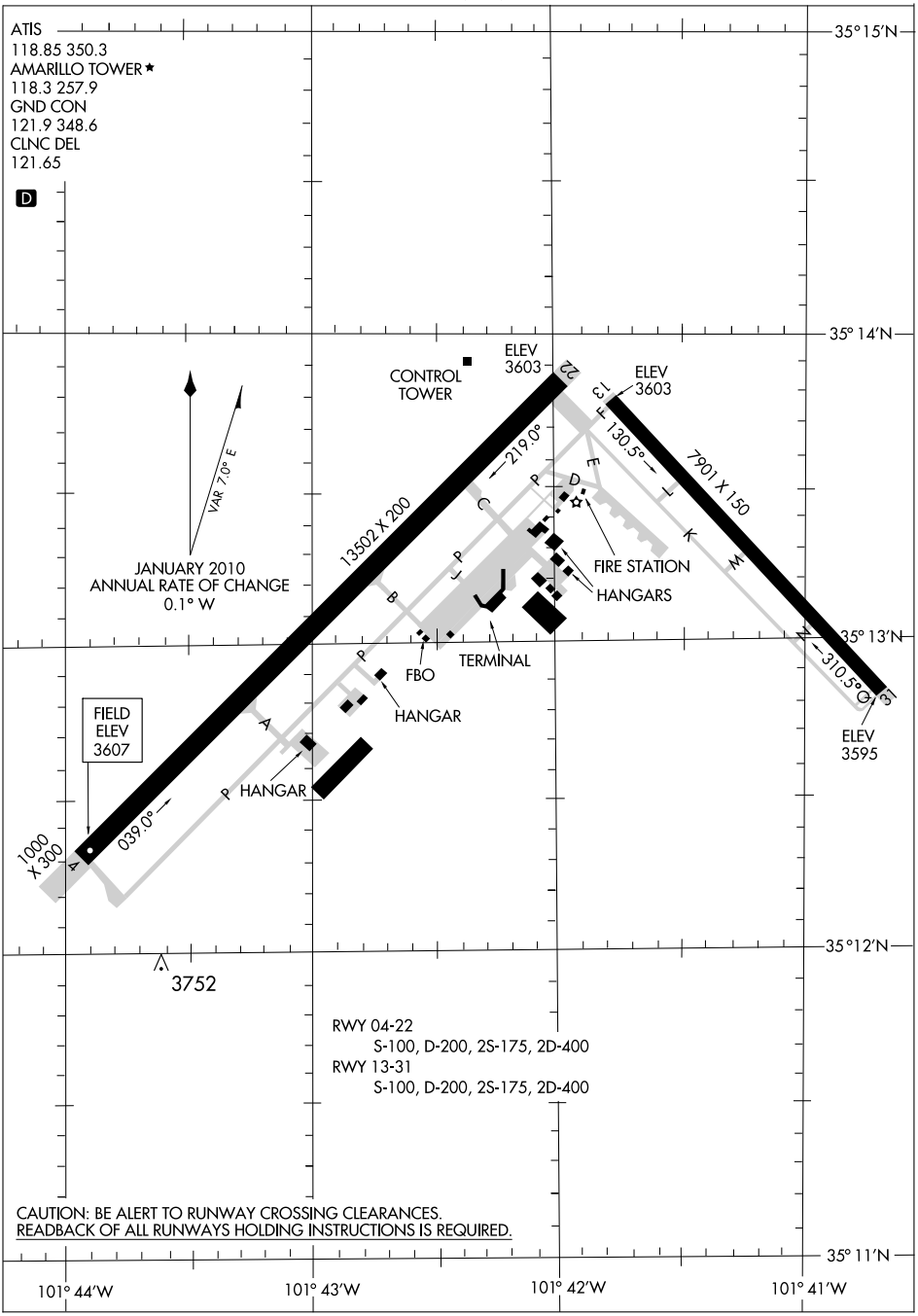
MIRL Rwys 1-19 and 5-23 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

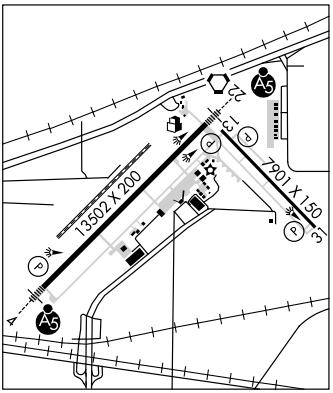
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS



SC-2, 26 AUG 2010 to 23 SEP 2010

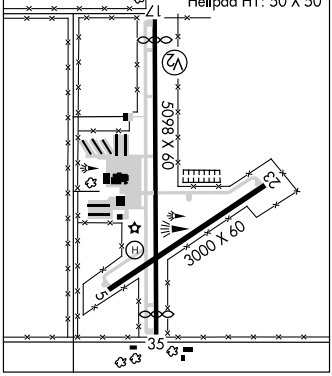
RICK HUSBAND AMARILLO INTL (AMA) 6 E UTC−6(−5DT) N35°13.16′ W101°42.36′ **DALLAS–FT. WORTH**
3607 B S4 **FUEL** 100LL, JET A1 +, B OX 2, 4 **H–6G, L–15B**
TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE AMA **IAP, AD**

RWY 04–22: H13502X200 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400 HIRL (NSTD)
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 13–31: H7901X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, HIRL
RWY 13: REIL. PAPI(P4L). **RWY 31:** REIL. PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–13502 TODA–13502 ASDA–13502 LDA–13502
RWY 13: TORA–7901 TODA–7901 ASDA–7901 LDA–7901
RWY 22: TORA–13502 TODA–13502 ASDA–13502 LDA–13502
RWY 31: TORA–7901 TODA–7901 ASDA–7901 LDA–7901
AIRPORT REMARKS: Attended continuously. Class I, ARFF Index B. ARFF Index C Equipment avbl. TPA for propeller acft 4502 (895), turbojet acft 5002 (1395), overhead 5502 (1895). Rwy 04–22 center 130′ grvd full length. Rwy 04 rwy visual range avbl 1100–0600Z‡ ctc twr. Rwy 22 runway visual range rollout avbl. NSTD HIRL due to spacing. HIRL 60′ from rwy edge, NSTD distance from centerline—pavement outside rwy edge stripes may not be full strength and depth perception problems may exist during periods of darkness. When twr clsd HIRL Rwy 04–22 and Rwy 13–31 preset medium ints only, ACTIVATE REIL Rwy 13 and MALSR Rwy 04 and Rwy 22—118.3. Flight Notification Service (ADCUS) available.



WEATHER DATA SOURCES: ASOS (806) 335–1060. **HIWAS** 116.6 PNH.
COMMUNICATIONS: CTAF 118.3 **ATIS** 118.85 **UNICOM** 122.95
RCO 122.65 (FORT WORTH RADIO).
Ⓡ **APP/DEP CON** 119.5 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
TOWER 118.3 (1200–0600Z‡) **GND CON** 121.9 **CLNC DEL** 121.65
AIRSPACE: CLASS C svc 1200–0600Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ at fld. 3595/8E. **HIWAS.**
PANDE NDB (HW/LOM) 251 AM N35°08.79′ W101°48.33′ 039° 6.6 NM to fld. NOTAM FILE AMA. Unmonitored when twr clsd.
ILS 110.3 I–AMA Rwy 04. Class IA. LOM PANDE NDB. ILS unmonitored when twr clsd.
LDA/DME 111.1 I–RIQ Chan 48 Rwy 22.
ASR (1200–0600Z‡)

TRADEWIND (TDW) 3 SE UTC−6(−5DT) N35°10.19′ W101°49.55′ **DALLAS–FT. WORTH**
3649 B S4 **FUEL** 100LL, JET A1 + OX 3 TPA—4649(1000) NOTAM FILE FTW **H–6G, L–15B**
RWY 17–35: H5098X60 (ASPH) S–16 MIRL **IAP**
RWY 17: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Thld dsplcd 290′. Fence. Rgt tfc.
RWY 35: REIL. Thld dsplcd 289′. Trees.
RWY 05–23: H3000X60 (ASPH) S–20 MIRL 0.5% up SW
RWY 05: Fence. **RWY 23:** Pole. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0400Z‡. For svc after hours call 806–376–1008, call after arrival. Housing and school surrounds Rwy 23 end. ACTIVATE MIRL Rwy 17–35 and Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AMARILLO APP/DEP CON** 119.5 121.15 (1200–0600Z‡)
CLNC DEL 125.4
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ 230° 7.4 NM to fld. 3595/8E. **HIWAS.**
PANDE NDB (HW/LOM) 251 AM N35°08.79′ W101°48.33′ 316° 1.7 NM to fld. NOTAM FILE AMA. Unmonitored when twr closed.



HELIPAD H1: H50X50 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. 35′ p–line (marked) 325′ south of helipad.

HI-VOR/DME or TACAN RWY 4

VOR/DME PNH	APCH CRS	Rwy ldg	TDZE	Arpt Elev
116.6 Chan 113	037°	13,502	3607	3607

JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

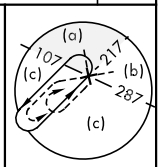
▼ * For inop ALS, increase CAT D vis to 1¼ miles, CAT E vis to 1½ miles.

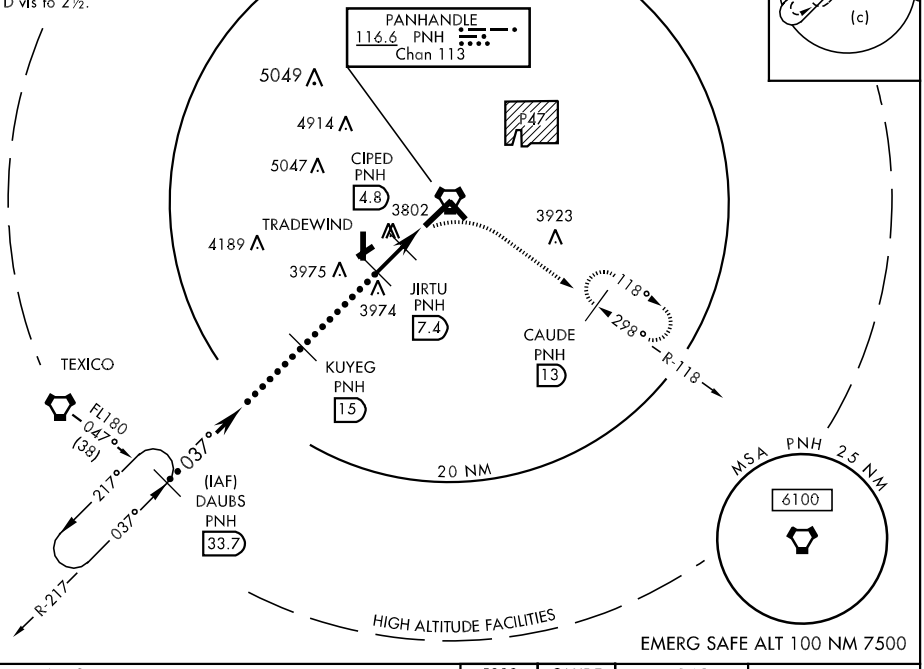
MALSR

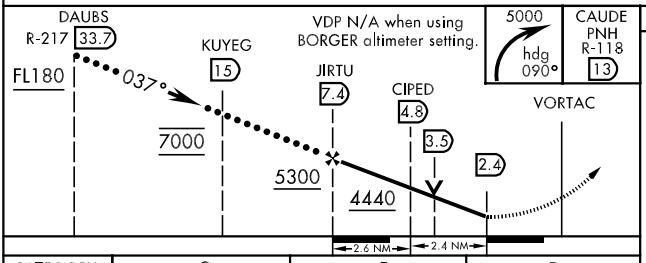
MISSED APPROACH: Climbing right turn to 5000 via heading 090° and PNH VORTAC R-118 to CAUDE INT/PNH 13 DME and hold.

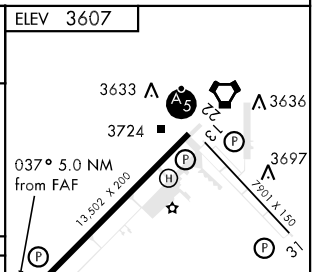
ATIS	AMARILLO APP CON	AMARILLO TOWER *	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	

† When local altimeter setting is not available use BORGER altimeter setting and increase all MDAs 160 feet; increase CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½. Circling CAT C vis to 1¾, CAT D vis to 2½.









CATEGORY	C	D	E
S-4 * †	4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING †	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)
S-ASR-4	4160/50 555 (600-1)	4160/60 555 (600-1¼)	4160-1½ 555 (600-1½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

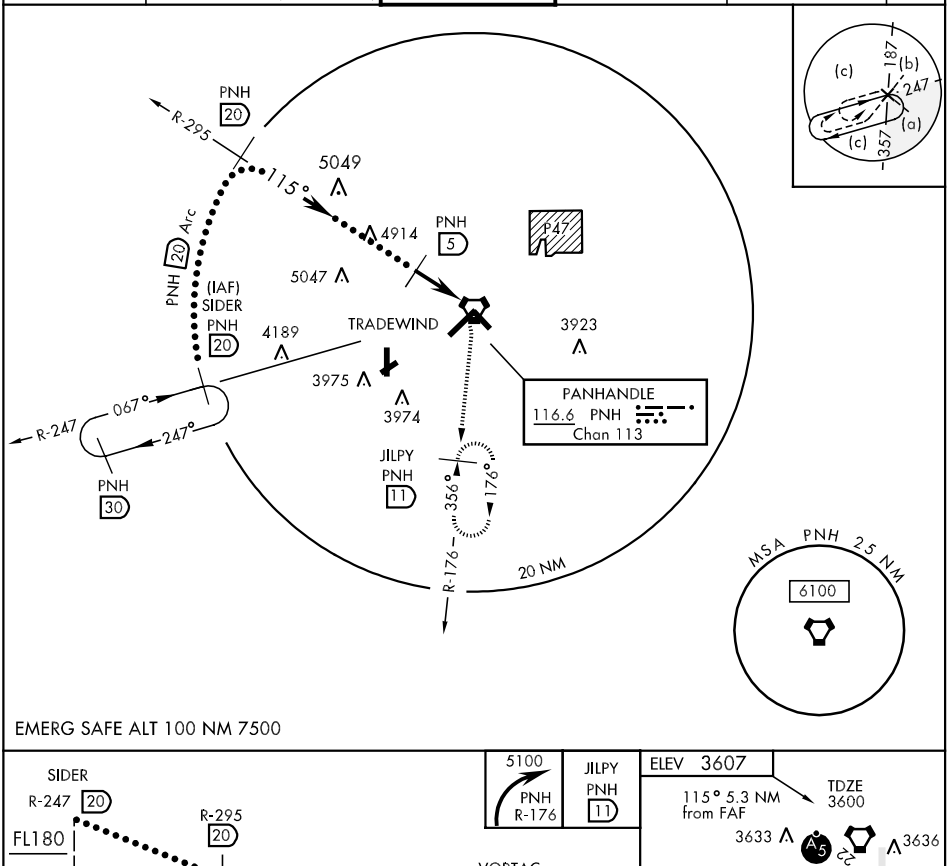
HI-VOR/DME or TACAN RWY 13

VOR/DME PNH	APCH CRS	Rwy Idg	7901
116.6	115°	TDZE	3600
Chan 113		Arpt Elev	3607

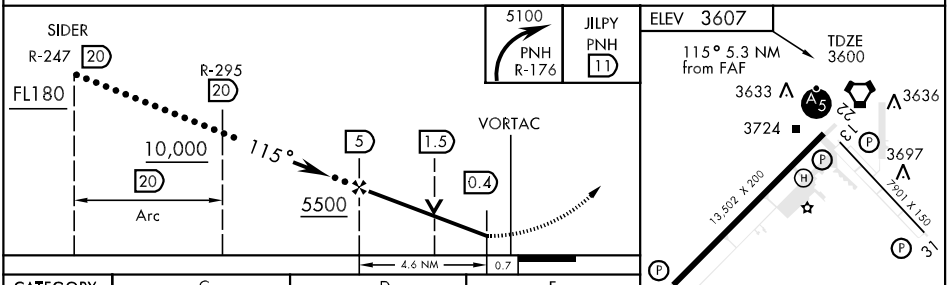
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

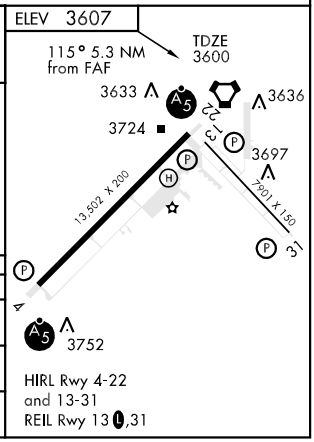
ATIS	AMARILLO APP CON	AMARILLO TOWER ★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 257.9	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 7500



CATEGORY	C	D	E
S-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 22

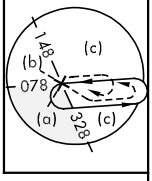
VOR/DME PNH	APCH CRS	Rwy Idg / TDZE / Arpt Elev
116.6 Chan 113	235°	13,502 / 3603 / 3607

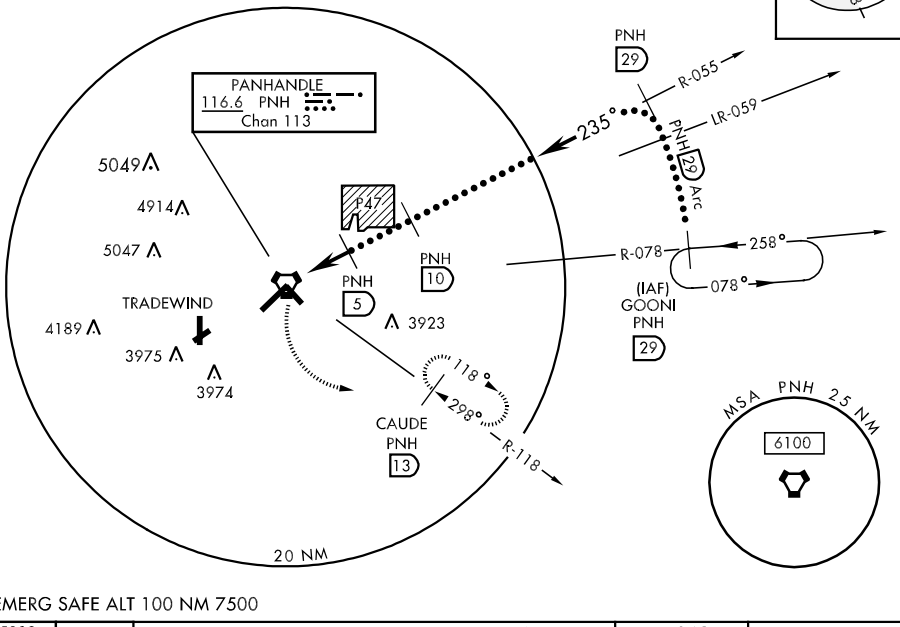
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MALSR

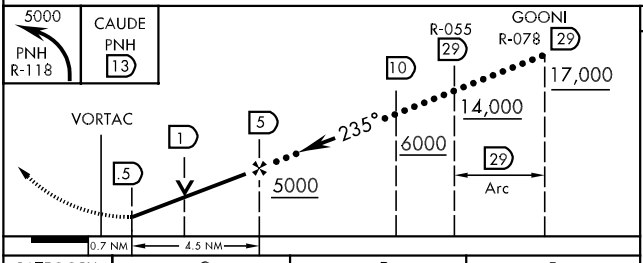
MISSED APPRAOCH: Climbing left turn to 5000 via PNH R-118 to CAUDE INT/PNH 13 DME and hold.

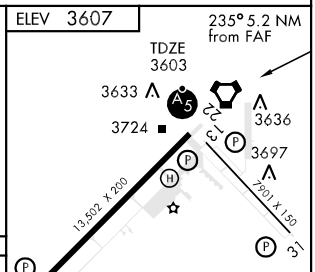
ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	





EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-22	3960-½ 357 (400-½)	3960-1 357 (400-1)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-22	3960- ¾ 357 (400-¾)	3960-1¼ 357 (400-1¼)	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

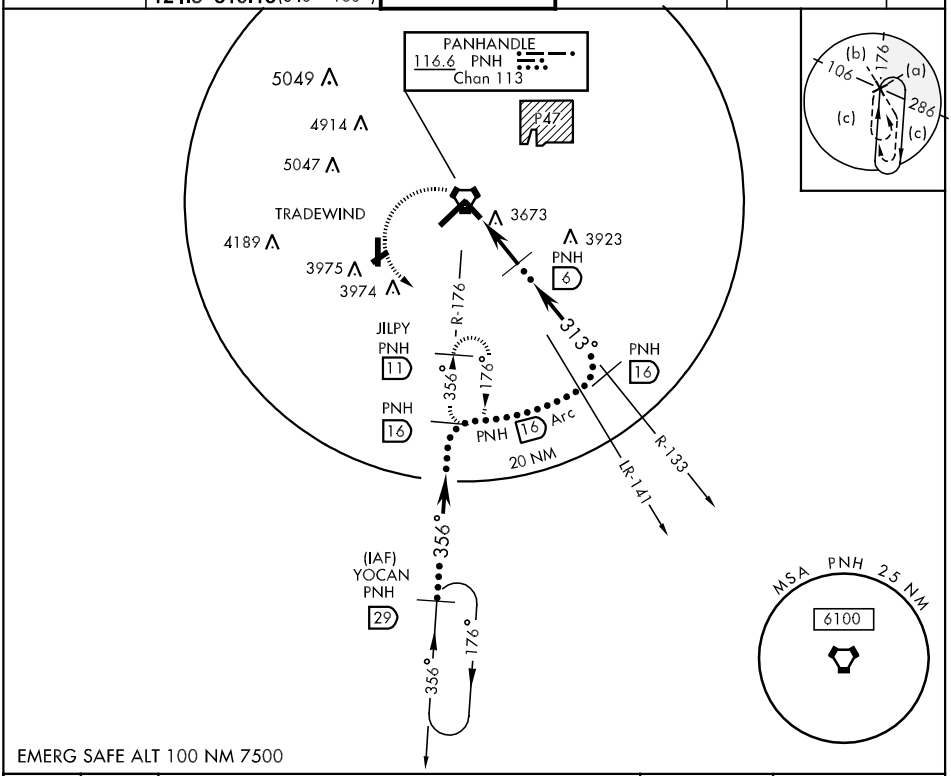
HI-VOR/DME or TACAN RWY 31

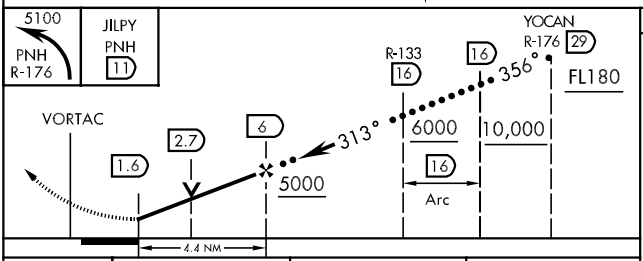
VOR/DME PNH	APCH CRS	Rwy ldg	7901
116.6	313°	TDZE	3598
Chan 113		Arpt Elev	3607

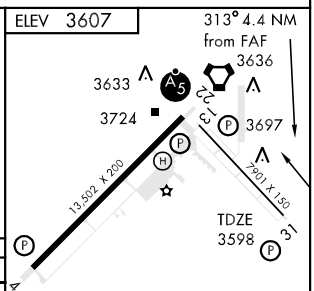
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/PNH 11 DME and hold.

ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 (L) 257.9	121.9 348.6	121.65	







CATEGORY	C	D	E
S-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-AMA	APP CRS	Rwy Idg 13502
110.3	038°	TDZE 3605
		Apt Elev 3605

ILS or LOC RWY 4

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

ASR

S-ILS-4 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 via PNH R-118 to CAUDE INT/13 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95

ADF or DME REQUIRED

PANHANDLE 116.6 PNH Chan 113

P-47

BGD 108.6 Chan 23

4932 4914 5047

5300 to LOM 217° (7.5)

4144 3880 4098 3743

(IAF) R-261 (IAF) R-078

PNH 14 Arc 5500 NoPT

Tradewind

5500 082° (14)

LR-226 5300 038° (6.4) LR-209

LOCALIZER 110.3 I-AMA

R-118 R-176

SIDER

LOM/IAF PANDE 251 AM PNH 7.4

CAUDE PNH 13 118° 298°

5300 NoPT PNH 14 Arc 5500 284° (31)

DOGIN

MSA AM 25 NM 190° 6100 060° 5300

10 NM 5500 344° (23.9)

YOCAN

LOM* PNH 7.4

Remain within 10 NM

218° 038°

5272

5300

GS 3.00° TCH 44

5.0 NM

4100	5000	CAUDE
	PNH R-118	

* Procedure turn not authorized for Cat. E.

ELEV 3605 D

3633 3636 3724 3697 3768 3752 TDZE 3605

13,502 x 200 7901 x 150

038° 5 NM from FAF

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
S-ILS-4	# 3805/24 200 (200-½)				
S-LOC-4	4000/24 395 (400-½)			4000/40 395 (400-¾)	4000/50 395 (400-1)
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-RIQ	APP CRS	Rwy Idg	13502
111.1	214°	TDZE	3603
Chan 48		Apt Elev	3605

LDA/DME RWY 22

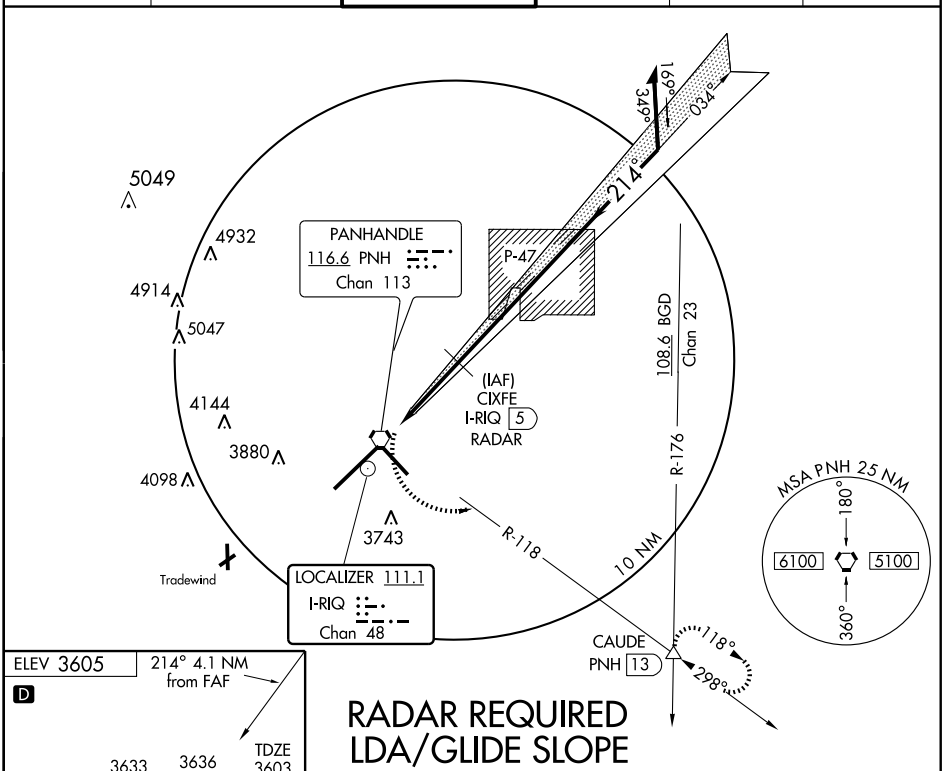
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

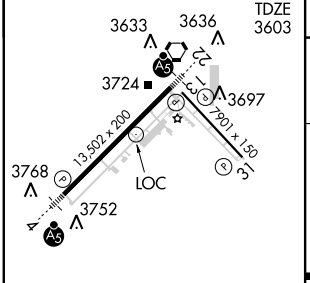
Final approach course offset 4.45 degrees intersects the runway centerline 2509' from Rwy 22. For inoperative MALSR, increase S-LDA 22 Cat D and E visibilities to 1, S-LDA/GS22 to ¾ all Cats.

MALSR

MISSED APPROACH: Climbing left turn to 5000 via PNH VORTAC R-118 to CAUDE Int and hold.

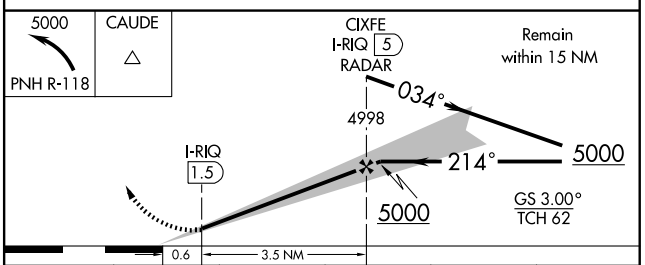
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65	122.95





REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

RADAR REQUIRED LDA/GLIDE SLOPE



CATEGORY	A	B	C	D	E
LDA/GS-22	3853-½ 250 (300-½)				
LDA-22	3900-½ 297 (300-½)			3900-¾ 297 (300-¾)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOM AM	APP CRS	Rwy Idg	13502
251	038°	TDZE	3605
		Apt Elev	3605

NDB RWY 4

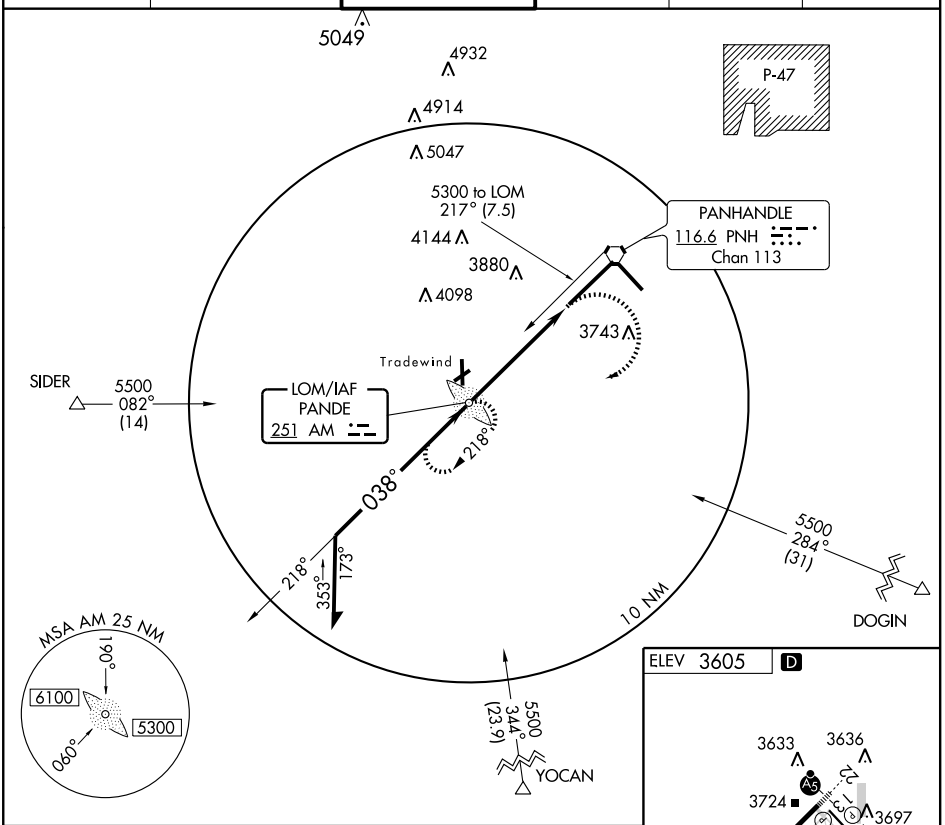
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

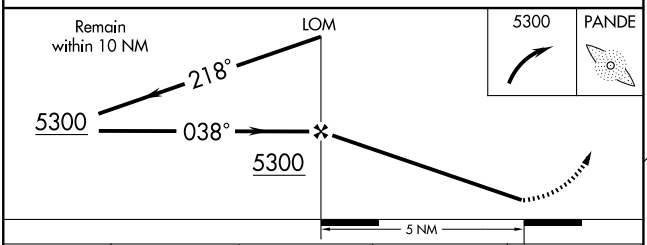
ASR

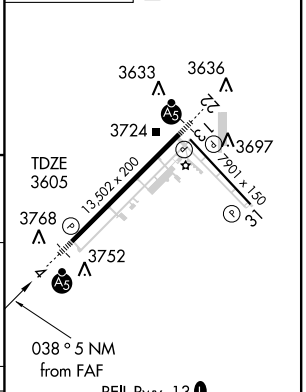
MALSR

MISSED APPROACH: Climbing right turn to 5300 direct PANDE LOM and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D
S-4	4220/40	615 (700-¾)	4220/60 615 (700-1¼)	4220-1¾ 615 (700-1¾)
CIRCLING	4220-1	615 (700-1)	4220-1¾ 615 (700-1¾)	4240-2 635 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

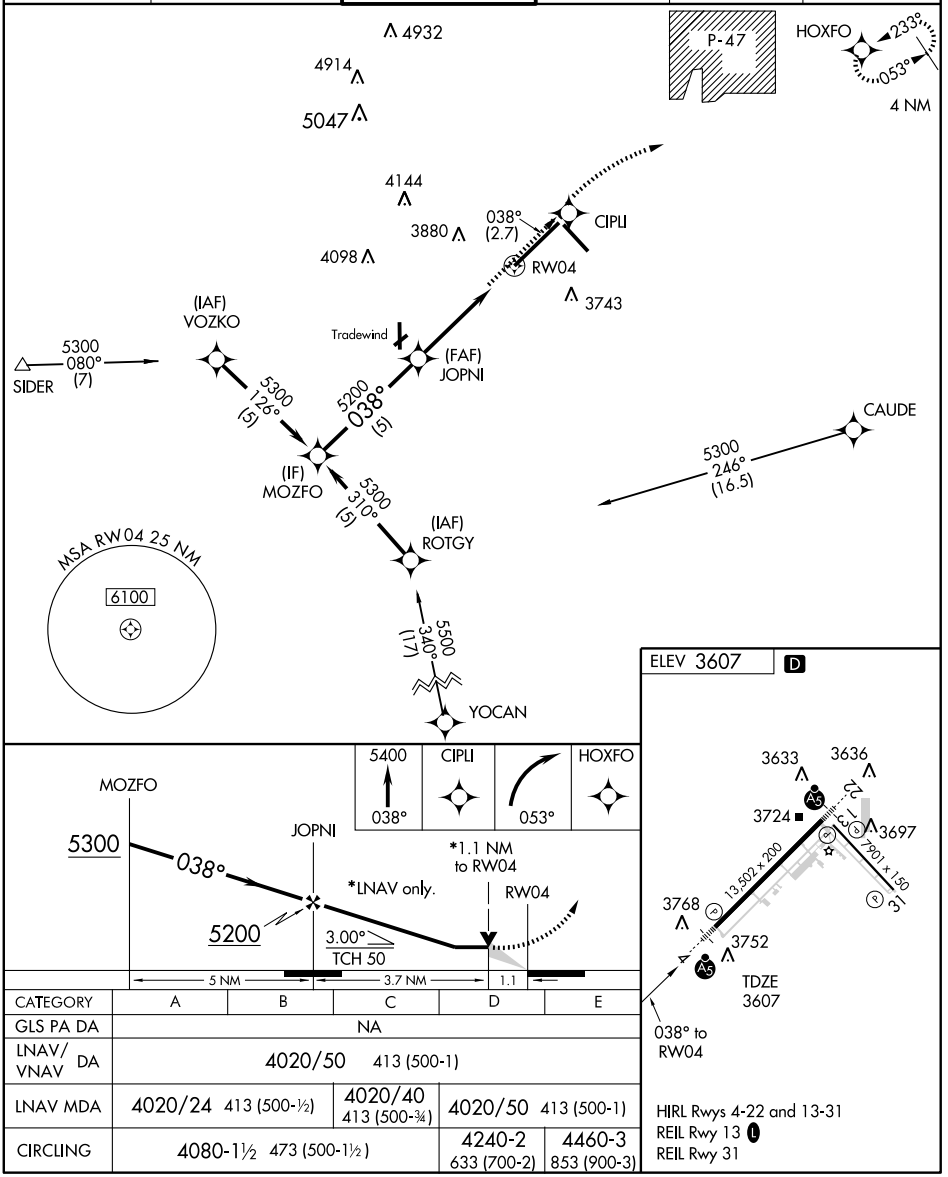
APP CRS	Rwy Idg	13,502
038°	TDZE	3607
	Apt Elev	3607

RNAV (GPS) RWY 4

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

▼ NA ASR	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -22°C (-7°F). For inoperative MALSR increase LNAV Cat D visibility to 6000 RVR.	MALSR A5	MISSED APPROACH: Climb to 5400 via course 038° to CIPLI then right turn via course 053° to HOXFO and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	4020/50 413 (500-1)				
LNAV MDA	4020/24 413 (500-½)		4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING	4080-1½ 473 (500-1½)			4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7901
129°	TDZE	3602
	Apt Elev	3607

RNAV (GPS) RWY 13

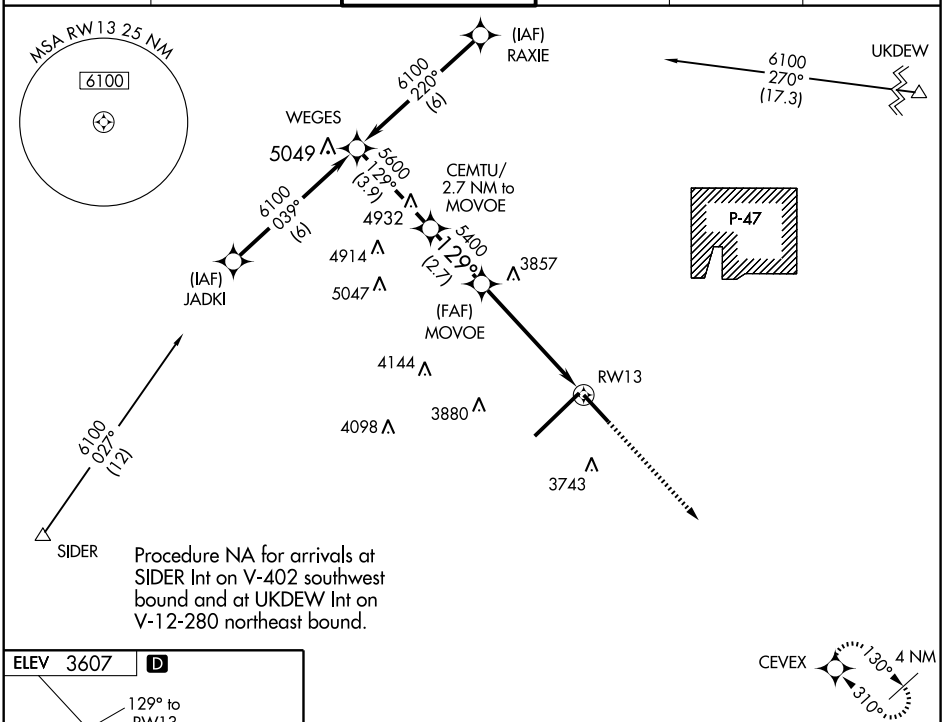
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

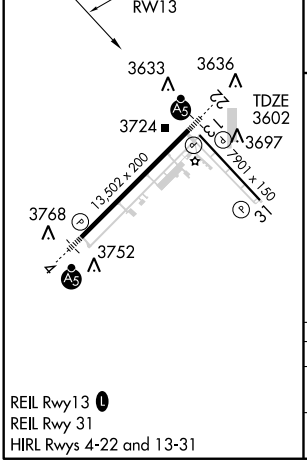
NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

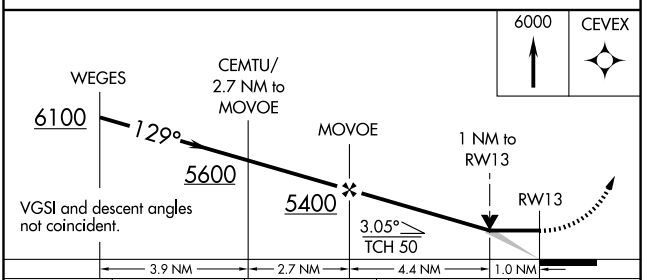
MISSED APPROACH: Climb to 6000 direct CEVEX and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65	122.95





REIL Rwy13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
LNAV MDA	3980-1 378 (400-1)			3980-1¼ 378 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	13,502
233°	TDZE	3606
	Apt Elev	3607

RNAV (GPS) RWY 22

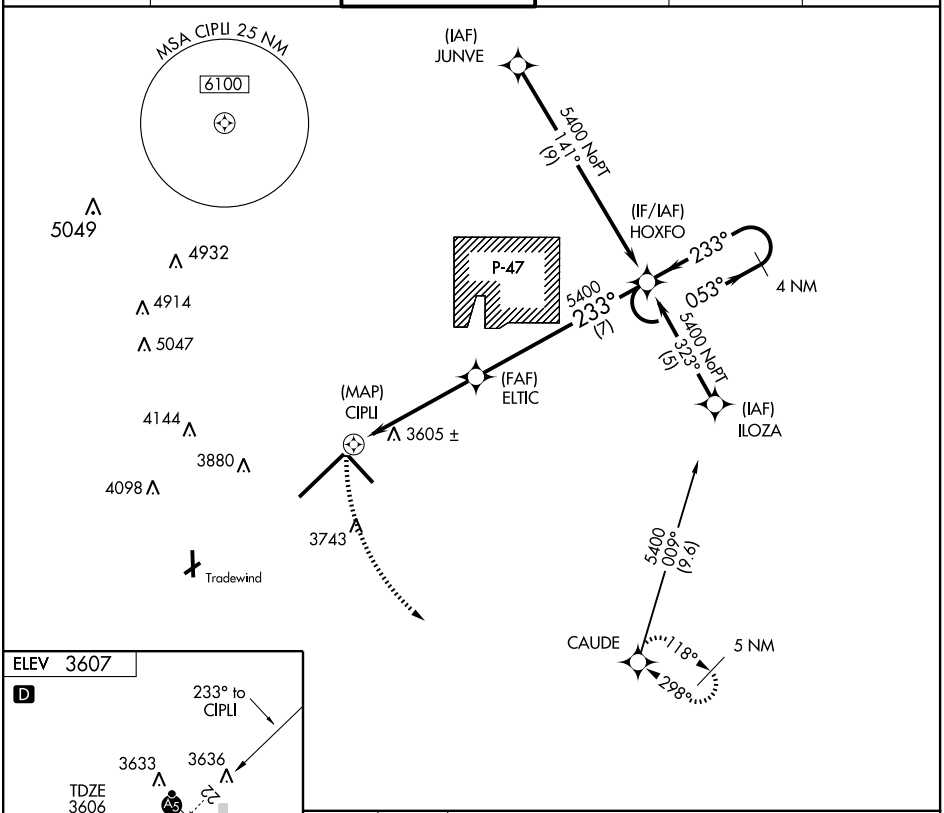
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

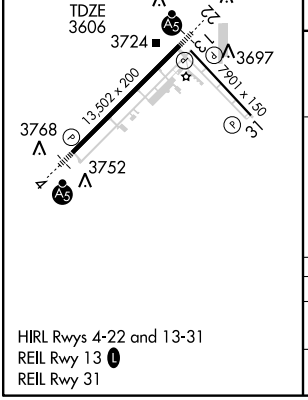
T NA ASR — Inoperative table does not apply to Cat D and E. DME/DME RNP-0.3 NA.

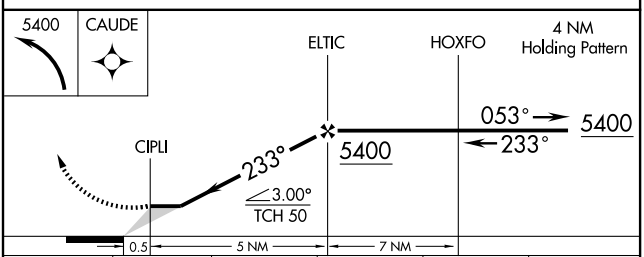
MALSR

MISSED APPROACH: Climbing left turn to 5400 direct CAUDE and hold

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	3960-½ 354 (400-½)			3960-1	354 (400-1)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

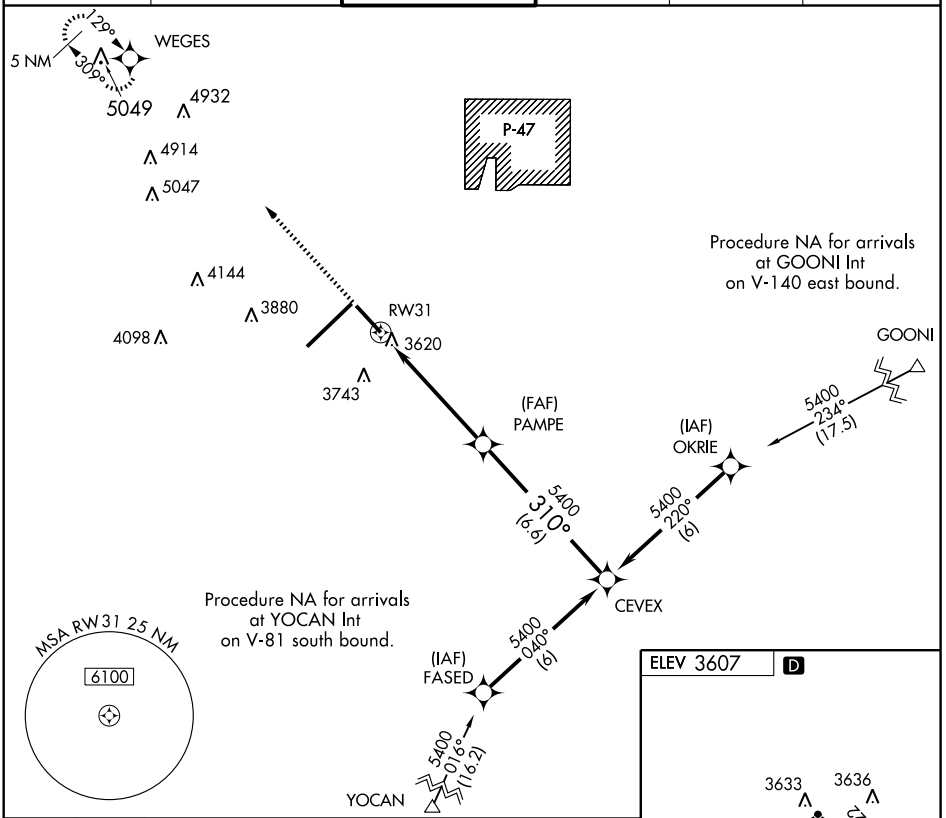
APP CRS	Rwy Idg	7901
310°	TDZE	3600
	Apt Elev	3607

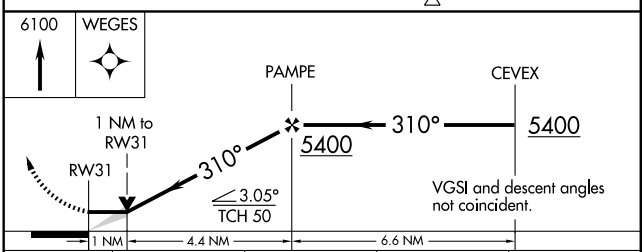
ASR

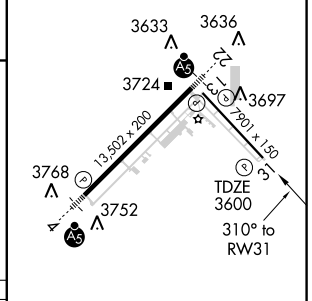
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6100 direct WEGES and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3960-1 360 (400-1)			3960-1¼ 360 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC PNH 116.6 Chan 113	APP CRS 214°	Rwy Idg N/A TDZE N/A Apt Elev 3605

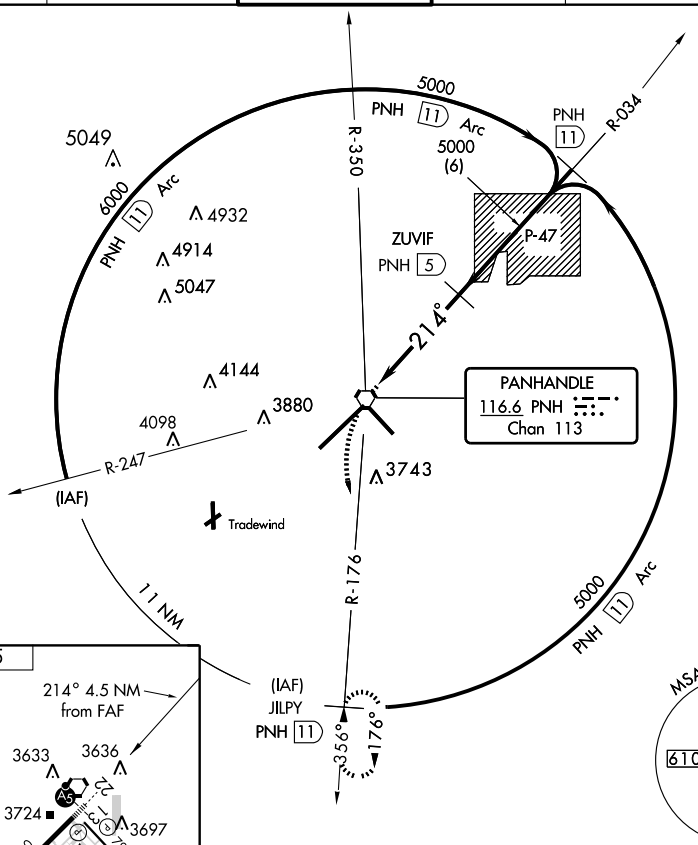
VOR/DME-A

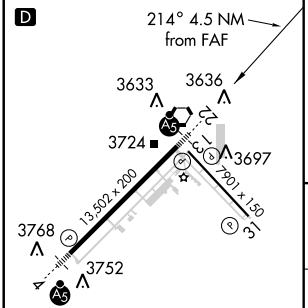
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

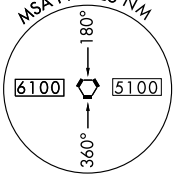
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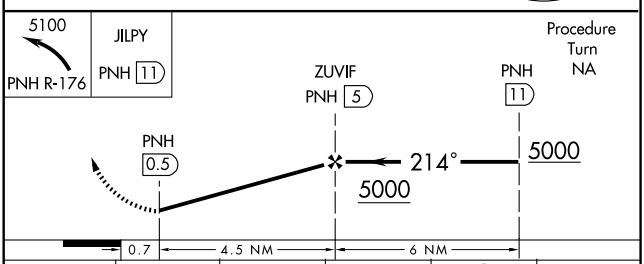
MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95









REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
CIRCLING	4080-1	473 (500-1)	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC PNH	APP CRS	Rwy Idg	7901
116.6	115°	TDZE	3600
Chan 113		Apt Elev	3605

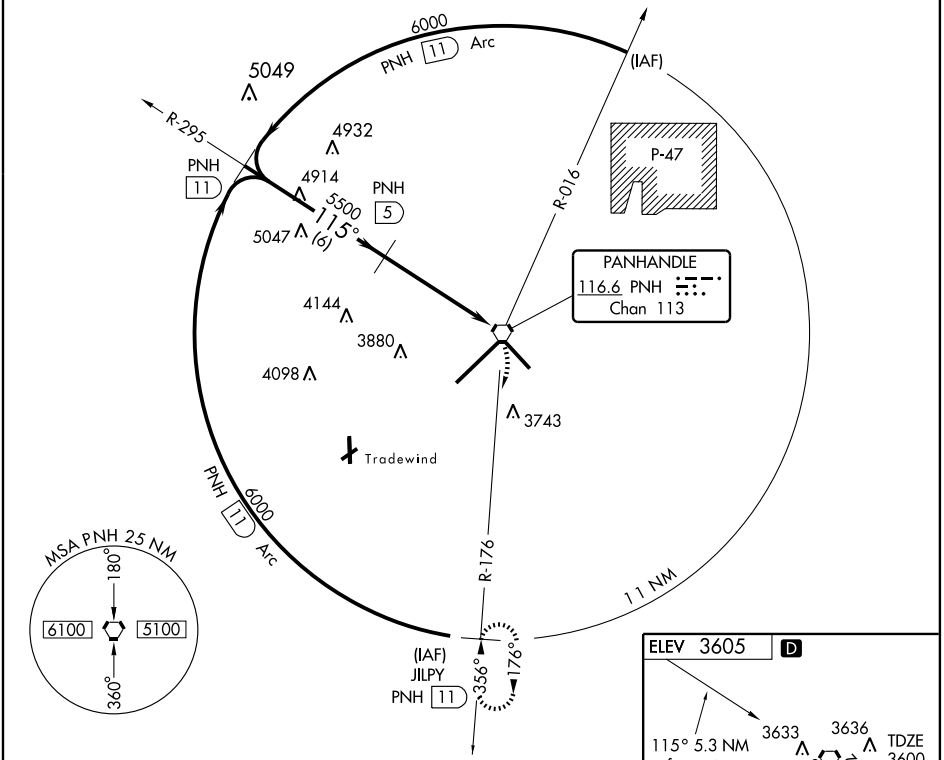
VOR/DME RWY 13

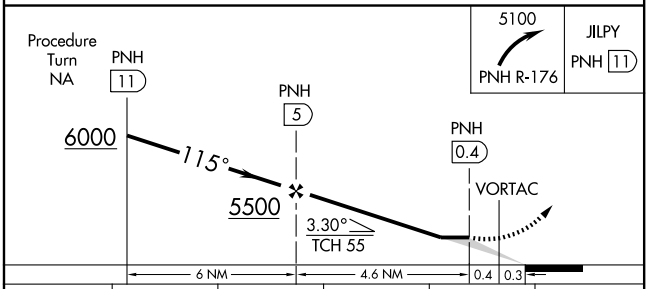
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

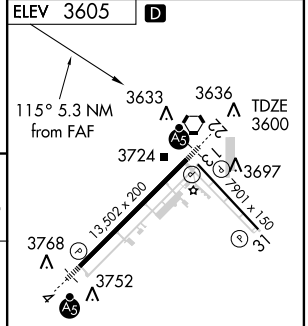
T
A
ASR

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
S-13	3980-1 380 (400-1)			3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC PNH 116.6 Chan 113	APP CRS 235°	Rwy Idg 13502 TDZE 3603 Apt Elev 3605

VOR/DME RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

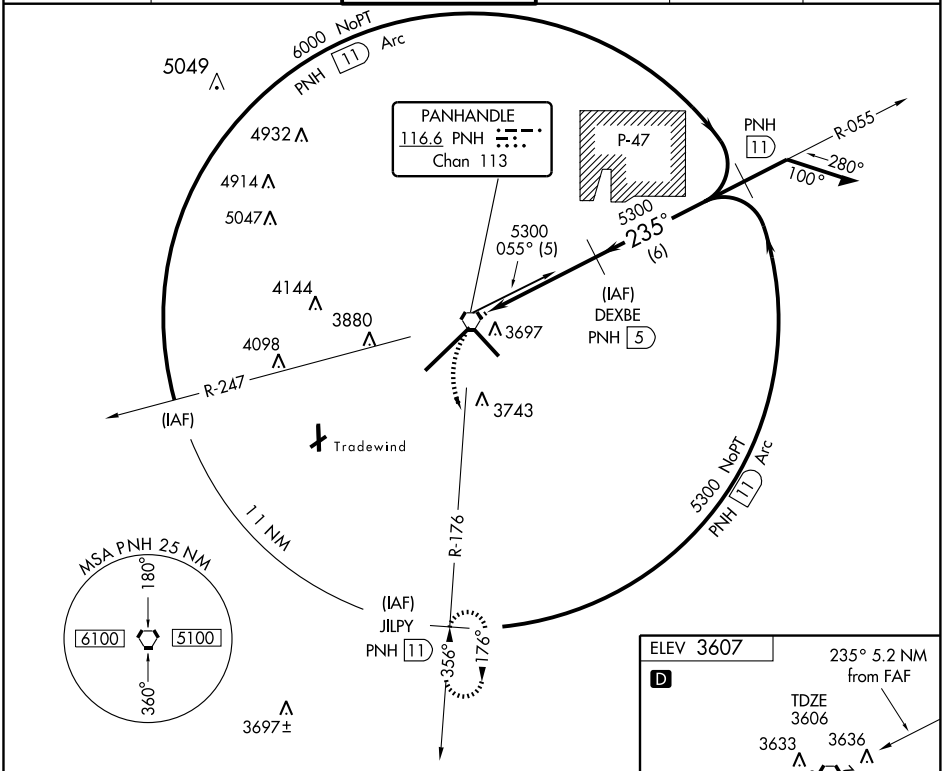
ASR

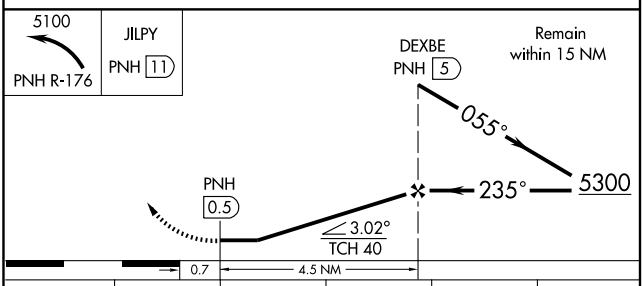
For inoperative MALSRS, increase S-22 visibility Cat D and E to 1¼.

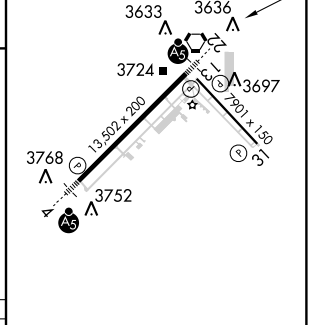
MALSR

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
S-22	3960-½ 354 (400-½)			3960-1 354 (400-1)	
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC PNH 116.6 Chan 113	APP CRS 313°	Rwy Idg 7901 TDZE 3598 Apt Elev 3605

AL-19 (FAA)

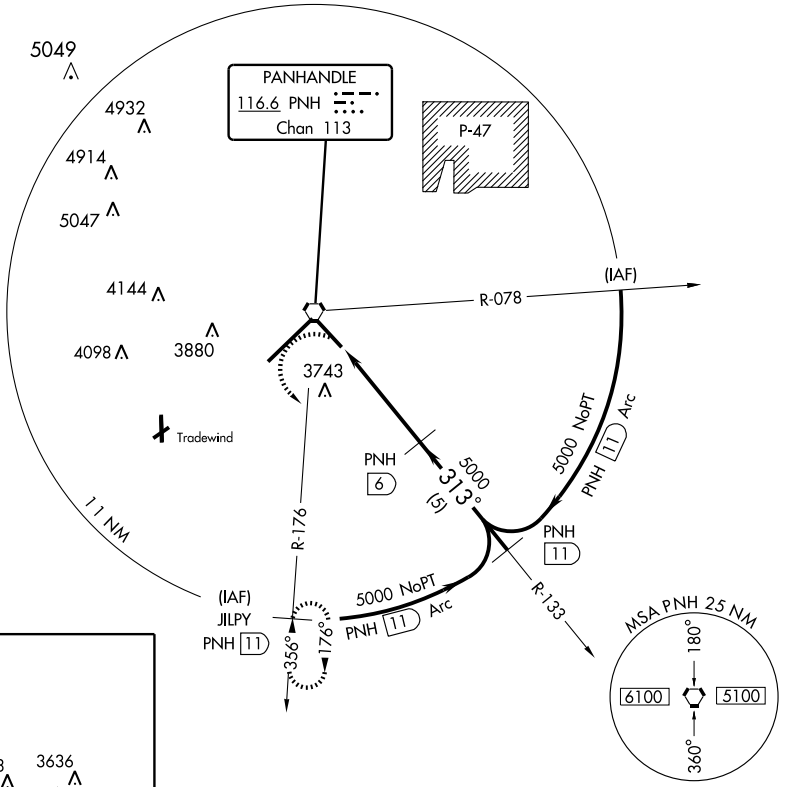
VOR/DME RWY 31

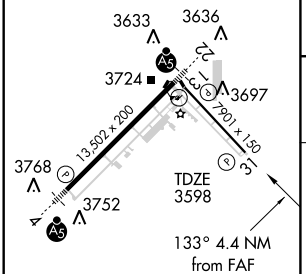
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

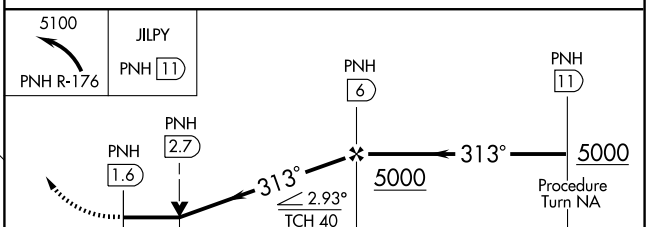
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
S-31	3960-1 362 (400-1)			3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

35°13'N-101°42'W

VOR/DME RWY 31

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC PNH	APP CRS	Rwy Idg 13,502
116.6	235°	TDZE 3603
Chan 113		Apt Elev 3605

VOR RWY 22

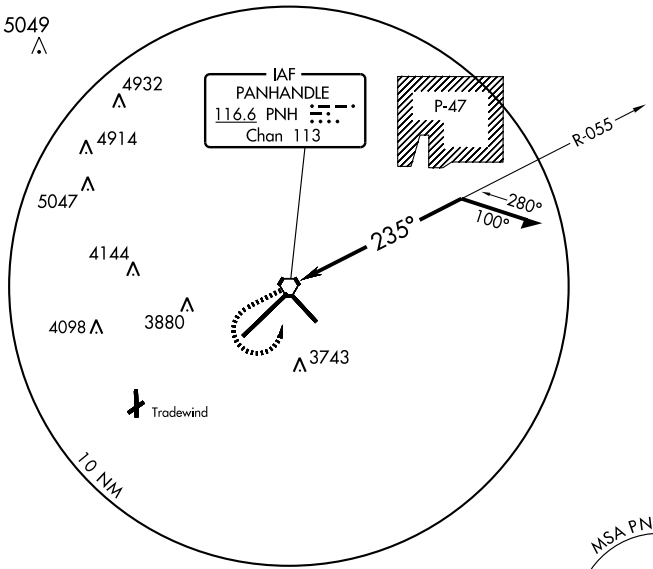
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

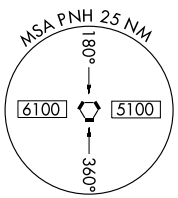
ASR

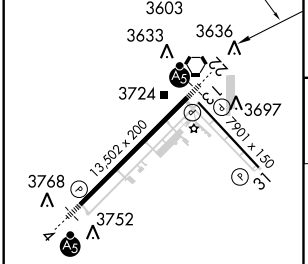
MALSR

MISSED APPROACH: Climb to 4400, then climbing left turn to 5000 direct PNH VORTAC.

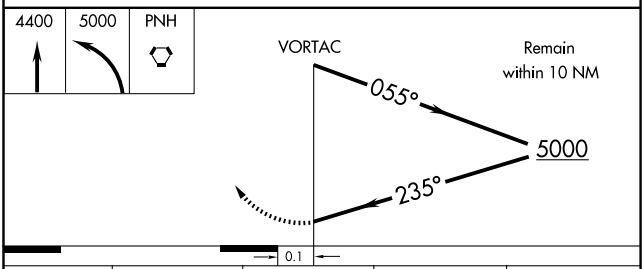
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

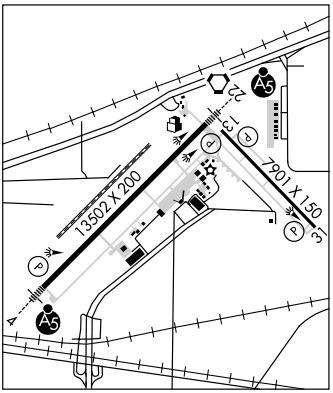


CATEGORY	A	B	C	D
S-22	4080-½	477 (500-½)	4080-¾ 477 (500-¾)	4080-1 477 (500-1)
CIRCLING	4080-1	475 (500-1)	4080-1½ 475 (500-1½)	4240-2 635 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

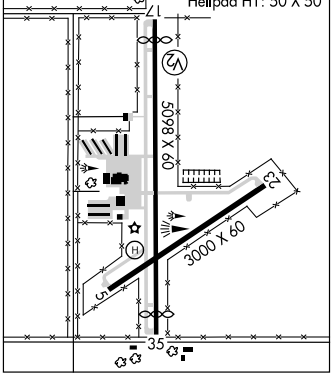
RICK HUSBAND AMARILLO INTL (AMA) 6 E UTC−6(−5DT) N35°13.16′ W101°42.36′ **DALLAS–FT. WORTH**
3607 B S4 **FUEL** 100LL, JET A1 +, B OX 2, 4 **H–6G, L–15B**
TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE AMA **IAP, AD**

RWY 04–22: H13502X200 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400 HIRL (NSTD)
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 13–31: H7901X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, HIRL
RWY 13: REIL. PAPI(P4L). **RWY 31:** REIL. PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–13502 TODA–13502 ASDA–13502 LDA–13502
RWY 13: TORA–7901 TODA–7901 ASDA–7901 LDA–7901
RWY 22: TORA–13502 TODA–13502 ASDA–13502 LDA–13502
RWY 31: TORA–7901 TODA–7901 ASDA–7901 LDA–7901
AIRPORT REMARKS: Attended continuously. Class I, ARFF Index B. ARFF Index C Equipment avbl. TPA for propeller acft 4502 (895), turbojet acft 5002 (1395), overhead 5502 (1895). Rwy 04–22 center 130′ grvd full length. Rwy 04 rwy visual range avbl 1100–0600Z‡ ctc twr. Rwy 22 runway visual range rollout avbl. NSTD HIRL due to spacing. HIRL 60′ from rwy edge, NSTD distance from centerline—pavement outside rwy edge stripes may not be full strength and depth perception problems may exist during periods of darkness. When twr clsd HIRL Rwy 04–22 and Rwy 13–31 preset medium ints only, ACTIVATE REIL Rwy 13 and MALSR Rwy 04 and Rwy 22—118.3. Flight Notification Service (ADCUS) available.



WEATHER DATA SOURCES: ASOS (806) 335–1060. **HIWAS** 116.6 PNH.
COMMUNICATIONS: CTAF 118.3 **ATIS** 118.85 **UNICOM** 122.95
RCO 122.65 (FORT WORTH RADIO).
Ⓡ **APP/DEP CON** 119.5 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
TOWER 118.3 (1200–0600Z‡) **GND CON** 121.9 **CLNC DEL** 121.65
AIRSPACE: CLASS C svc 1200–0600Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ at fld. 3595/8E. **HIWAS.**
PANDE NDB (HW/LOM) 251 AM N35°08.79′ W101°48.33′ 039° 6.6 NM to fld. NOTAM FILE AMA. Unmonitored when twr clsd.
ILS 110.3 I–AMA Rwy 04. Class IA. LOM PANDE NDB. ILS unmonitored when twr clsd.
LDA/DME 111.1 I–RIQ Chan 48 Rwy 22.
ASR (1200–0600Z‡)

TRADEWIND (TDW) 3 SE UTC−6(−5DT) N35°10.19′ W101°49.55′ **DALLAS–FT. WORTH**
3649 B S4 **FUEL** 100LL, JET A1 + OX 3 TPA—4649(1000) NOTAM FILE FTW **H–6G, L–15B**
RWY 17–35: H5098X60 (ASPH) S–16 MIRL **IAP**
RWY 17: REIL. PVASI(PSIL)—GA 3.0° TCH 25′. Thld dsplcd 290′. Fence. Rgt tfc.
RWY 35: REIL. Thld dsplcd 289′. Trees.
RWY 05–23: H3000X60 (ASPH) S–20 MIRL 0.5% up SW
RWY 05: Fence. **RWY 23:** Pole. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0400Z‡. For svc after hours call 806–376–1008, call after arrival. Housing and school surrounds Rwy 23 end. ACTIVATE MIRL Rwy 17–35 and Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AMARILLO APP/DEP CON** 119.5 121.15 (1200–0600Z‡)
CLNC DEL 125.4
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ 230° 7.4 NM to fld. 3595/8E. **HIWAS.**
PANDE NDB (HW/LOM) 251 AM N35°08.79′ W101°48.33′ 316° 1.7 NM to fld. NOTAM FILE AMA. Unmonitored when twr closed.



HELIPAD H1: H50X50 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. 35′ p–line (marked) 325′ south of helipad.

APP CRS	Rwy Idg	4809
352°	TDZE	3642
	Apt Elev	3648

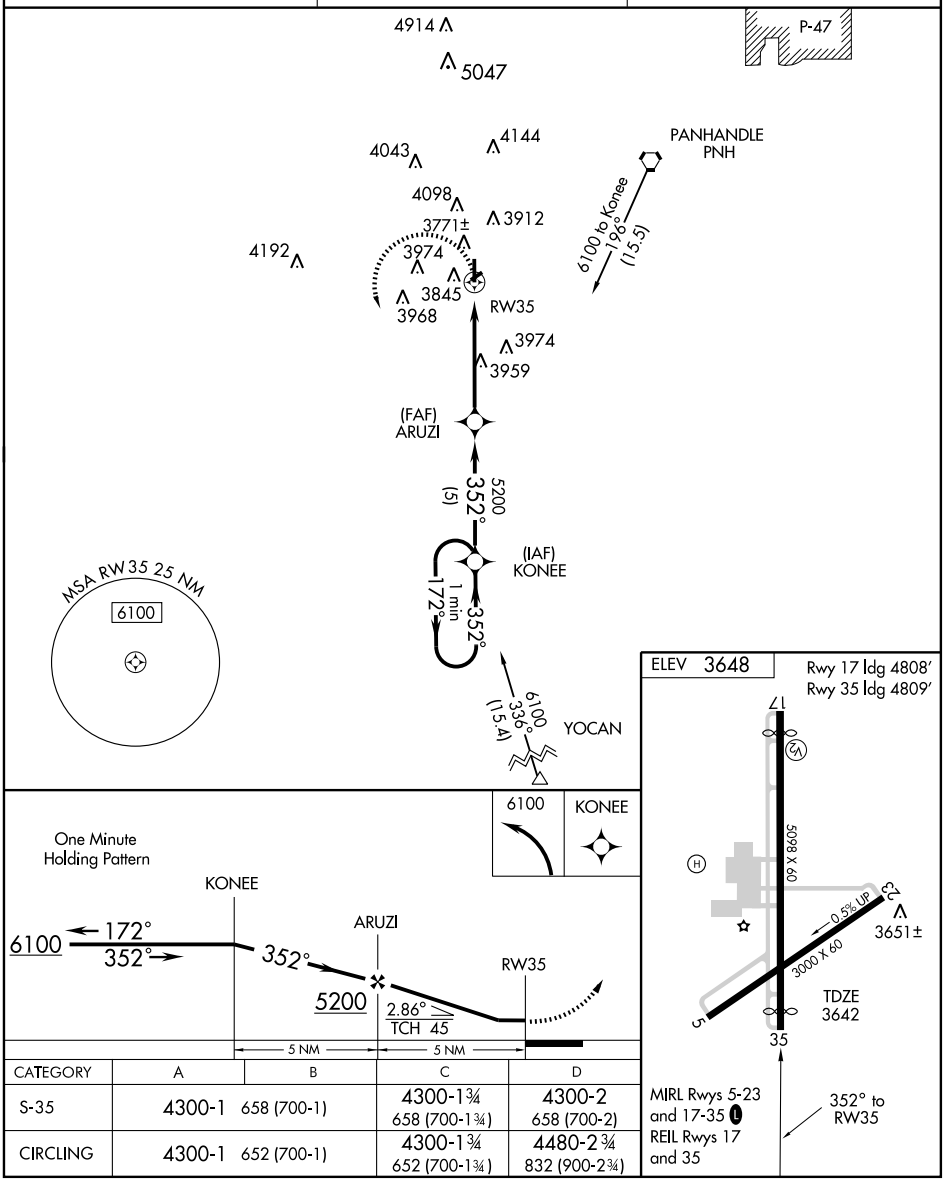
GPS RWY 35

AMARILLO/ TRADEWIND (TDW)

Use Rick Husband Amarillo Intl altimeter setting.
NA Circling not authorized to runway 5-23.

MISSED APPROACH: Climbing left turn to 6100 direct KONEE WP and hold.

AMARILLO APP CON ★	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	4300-1	658 (700-1)	4300-1¾ 658 (700-1¾)	4300-2 658 (700-2)
CIRCLING	4300-1	652 (700-1)	4300-1¾ 652 (700-1¾)	4480-2¾ 832 (900-2¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB AM 251	APP CRS 313°	Rwy Idg N/A TDZE N/A Apt Elev 3648

NDB-A

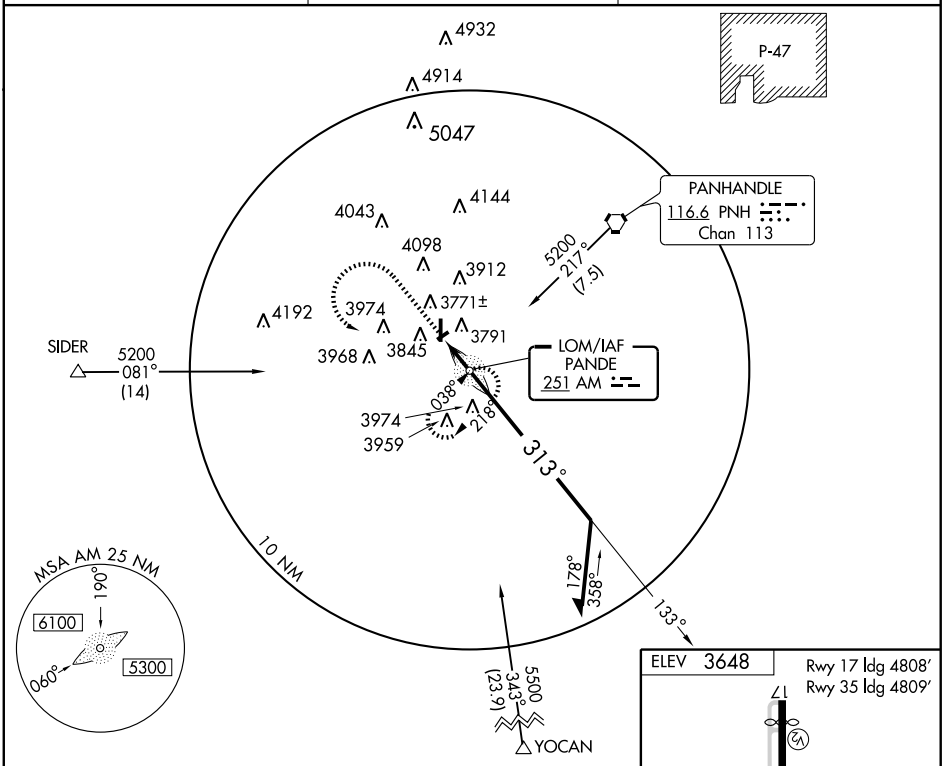
AMARILLO/ TRADEWIND (TDW)

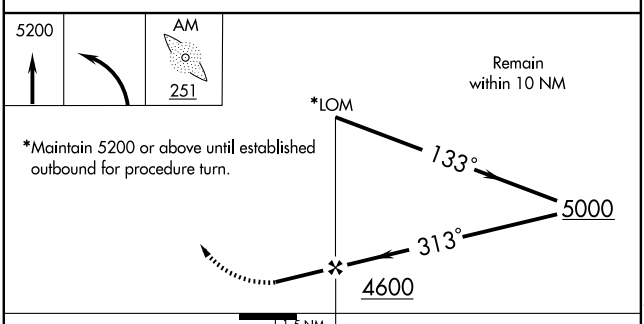
Use Rick Husband Amarillo Intl altimeter setting.
Circling not authorized to runway 5-23.

NA

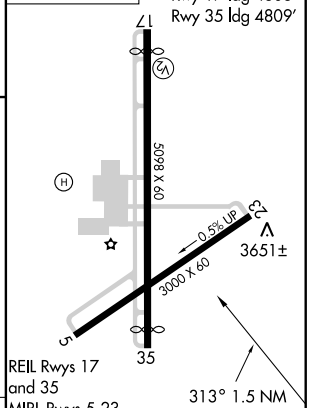
MISSED APPROACH: Climb to 5200, then left turn direct AM LOM and hold.

AMARILLO APP CON *	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L





*Maintain 5200 or above until established outbound for procedure turn.



CATEGORY	A	B	C	D
CIRCLING	4220-1 572 (600-1)	4260-1 612 (700-1)	4260-1¾ 612 (700-1¾)	4480-2¾ 832 (900-2¾)

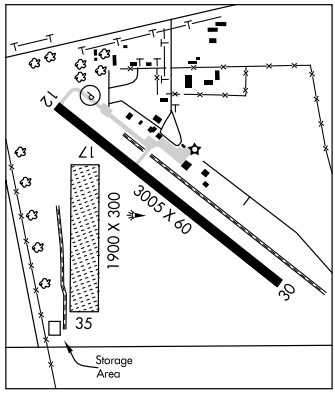
FAF TO MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

AMASON N31°49.97′ W94°09.23′ NOTAM FILE CXO. HOUSTON
NDB (MHW) 341 CZJ at Center Muni L–19E

AMBASSADOR N32°35.13′ W95°06.78′. NOTAM FILE FTW. DALLAS–FT. WORTH
NDB (MHW) 404 ABG at Ambassador fld. VFR only.

ANAHUAC

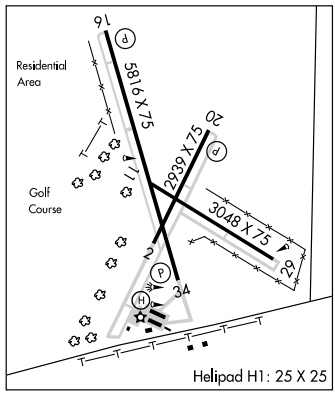
CHAMBERS CO (TØØ) 1 E UTC−6(−5DT) N29°46.19′ W94°39.81′ HOUSTON
21 B S4 **FUEL** 100LL, JET A NOTAM FILE CXO L–19E, 21A, 60MW
RWY 12–30: H3005X60 (ASPH) S–13 LIRL IAP
RWY 12: PAPI(P2L)—GA 4.0° TCH 28′. Trees.
RWY 30: Road. Rgt tfc.
RWY 17–35: 1900X300 (TURF)
RWY 17: Trees. **RWY 35:** Road. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Parachute Jumping. Rwy 17–35 use extreme care, PAPI Rwy 12 in rwy. Rwy 17–35 outlined by strip markers. Rwy 17–35 soft when wet. MIRL Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON APP/DEP CON** 134.45
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 011° 14.1 NM to fld. 38/7E.



ANDREWS CO (E11) 1 NE UTC−6(−5DT) N32°19.87′ W102°31.77′ ALBUQUERQUE
3174 B **FUEL** 100LL, JET A NOTAM FILE SJT H–6G, L–6H
RWY 16–34: H5816X75 (ASPH) S–23, D–37 MIRL IAP
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Ground.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees. Rgt tfc.
RWY 11–29: H3048X75 (ASPH) S–17
RWY 11: Trees. **RWY 29:** Road. Rgt tfc.
RWY 02–20: H2939X75 (ASPH) S–23 MIRL
RWY 02: Trees. Rgt tfc.
RWY 20: PAPI(P2L)—GA 3.0° TCH 26′. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. ACTIVATE MIRL Rwy 02–20 and Rwy 16–34, REIL Rwy 16 and Rwy 34—CTAF. PAPI Rwy 16, Rwy 34 and Rwy 20 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
MIDLAND APP/DEP CON 121.1 (1200–0600Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 307° 25.9 NM to fld. 2860/11E.

• • • • • • • • • • • • • • • • •

HELIPAD H1: H25X25 (ASPH)
HELIPORT REMARKS: Helipad H1 + 14′ lgt pole 70′ NE, + 26′ hangar 220′ E, +30′ tree 250′ S, + 54′ trees 600′ W.



ANGELINA CO (See LUFKIN)

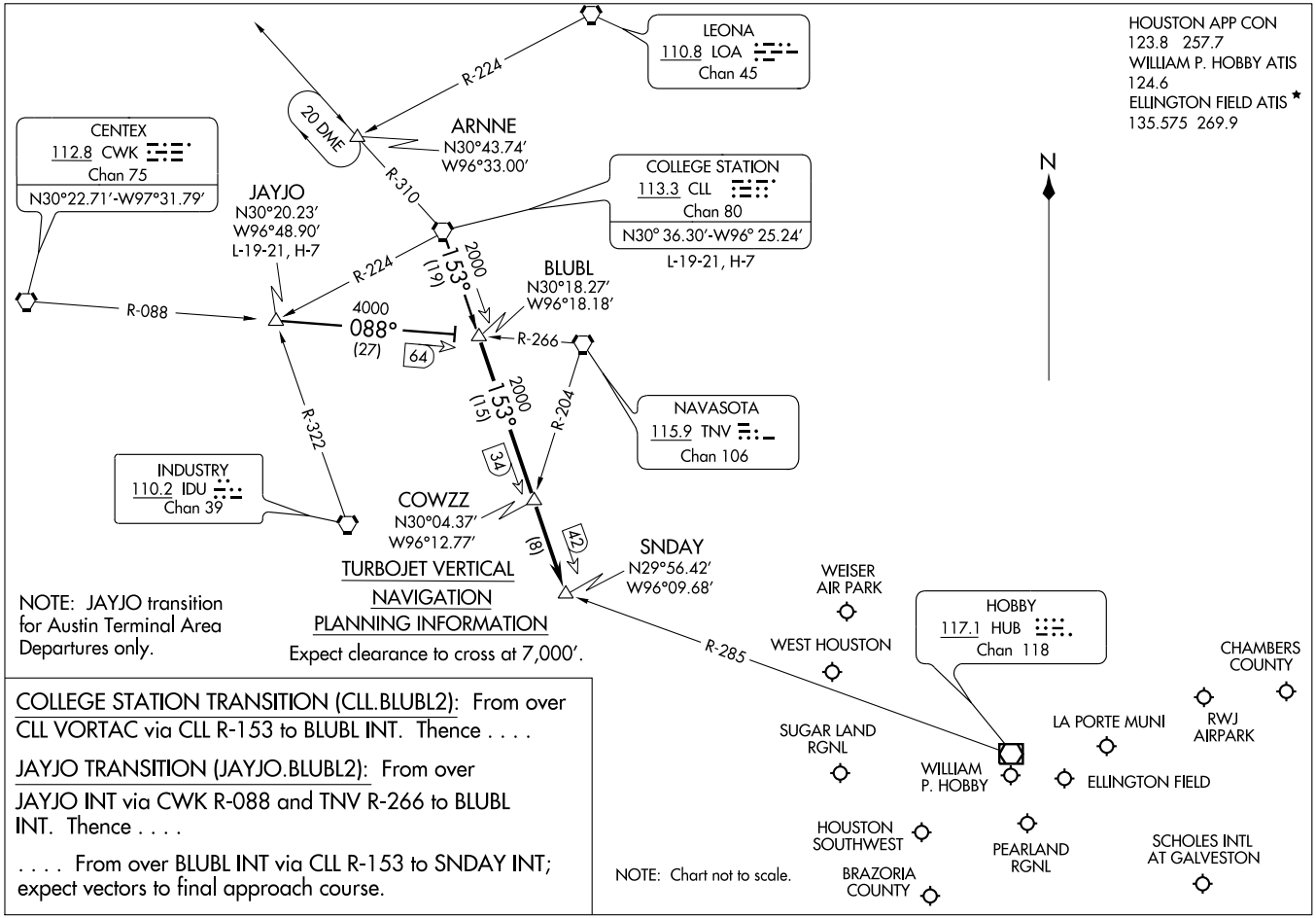
ANGLETON

BAILES (7R9) 2 E UTC−6(−5DT) N29°10.00′ W95°24.06′ HOUSTON
21 NOTAM FILE CXO
RWY 17–35: 2060X50 (TURF)
RWY 17: Tree. **RWY 35:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

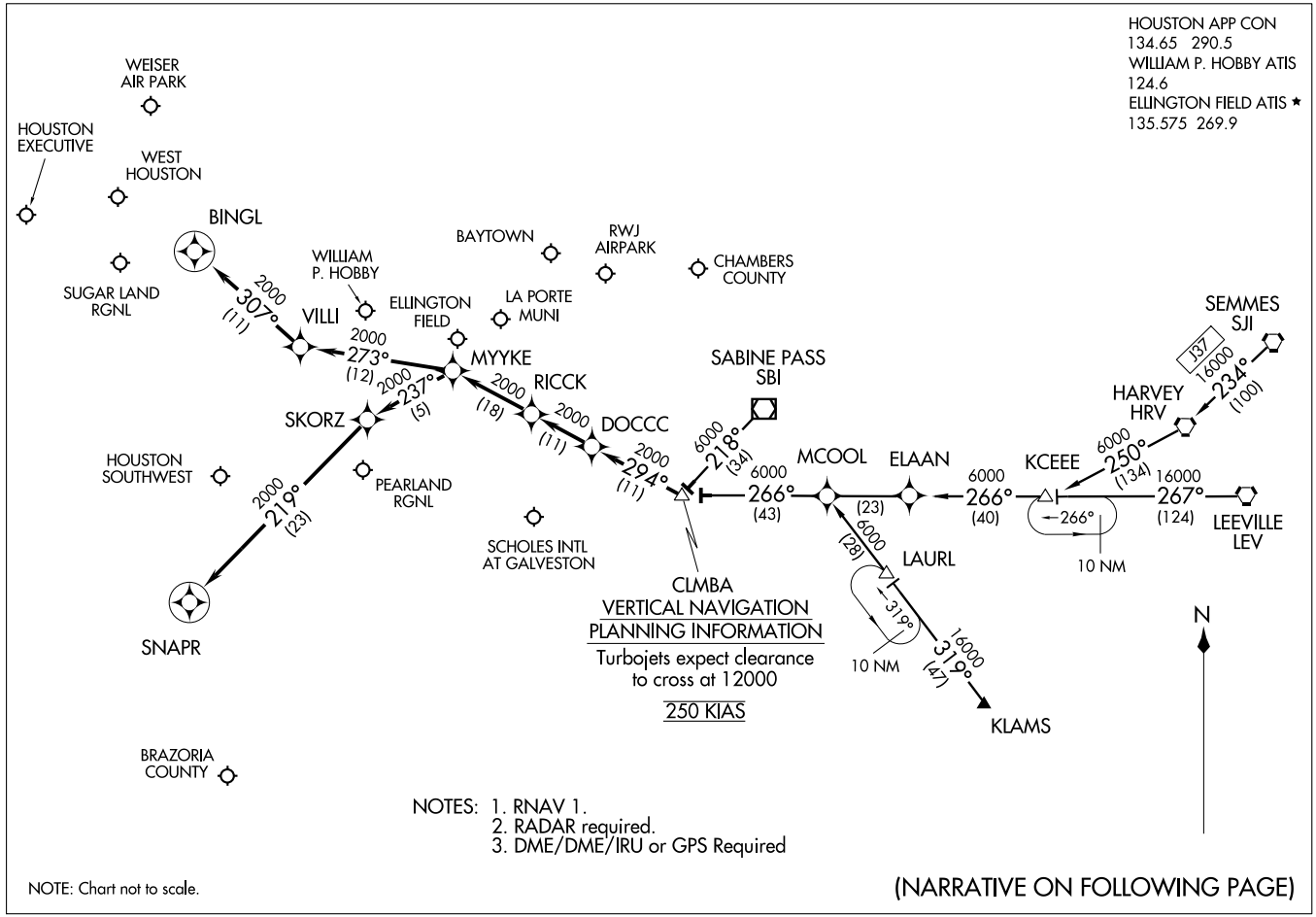
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

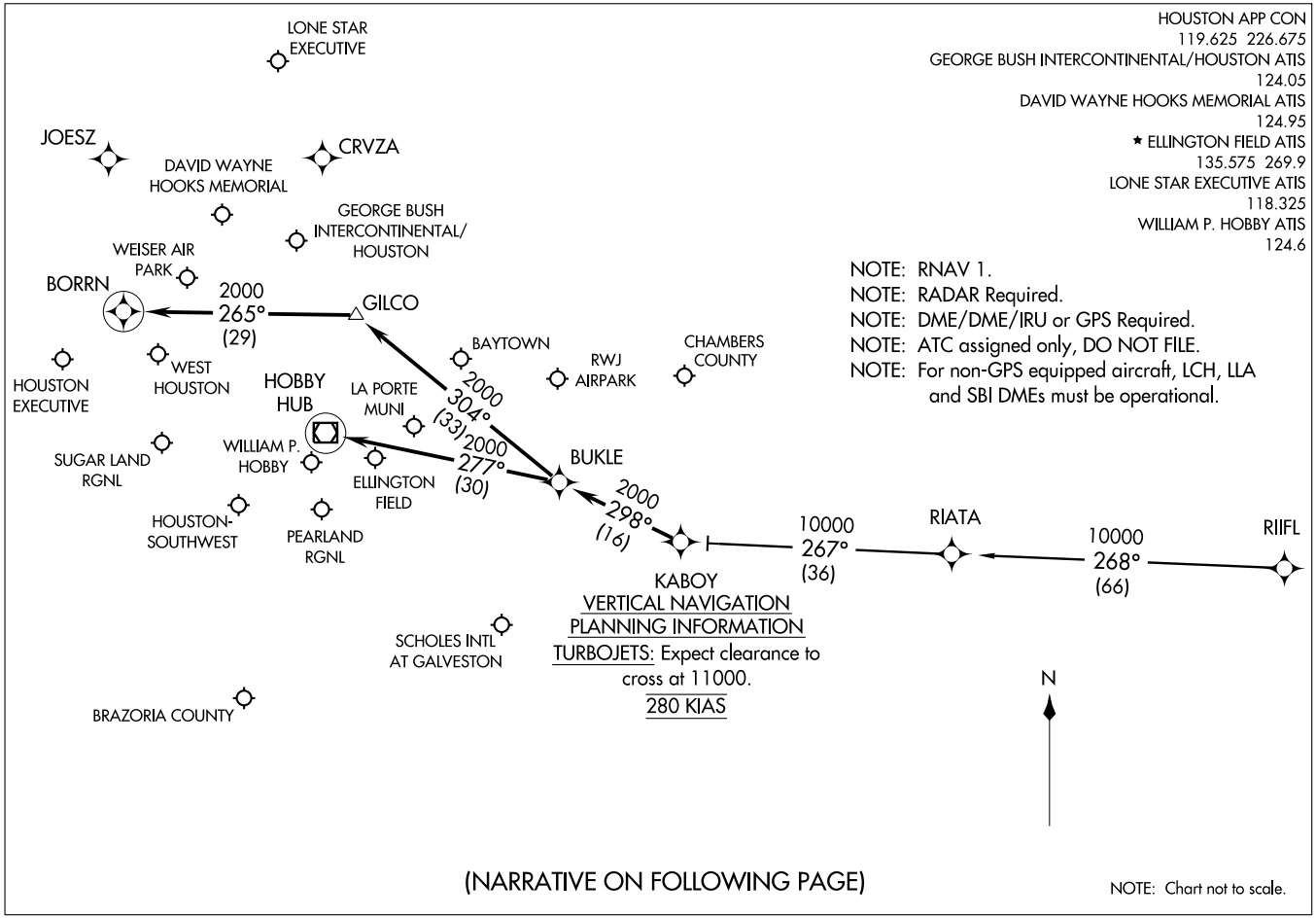
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

APP CRS	Rwy Idg	3005
124°	TDZE	21
	Apt Elev	21

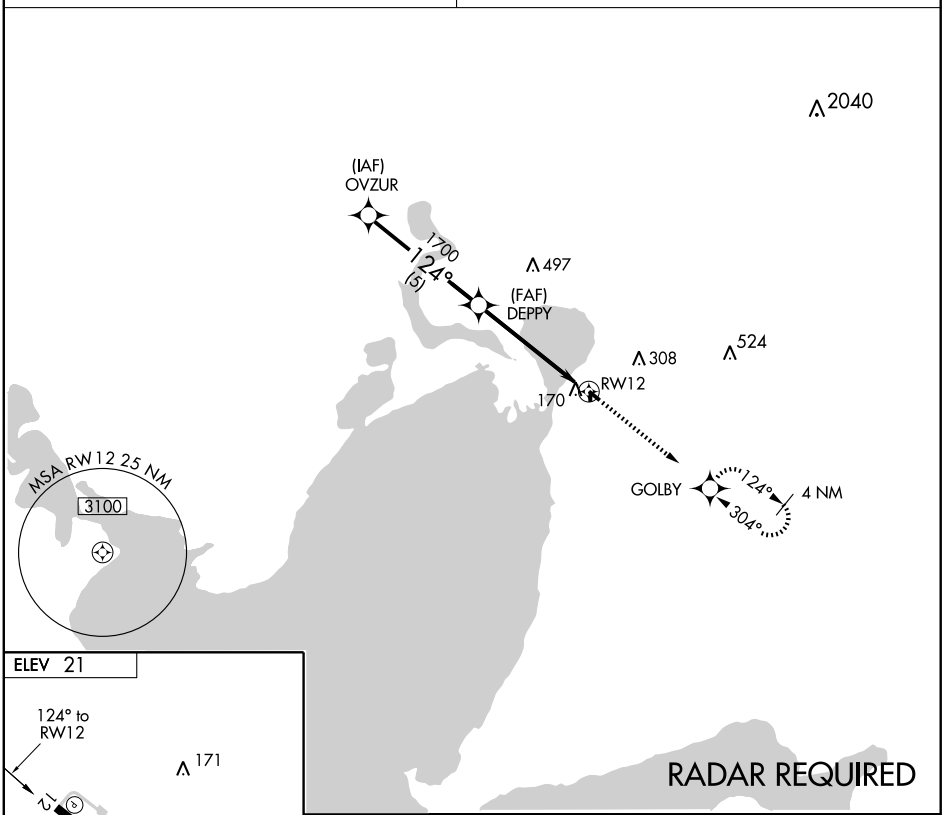
RNAV (GPS) RWY 12

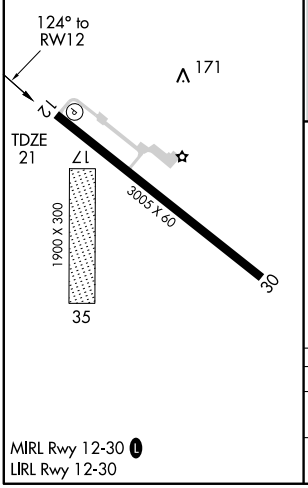
ANAHUAC/CHAMBERS COUNTY (T00)

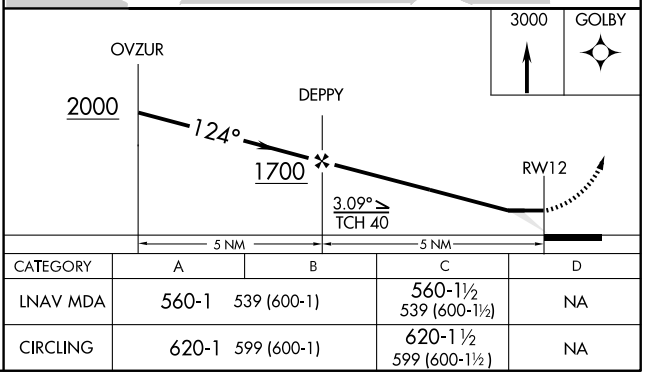
NA Use Houston William P. Hobby altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct GOLBY WP and hold.

HOUSTON APP CON	CTAF
134.45 281.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	560-1 539 (600-1)		560-1½ 539 (600-1½)	NA
CIRCLING	620-1 599 (600-1)		620-1½ 599 (600-1½)	NA

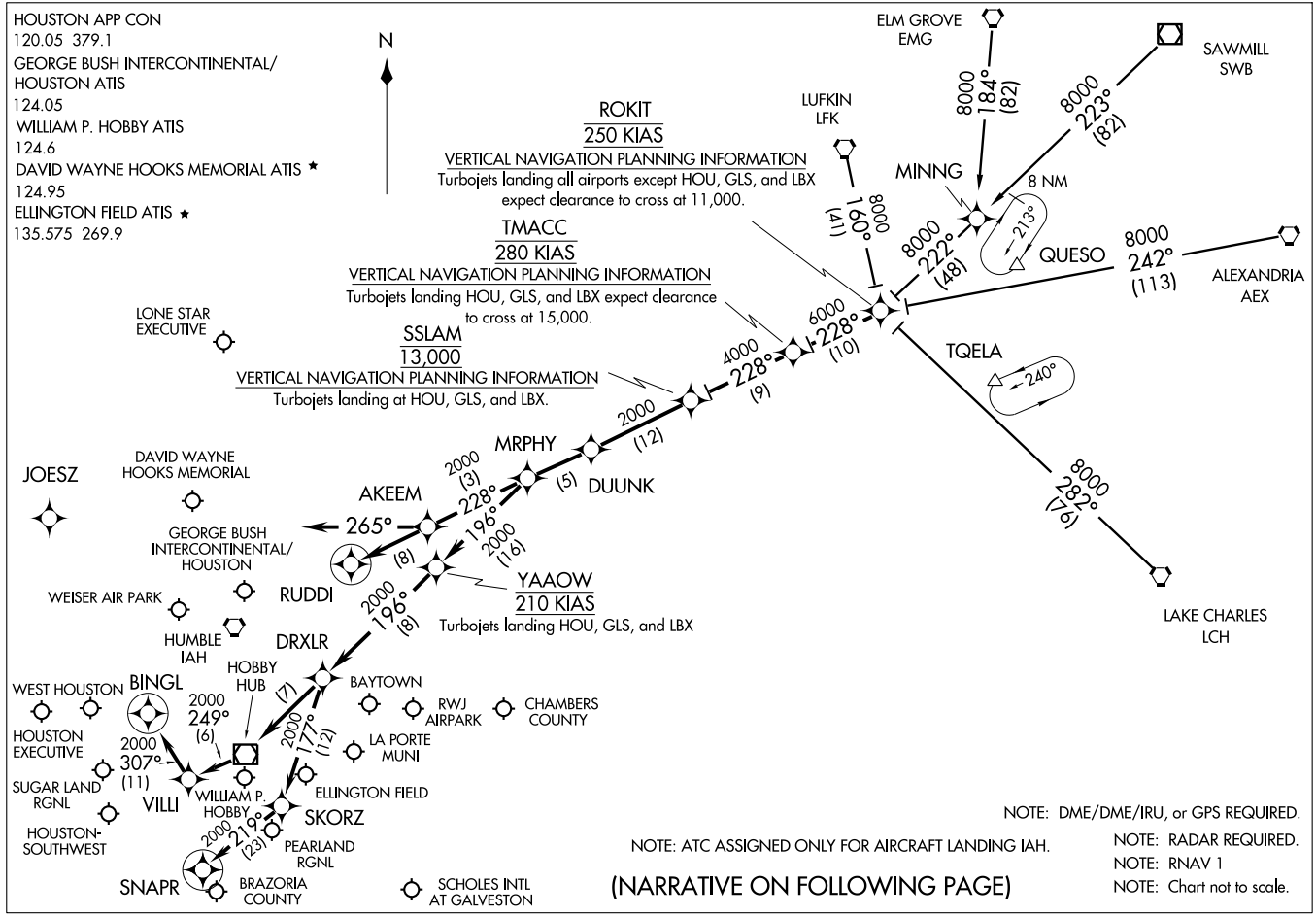
MIRL Rwy 12-30 L
LIRL Rwy 12-30

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

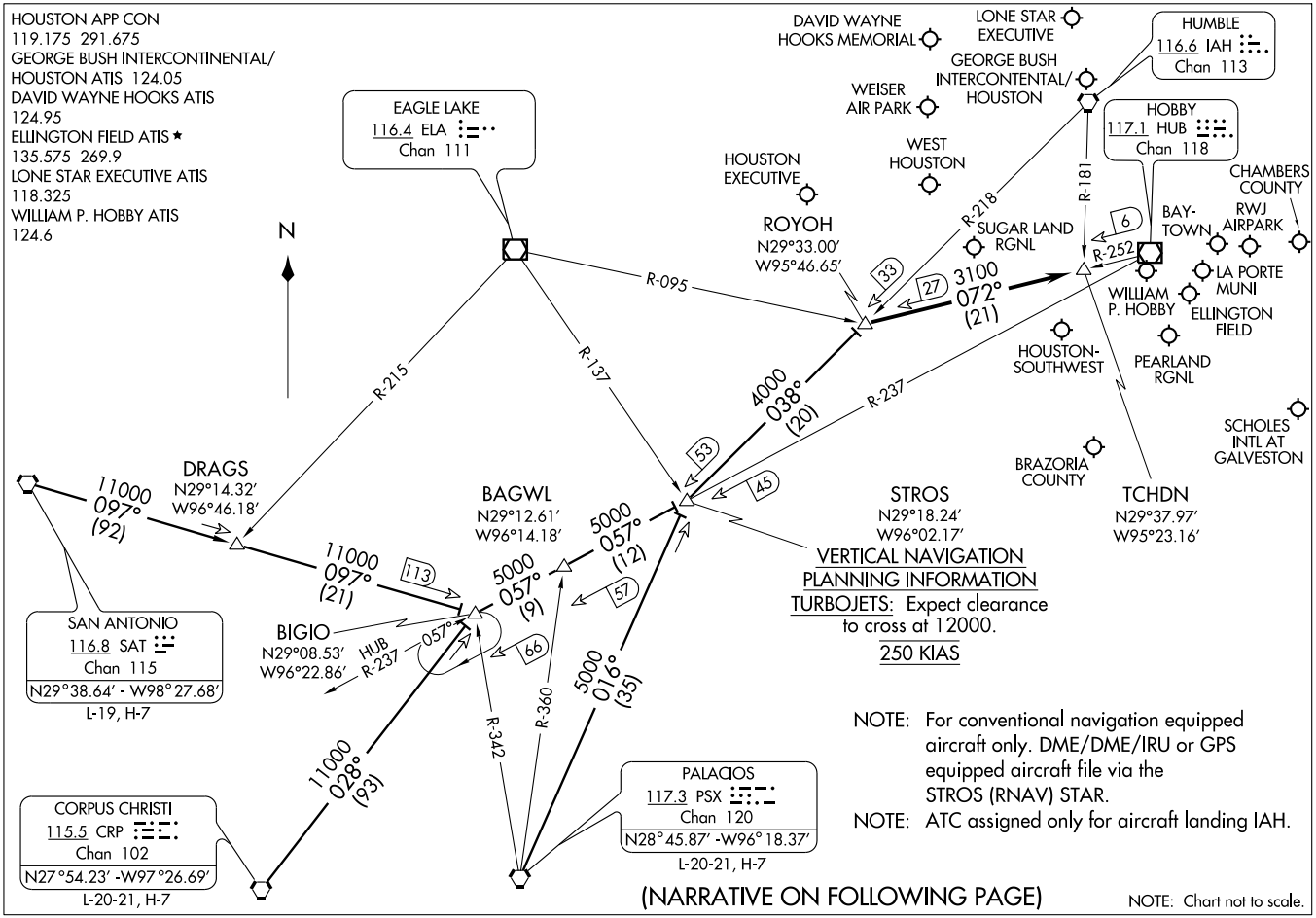
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

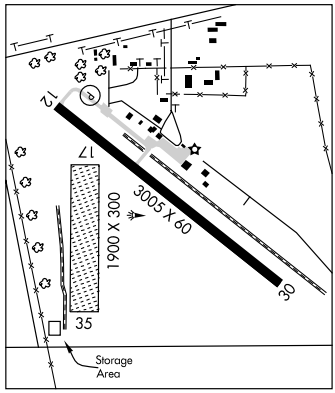
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

AMASON N31°49.97′ W94°09.23′ NOTAM FILE CXO. HOUSTON
NDB (MHW) 341 CZJ at Center Muni L–19E

AMBASSADOR N32°35.13′ W95°06.78′. NOTAM FILE FTW. DALLAS–FT. WORTH
NDB (MHW) 404 ABG at Ambassador fld. VFR only.

ANAHUAC

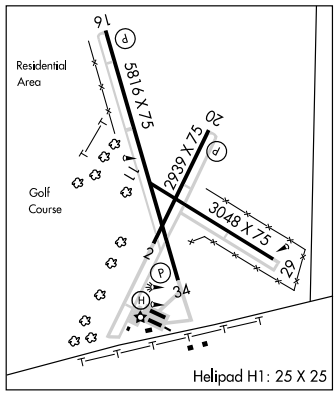
CHAMBERS CO (TØØ) 1 E UTC−6(−5DT) N29°46.19′ W94°39.81′ HOUSTON
21 B S4 **FUEL** 100LL, JET A NOTAM FILE CXO L–19E, 21A, 60MW
RWY 12–30: H3005X60 (ASPH) S–13 LIRL IAP
RWY 12: PAPI(P2L)—GA 4.0° TCH 28′. Trees.
RWY 30: Road. Rgt tfc.
RWY 17–35: 1900X300 (TURF)
RWY 17: Trees. **RWY 35:** Road. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Parachute Jumping. Rwy 17–35 use extreme care, PAPI Rwy 12 in rwy. Rwy 17–35 outlined by strip markers. Rwy 17–35 soft when wet. MIRL Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON APP/DEP CON** 134.45
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 011° 14.1 NM to fld. 38/7E.



ANDREWS CO (E11) 1 NE UTC−6(−5DT) N32°19.87′ W102°31.77′ ALBUQUERQUE
3174 B **FUEL** 100LL, JET A NOTAM FILE SJT H–6G, L–6H
RWY 16–34: H5816X75 (ASPH) S–23, D–37 MIRL IAP
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Ground.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees. Rgt tfc.
RWY 11–29: H3048X75 (ASPH) S–17
RWY 11: Trees. **RWY 29:** Road. Rgt tfc.
RWY 02–20: H2939X75 (ASPH) S–23 MIRL
RWY 02: Trees. Rgt tfc.
RWY 20: PAPI(P2L)—GA 3.0° TCH 26′. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. ACTIVATE MIRL Rwy 02–20 and Rwy 16–34, REIL Rwy 16 and Rwy 34—CTAF. PAPI Rwy 16, Rwy 34 and Rwy 20 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
MIDLAND APP/DEP CON 121.1 (1200–0600Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 307° 25.9 NM to fld. 2860/11E.

• • • • • • • • • • • • • • • • •

HELIPAD H1: H25X25 (ASPH)
HELIPORT REMARKS: Helipad H1 + 14′ lgt pole 70′ NE, + 26′ hangar 220′ E, +30′ tree 250′ S, + 54′ trees 600′ W.



ANGELINA CO (See LUFKIN)

ANGLETON

BAILES (7R9) 2 E UTC−6(−5DT) N29°10.00′ W95°24.06′ HOUSTON
21 NOTAM FILE CXO
RWY 17–35: 2060X50 (TURF)
RWY 17: Tree. **RWY 35:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy Idg	5816
CH 65813	155°	TDZE	3174
W16A		Apt Elev	3174

RNAV (GPS) RWY 16

ANDREWS COUNTY (E11)

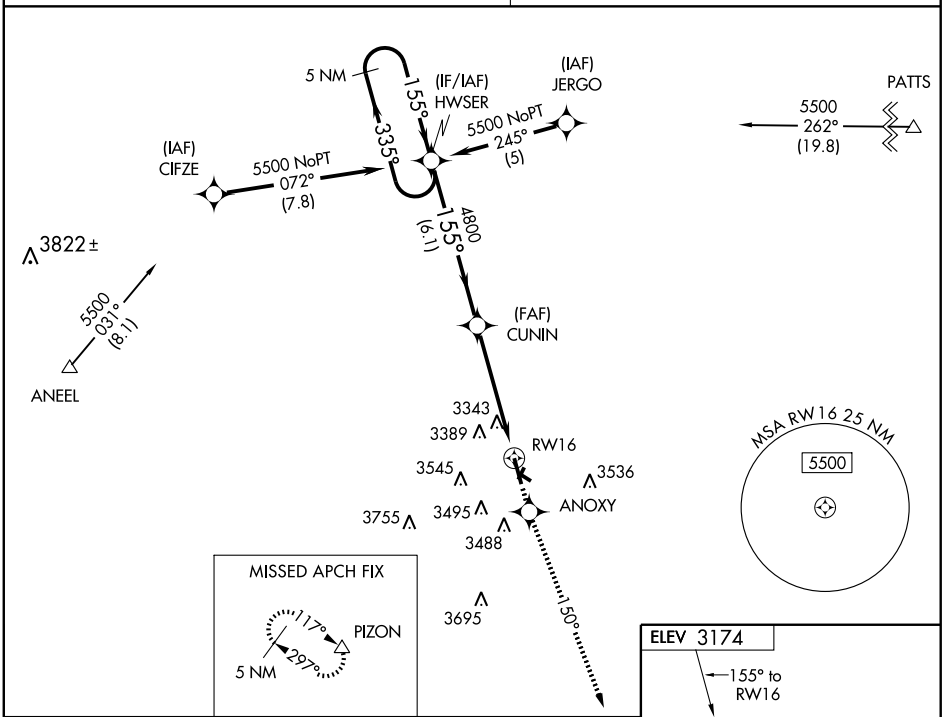
Circling NA west of rwy 16/34. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Midland altimeter setting; when not received use Big Spring altimeter setting and increase all DA 95 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

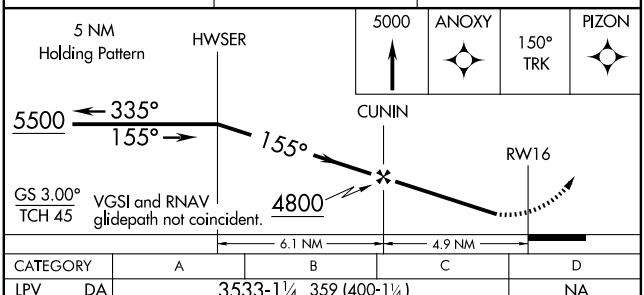
NA

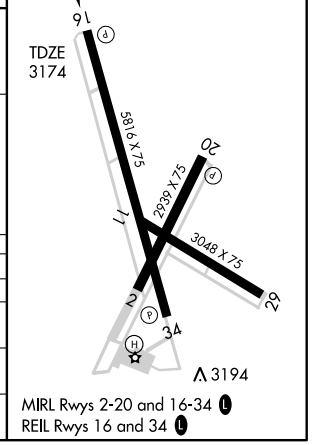
MISSED APPROACH: Climb to 5000 direct ANOXY and via track 150° to PIZON and hold.

MIDLAND APP CON ★ 121.1 290.4

UNICOM 122.8 (CTAF) L







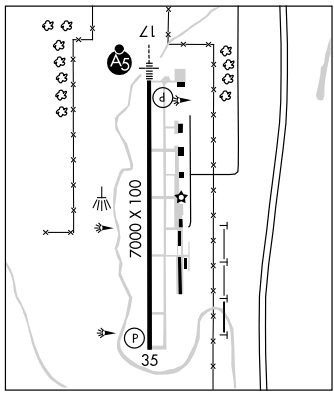
CATEGORY	A	B	C	D
LPV DA	3533-1¼ 359 (400-1¼)			NA
LNAV/VNAV DA	3802-2¼ 628 (700-2¼)			NA
LNAV MDA	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA
CIRCLING	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

FLYIN TIGER (81D) 6 N UTC−6(−5DT) N29°15.90′ W95°24.75′ HOUSTON
30 NOTAM FILE CXO COPTER
RWY 16–34: 2261X90 (TURF)
RWY 16: Trees. **RWY 34:** Trees.
RWY 17–35: 2200X80 (TURF)
RWY 17: Road. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Power lines buried in Rwy 16 and Rwy 17 apch.
COMMUNICATIONS: CTAF 122.9

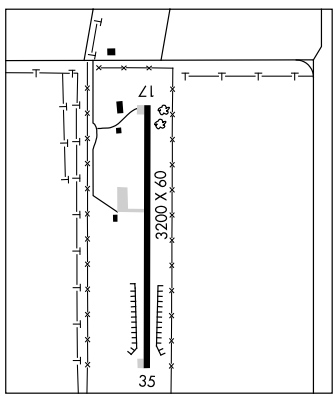
ANGLETON/LAKE JACKSON

BRAZORIA CO (LBX) 4 SW UTC−6(−5DT) N29°06.52′ W95°27.73′ HOUSTON
25 B S6 **FUEL** 100LL, JET A OX 4 Class IV, ARFF Index A NOTAM FILE LBX H–7C, L–19D, 21A, 60MW
RWY 17–35: H7000X100 (CONC) S–60, D–95, 2S–120 MIRL IAP
RWY 17: MALSR. PAPI(P2L)—GA 3.0° TCH 52′. Rgt tfc.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 35: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
AIRPORT REMARKS: Attended Mon–Fri 1230–0030Z‡, Sat–Sun 1400–0030Z‡. 100LL fuel avbl 24 hrs self service. For Jet A fuel after hrs call 979–319–2740. Arpt located 4.6 NM NW of Lake Jackson. PAEW invof rwy and twy 1200–0100Z‡. Air carrier ops involving acft with more than 30 passengers are not authorized in excess of 15 min before or after scheduled arrival or departure times without prior coordination with arpt manager and confirmation that ARFF svcs are avbl prior to ldg or tkf. MIRL Rwy 17–35 preset low ints, to incr ints and ACTIVATE MALSR Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (979) 849–3319.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON APP/DEP CON** 134.45 **CLNC DEL** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE GLS.
SCHOLES (L) VORTACW 113.0 VUH Chan 77 N29°16.16′ W94°52.06′ 247° 32.7 NM to fld. 4/6E. Unmonitored.
FREEP NDB (LOM) 263 LB N29°11.66′ W95°27.79′ 174° 5.1 NM to fld.
ILS 109.1 I–LBX Rwy 17. Class IE. LOM FREEP NDB.



ARANSAS CO (See ROCKPORT)

ARCHER CITY MUNI (T39) 1 SE UTC−6(−5DT) N33°34.94′ W98°37.12′ DALLAS–FT. WORTH
1065 NOTAM FILE FTW L–17B
RWY 17–35: H3200X60 (ASPH) S–12.5
RWY 17: Road.
AIRPORT REMARKS: Unattended. 70′ AGL drilling rig 700′ northwest of Rwy 17–35. Rwy 17–35 loose grvl, tall grass and pot holes on rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 173° 24.3 NM to fld. 1100/10E.



ARLEDGE FLD (See STAMFORD)

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

MUSIQ
N30°33.17′
W94°53.53′

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

POLK
108.4 FXU
Chan 21

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

V212 R-265 V212 J50 R-266 J50 R-273 R-277

R-082 16 082° (49) 49 65 R-264 (49) 4000 *2000 085° (115) FL190 094° (92) FL190 094° (95)

(45) 43 (111) R-325 R-299 029° (23) I29 32 R-254 9 R-028

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(AEX5.AEX) 10210
ALEXANDRIA FIVE DEPARTURE
SI-6453 (FAA)
ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

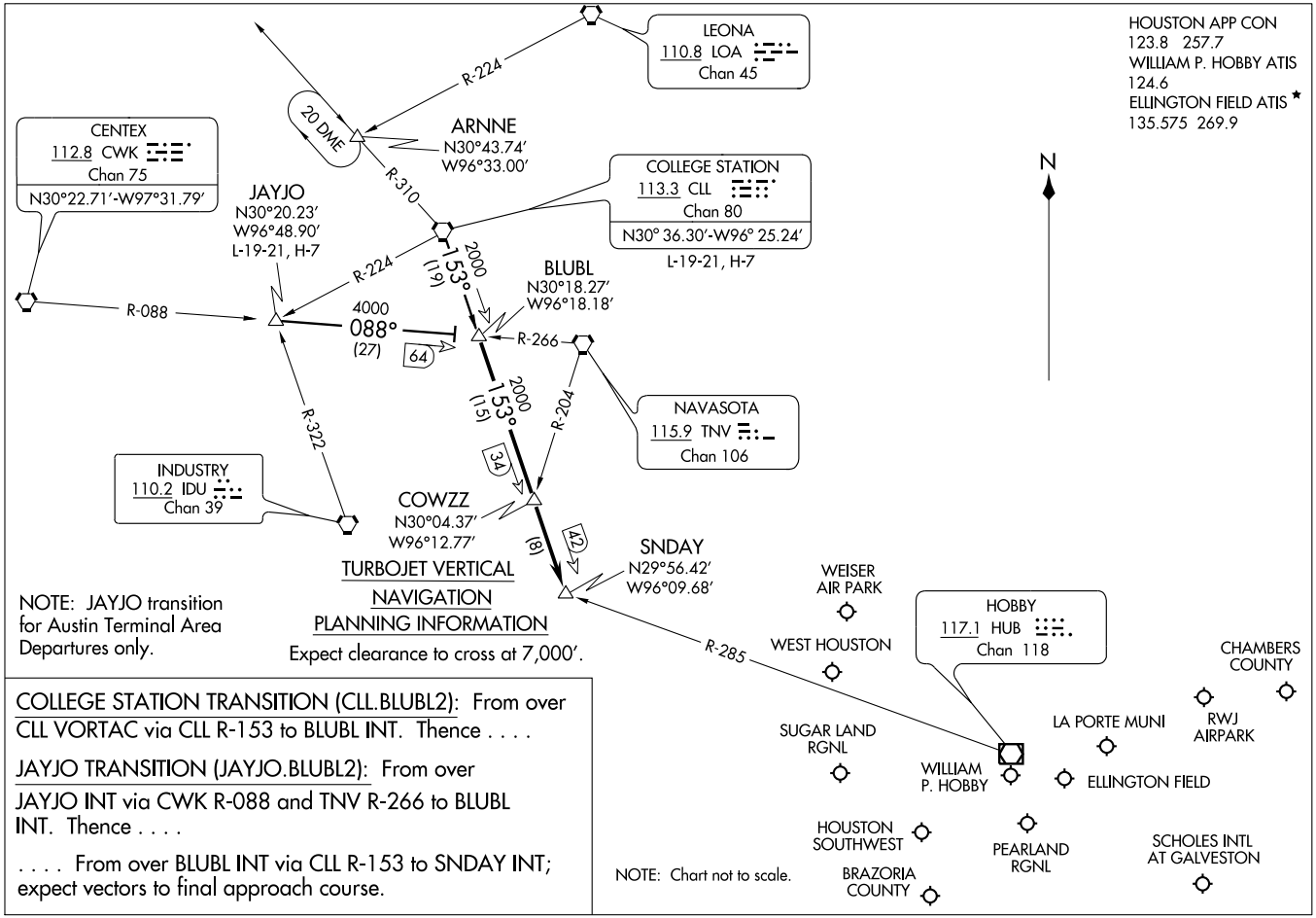
TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY CVE
6000
172°
(71)
10 NM
ELLVR
6000
167°
(7)
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

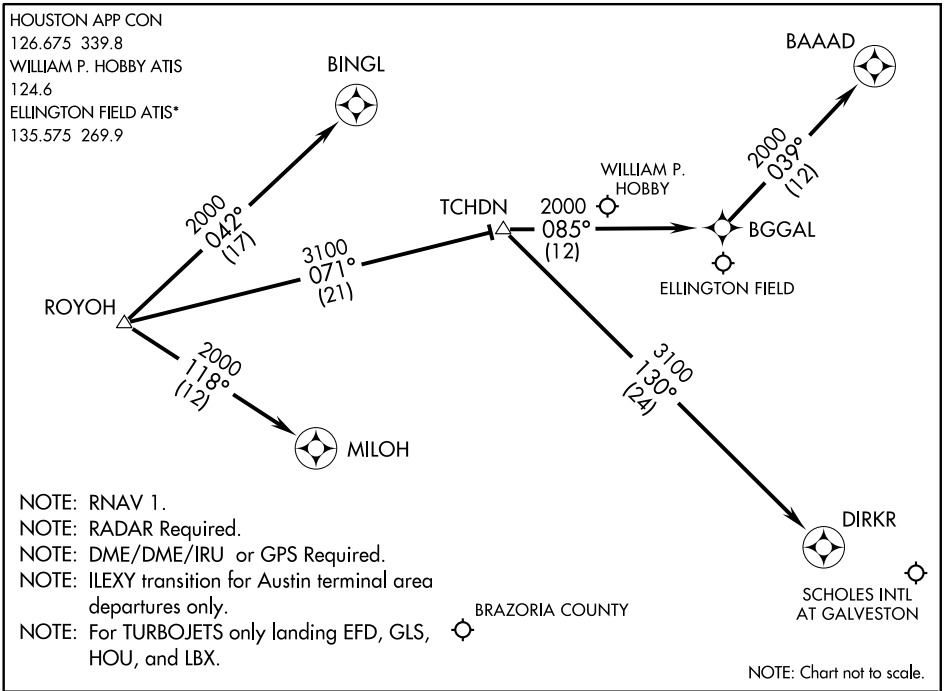
See following page for arrival routes.

NOTE: Chart not to scale.

HOUSTON, TEXAS

COACH ONE ARRIVAL (RNAV) Transition Routes

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

COACH ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

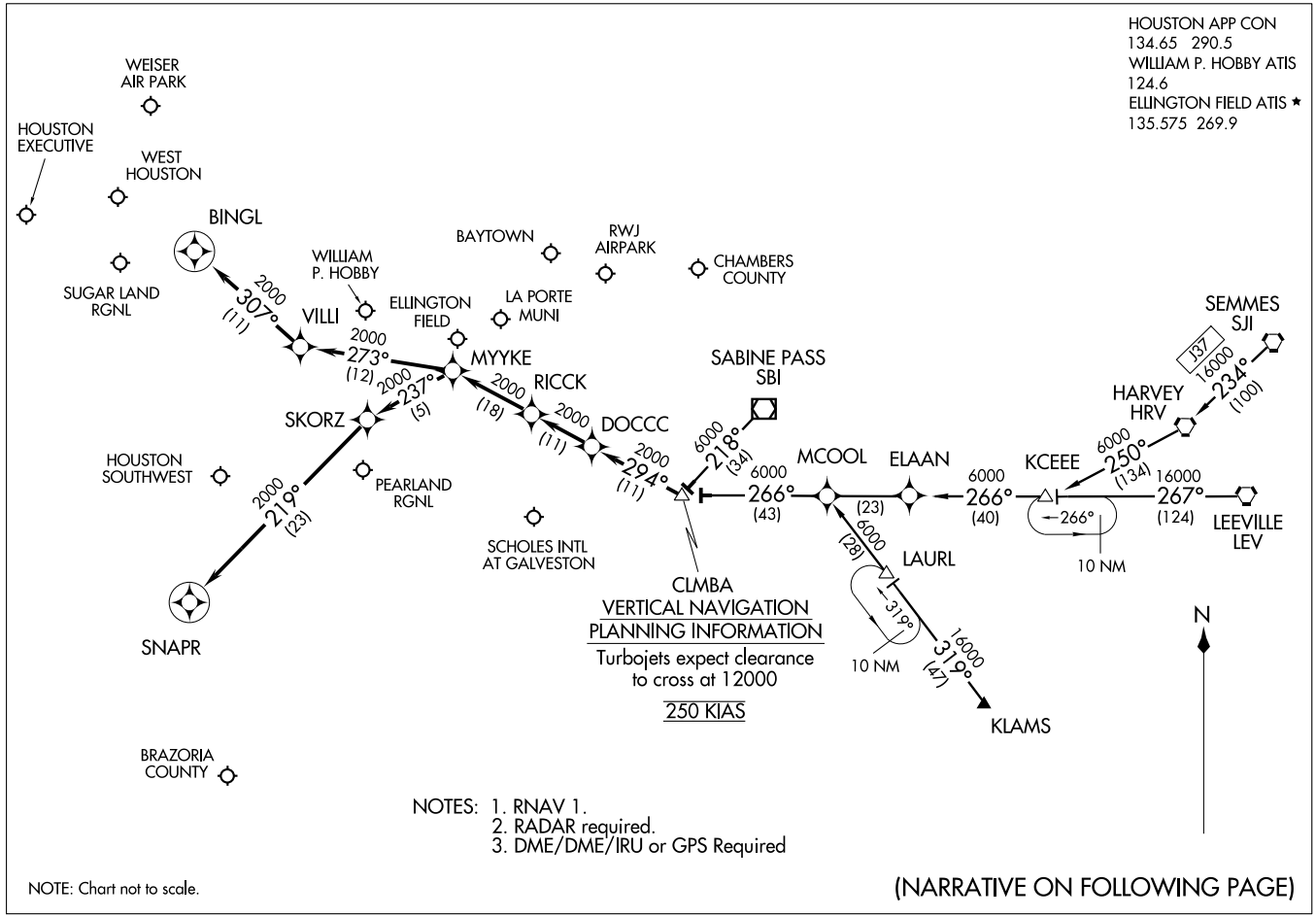
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

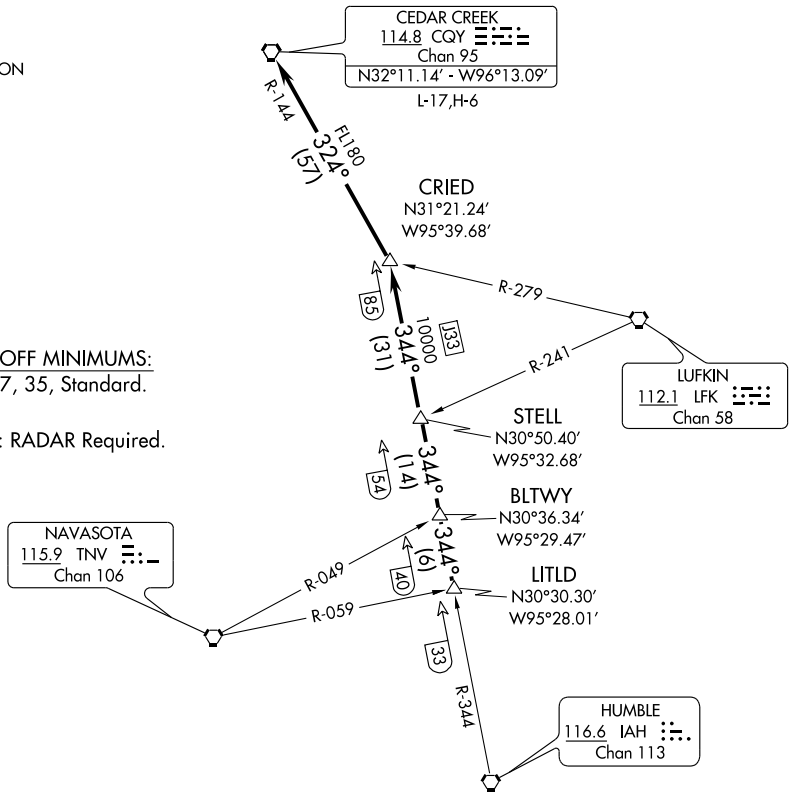
LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

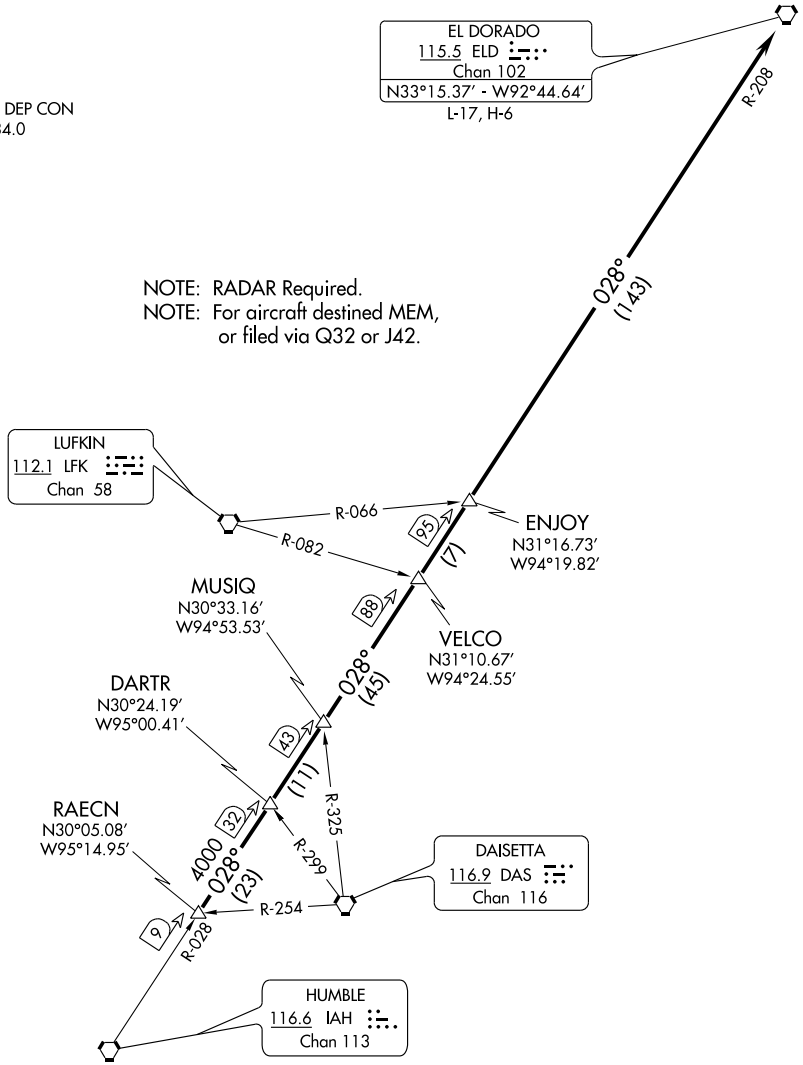
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

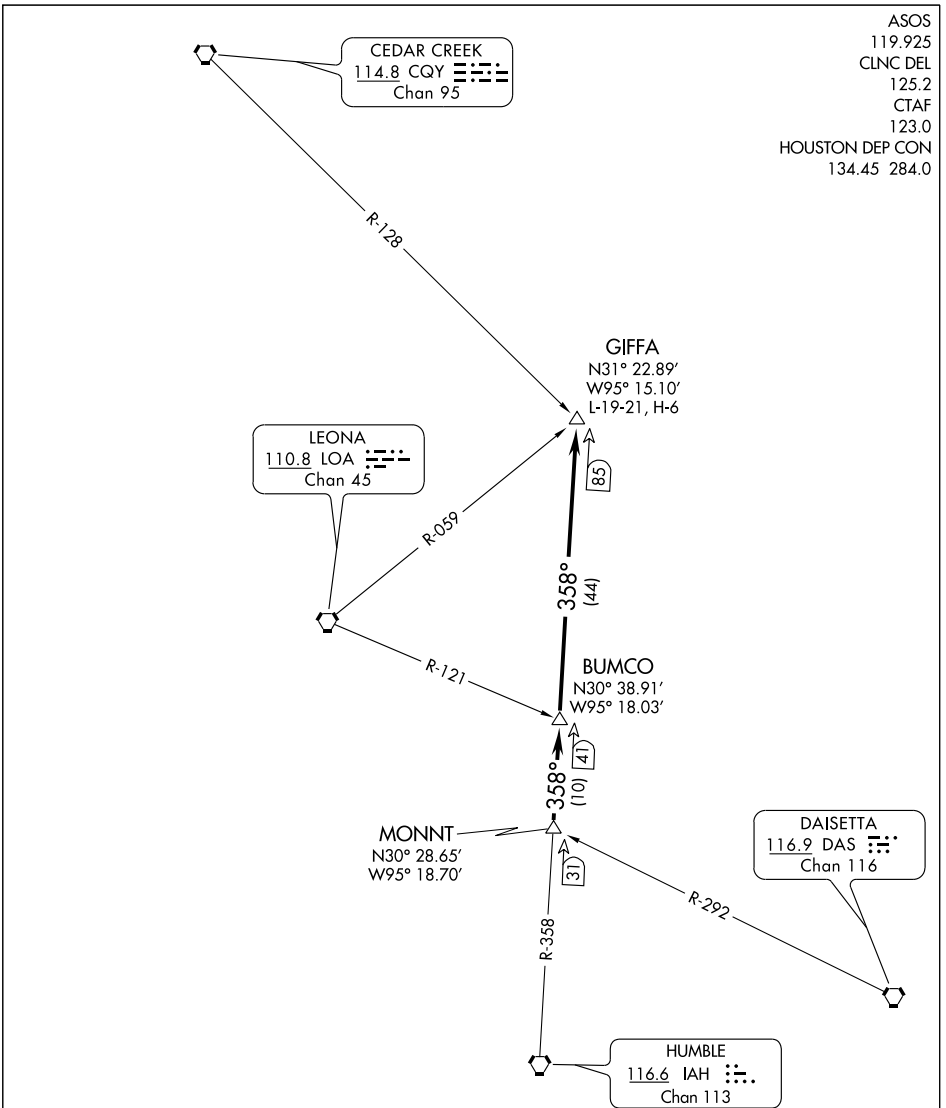
TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

GIFFA FOUR DEPARTURE

SL-6453 (FAA)

ANGLETON/ BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS



NOTE: RADAR Required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 17, 35, Standard.

(NARRATIVE ON FOLLOWING PAGE)

GIFFA FOUR DEPARTURE
(GIFFA4.GIFFA) 10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/ BRAZORIA COUNTY (LBX)

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-LBX	APP CRS	Rwy Idg	7000
109.1	175°	TDZE	25
		Apt Elev	25

ILS or LOC RWY 17

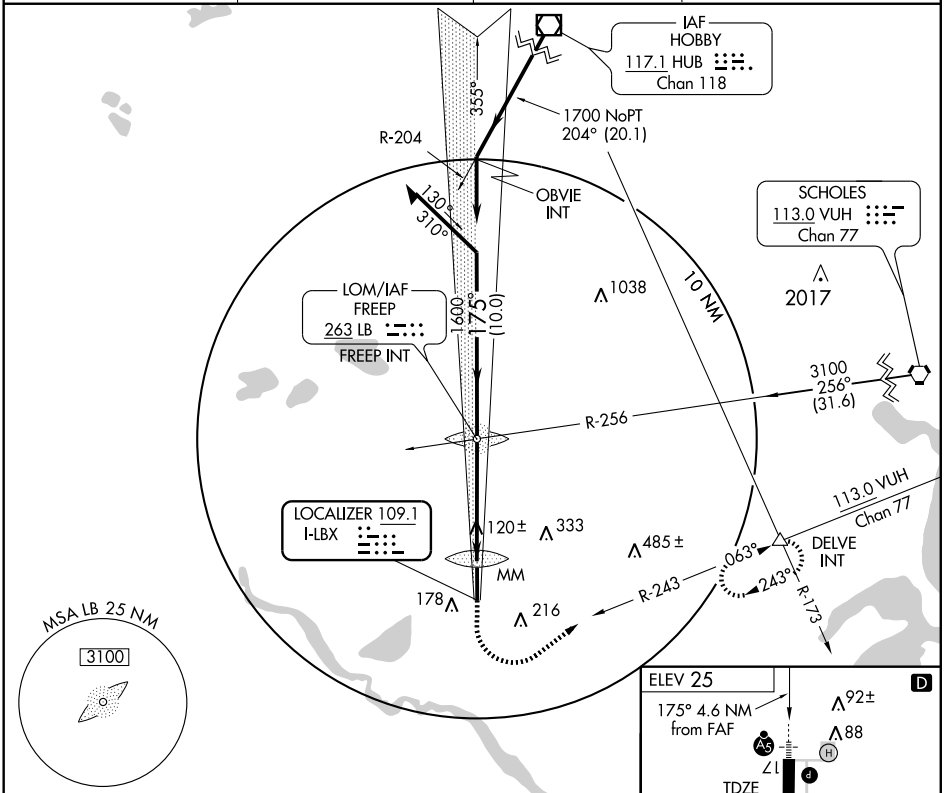
ANGLETON/ BRAZORIA COUNTY (LBX)

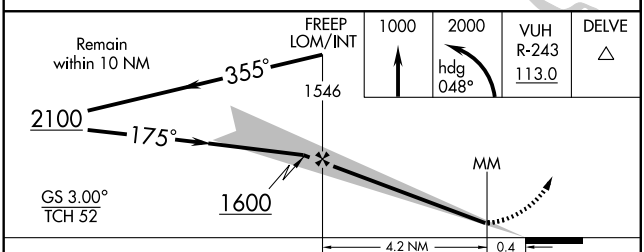
If local altimeter setting not received; use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Circling not authorized east of Rwy 17-35.

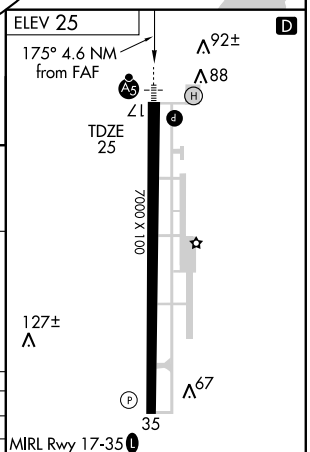
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via heading 048° and VUH VORTAC R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 17	225-½ 200 (200-½)			
S-LOC 17	420-½ 395 (400-½)			420-¾ 395 (400-¾)
CIRCLING	480-1 455 (500-1)		480-1½ 455 (500-1½)	580-2 555 (600-2)

FAF to MAP 4.6 NM

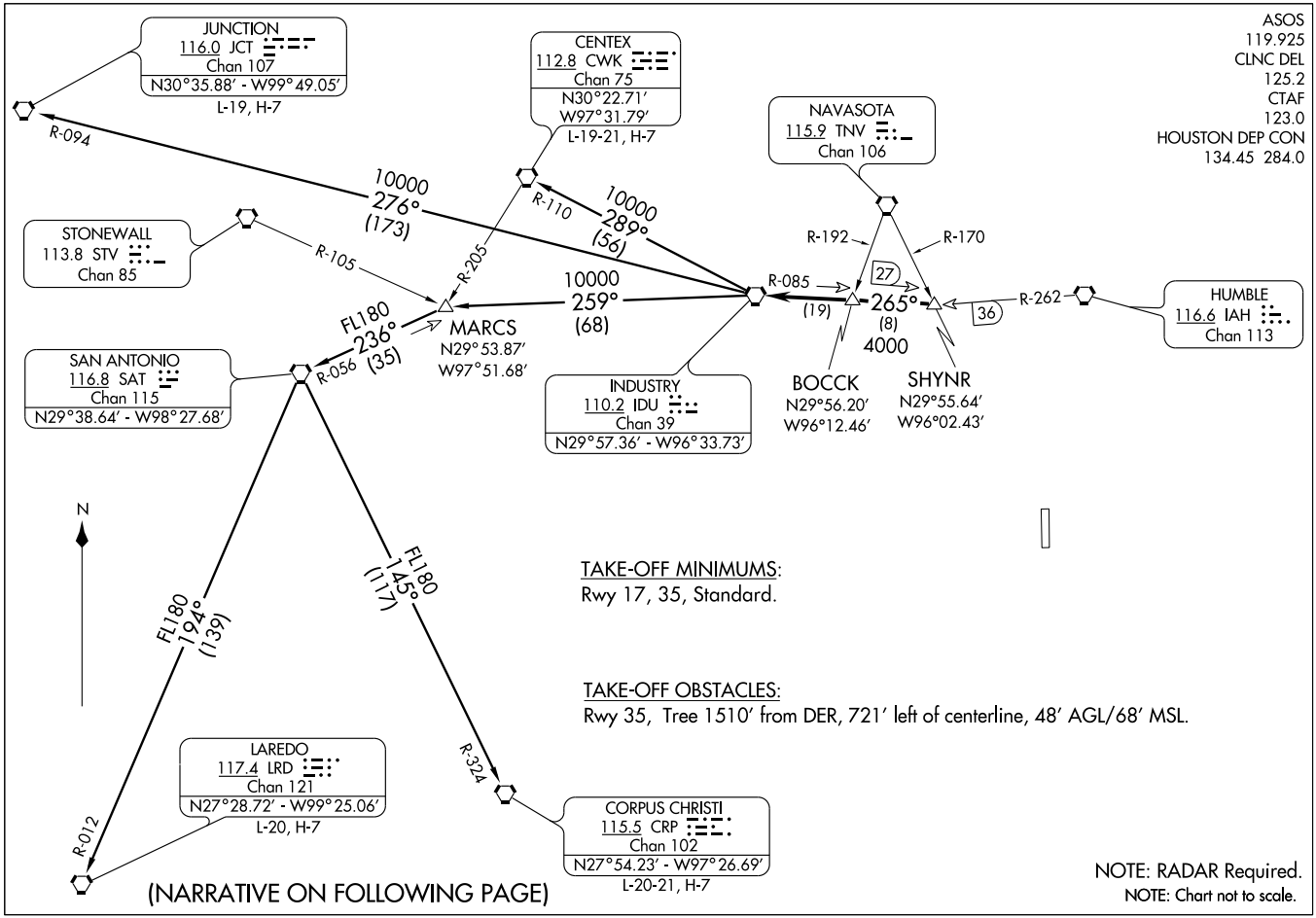
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

SL-6453 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

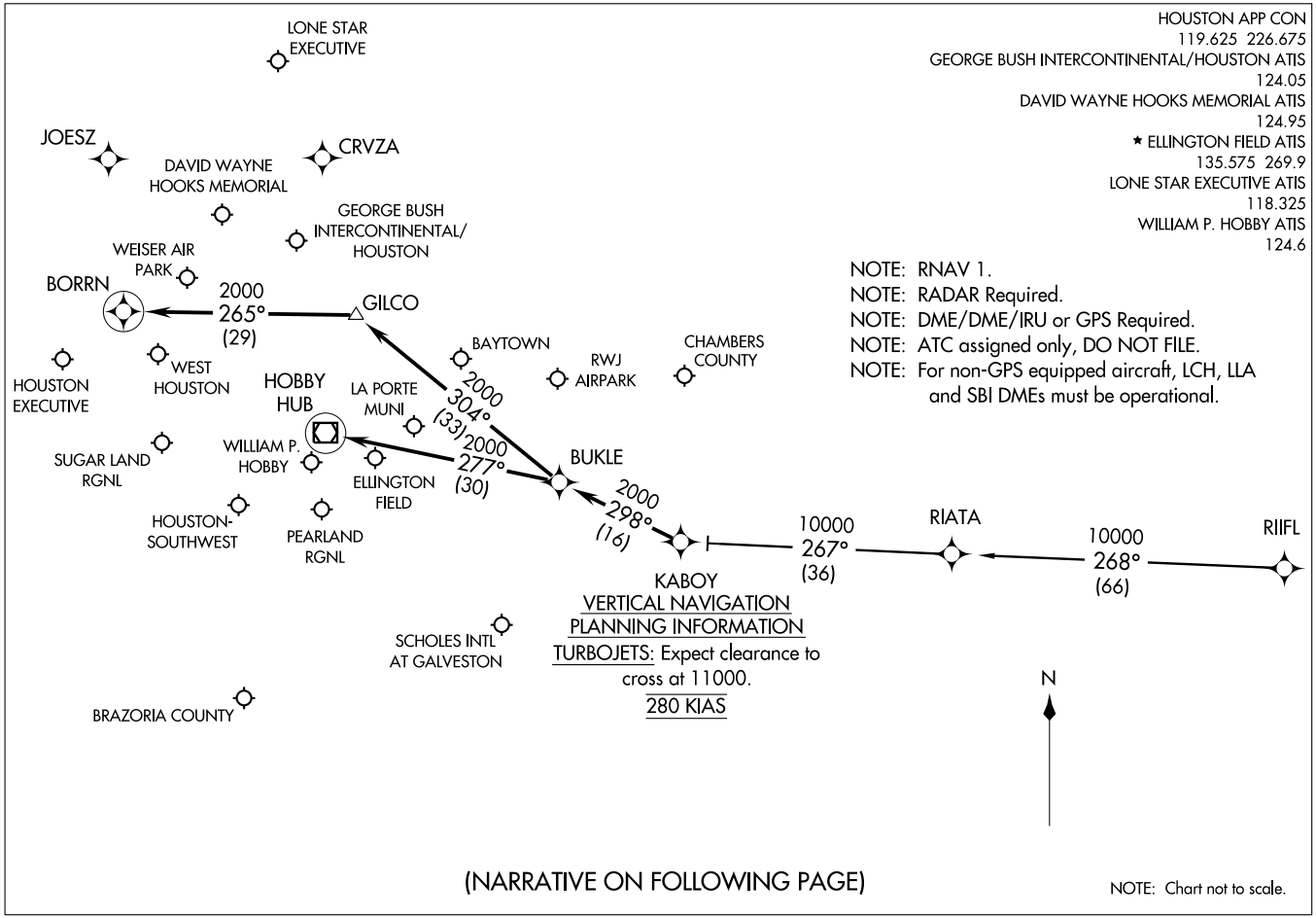
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

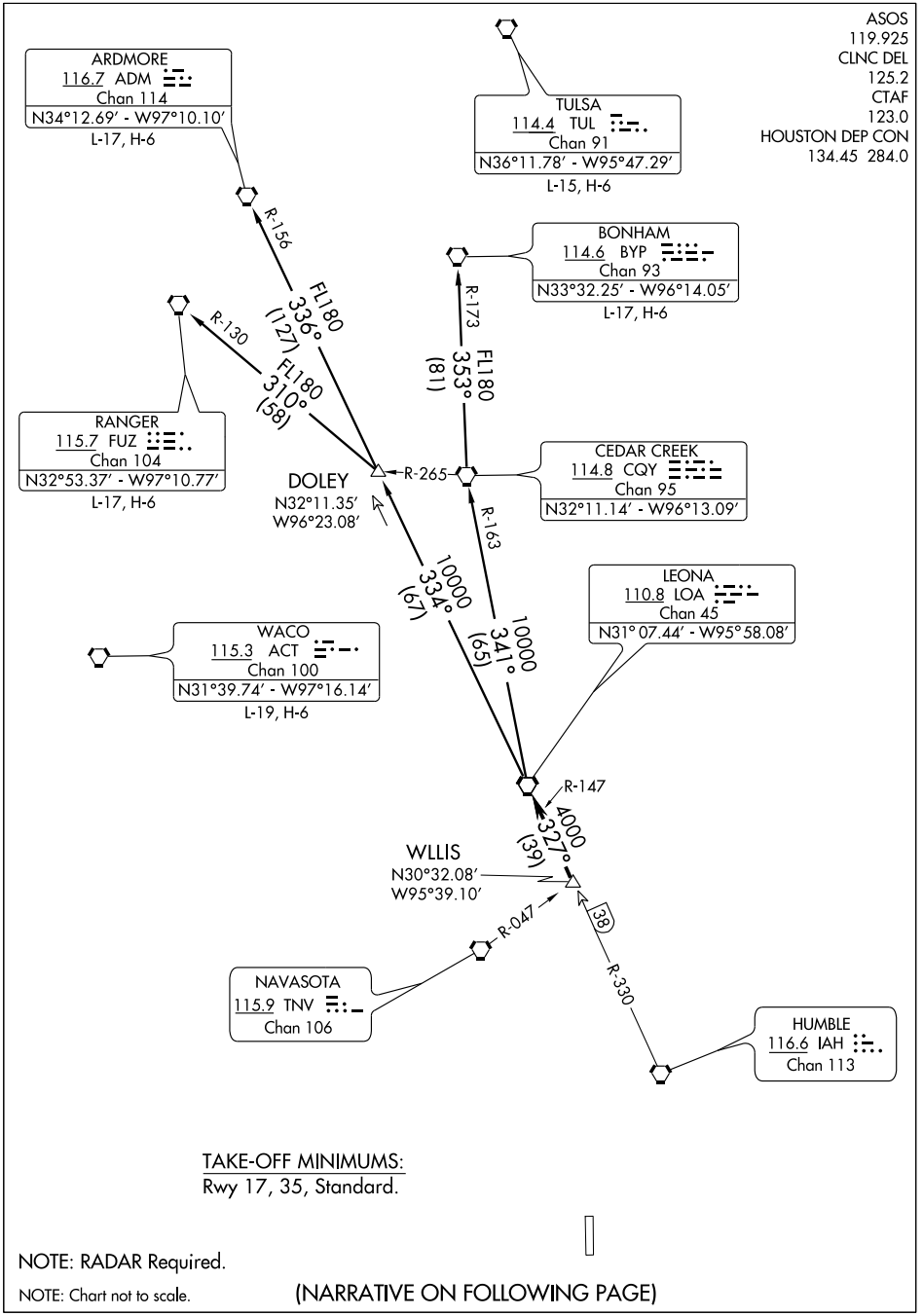
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

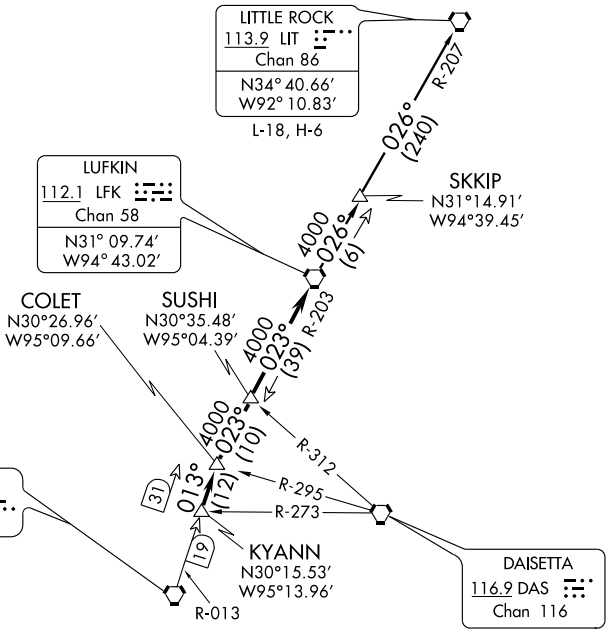
TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

ASOS 119.925
CLNC DEL 125.2
CTAF 123.0
HOUSTON DEP CON 134.45 284.0

HOBBY
117.1 HUB
Chan 118

EAGLE LAKE
116.4 ELA
Chan 111

PALACIOS
117.3 PSX
Chan 120
N28° 45.87' - W96° 18.37'

SKUBA
N29° 11.72'
W95° 47.47'

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64' - W98° 27.68'
L-19, H-7

THREE RIVERS
111.4 THX
Chan 51
N28° 30.30' - W98° 09.03'

COTULA
115.8 COT
Chan 105
N28° 27.72' -W99° 07.11'

ROCKSPRINGS
111.2 RSG
Chan 49
N30° 00.88' - W100° 17.99'

FORT STOCKTON
116.9 FST
Chan 116
N30° 57.13'
W102° 58.54'
L-19, H-6

R-220
R-127
4000
218°
(37)
R-038
10000
253°
(99)
R-073
FL180
339°
(70)
R-158
FL180
259°
(51)
R-078
FL180
318°
(112)
R-136
FL180
283°
(150)
R-100

N

NOTE: RADAR Required
NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/ BRAZORIA COUNTY (LBX)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 70316	175°	TDZE	25
W17A		Apt Elev	25

RNAV (GPS) RWY 17

ANGLETON/BRAZORIA COUNTY (LBX)

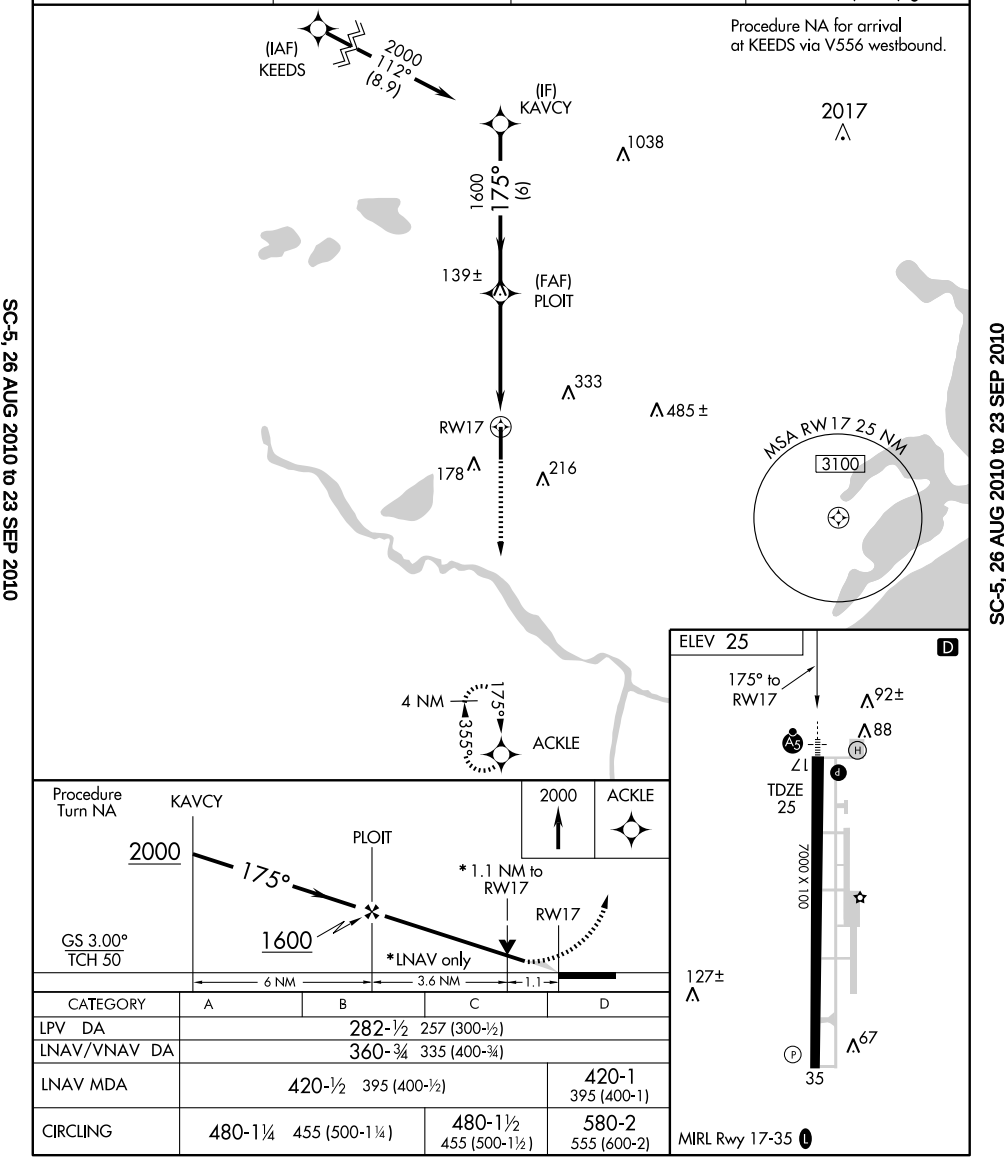
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct ACKLE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF) L

Procedure NA for arrival at KEEDS via V556 westbound.



CATEGORY	A	B	C	D
LPV DA	282-½ 257 (300-½)			
LNAV/VNAV DA	360-¾ 335 (400-¾)			
LNAV MDA	420-½ 395 (400-½)			420-1 395 (400-1)
CIRCLING	480-1¼ 455 (500-1¼)		480-1½ 455 (500-1½)	580-2 555 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 77516	355°	TDZE	25
W35A		Apt Elev	25

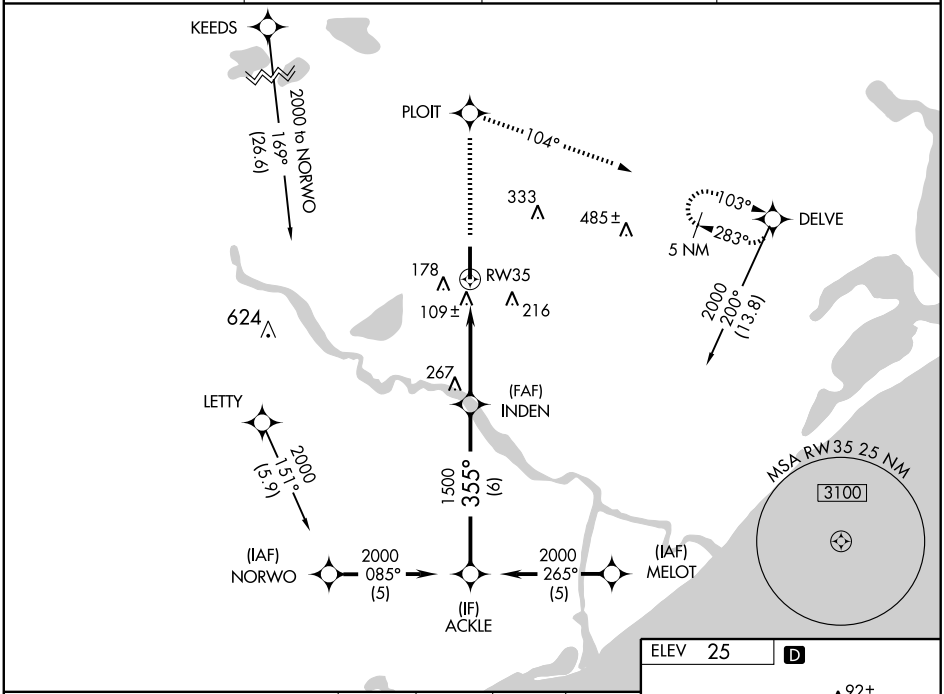
RNAV (GPS) RWY 35

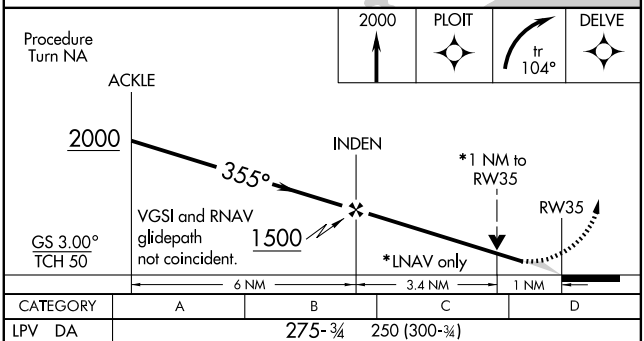
ANGLETON/BRAZORIA COUNTY (LBX)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35.

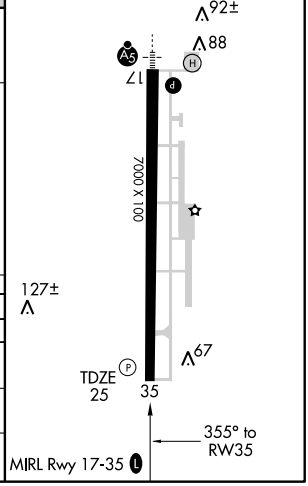
MISSED APPROACH: Climb to 2000 direct PLOIT and right turn via 104° track to DELVE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	275-¾ 250 (300-¾)			
LNAV/VNAV DA	428-1½ 403 (500-1½)			
LNAV MDA	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	480-1½ 455 (500-1½)			580-2 555 (600-2)

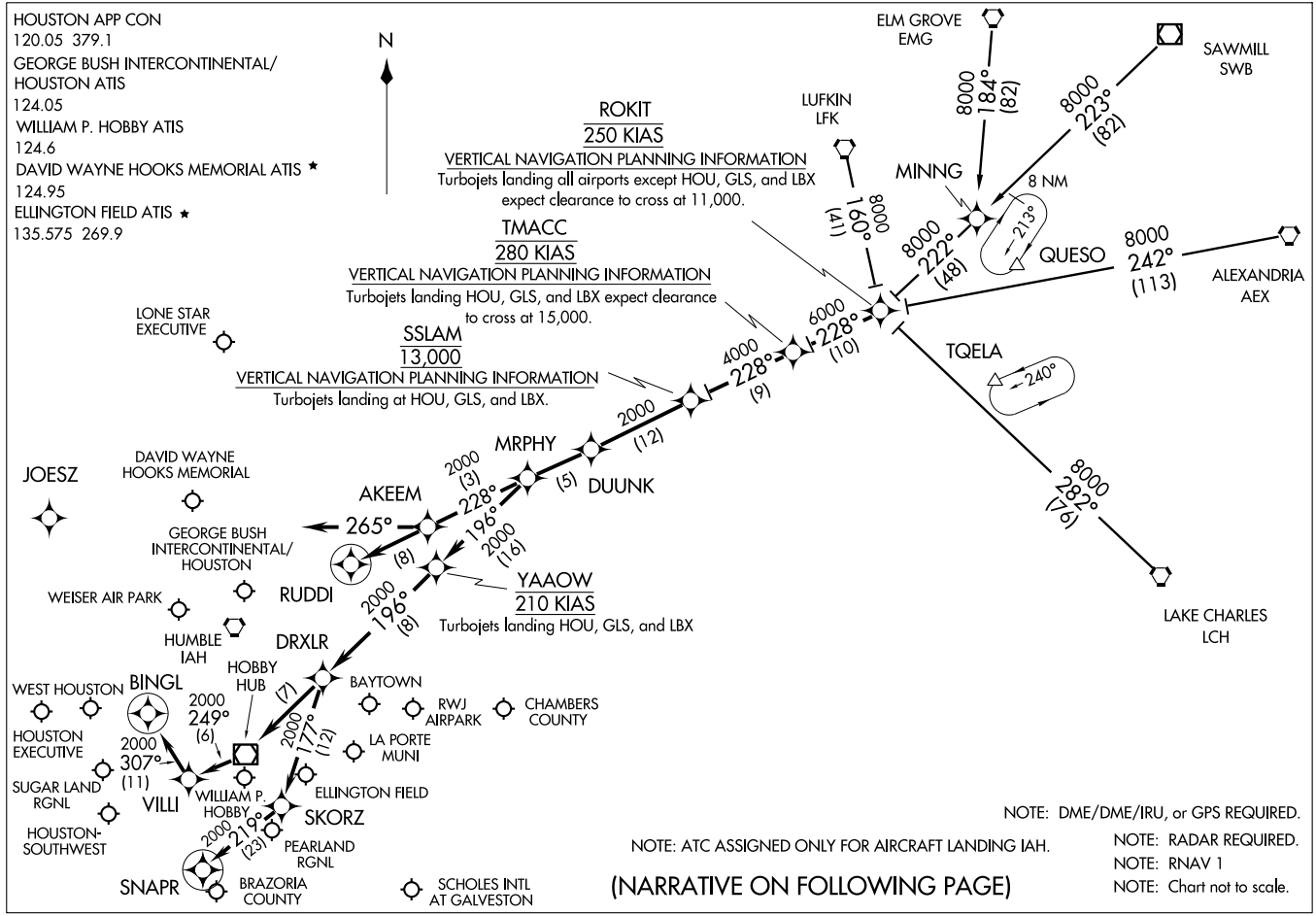


SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

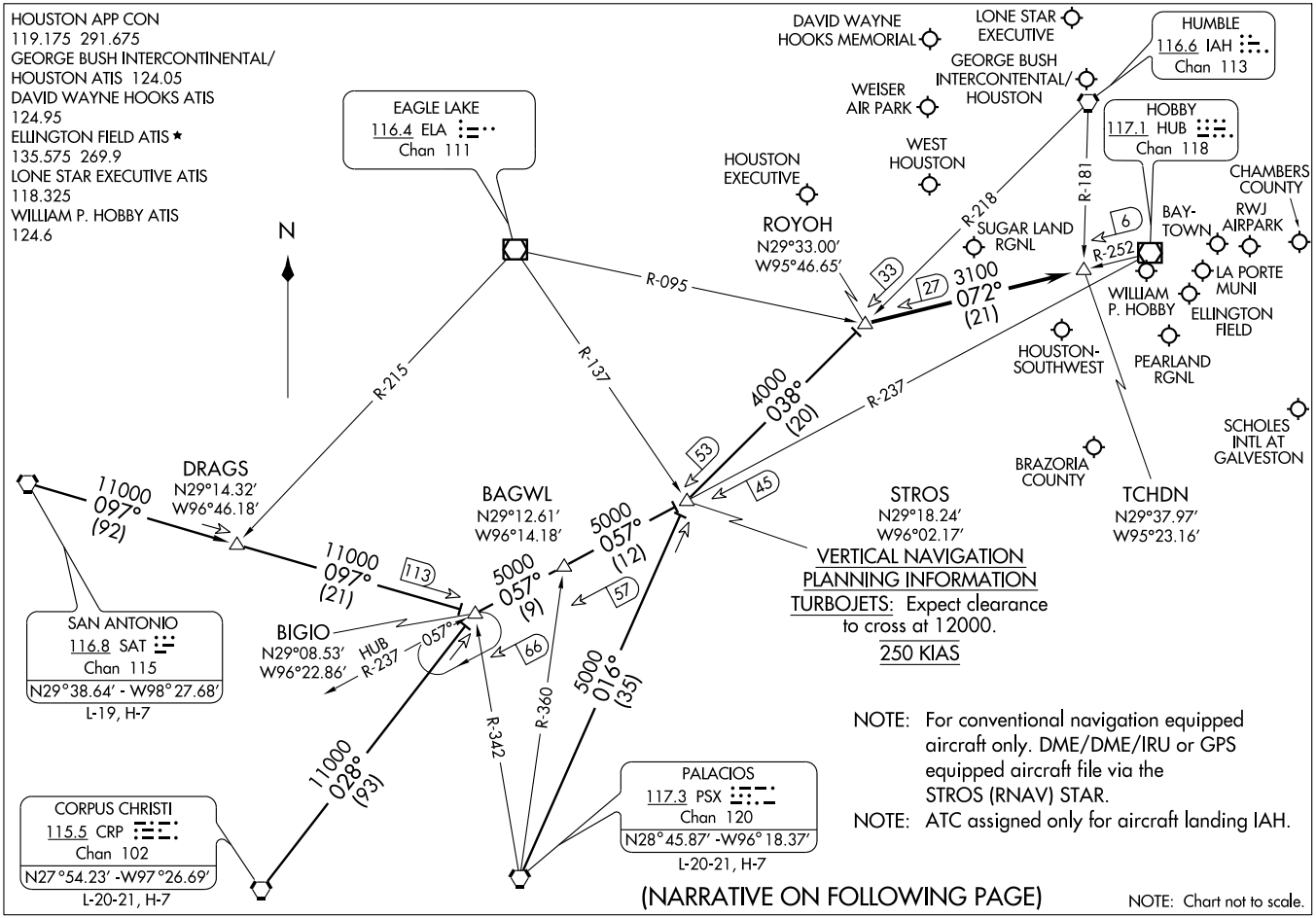
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

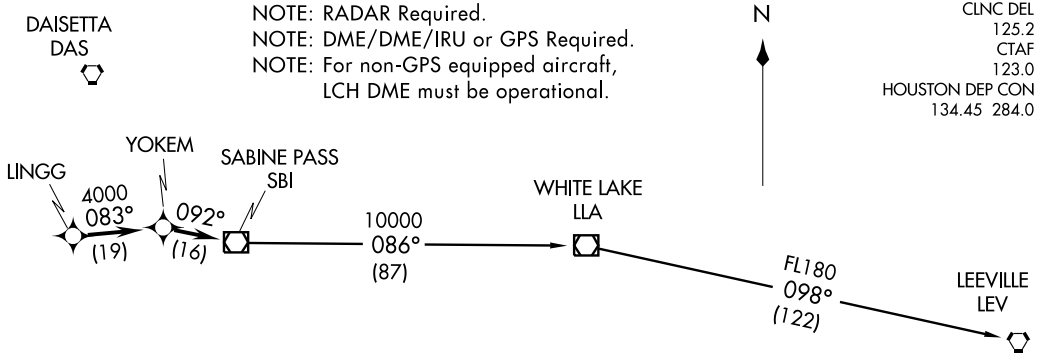
. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

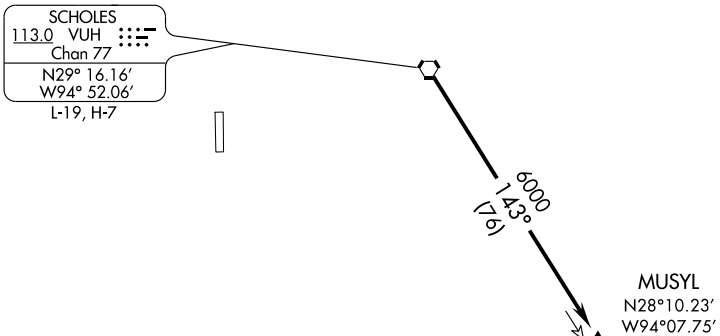
TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

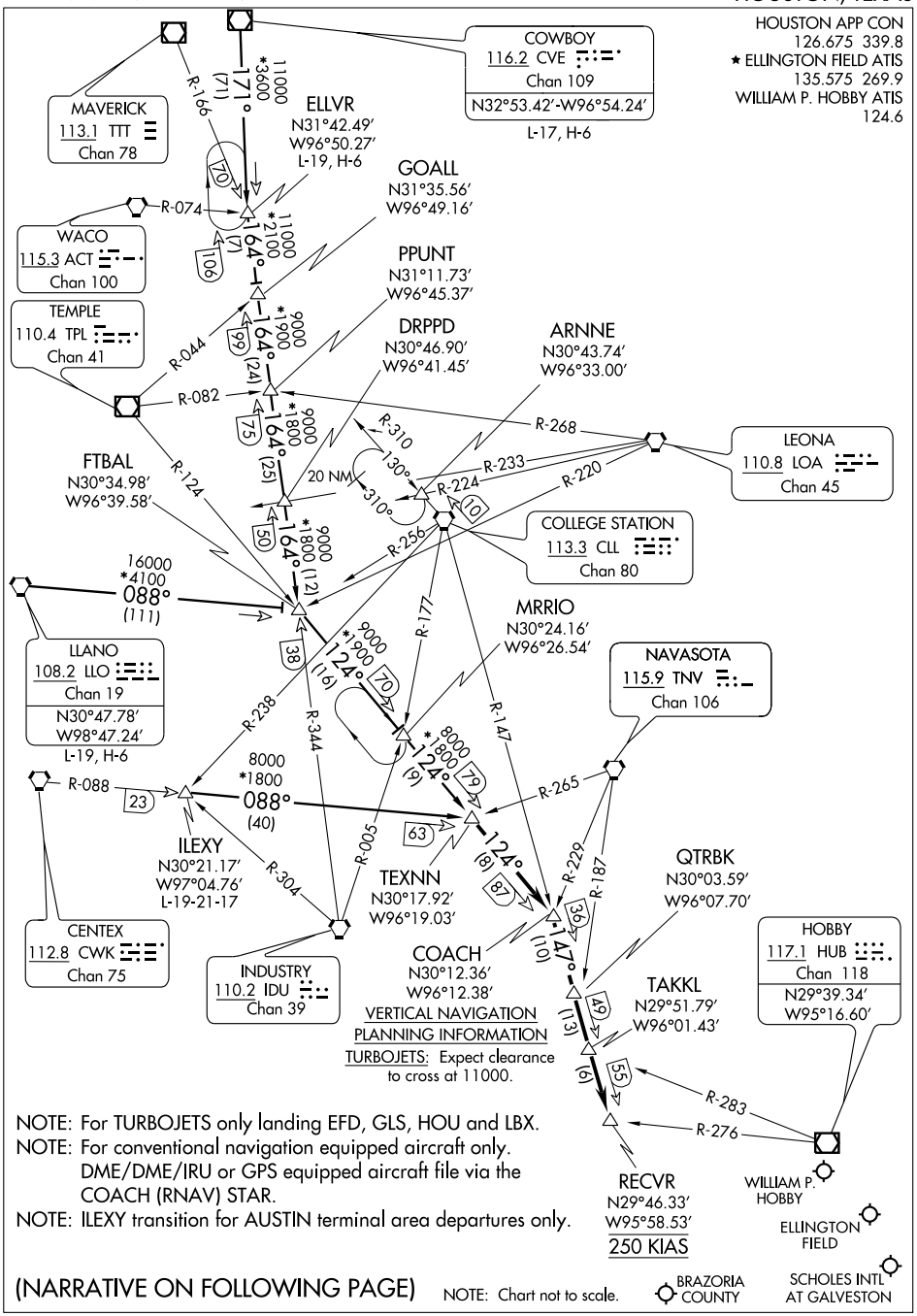
LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

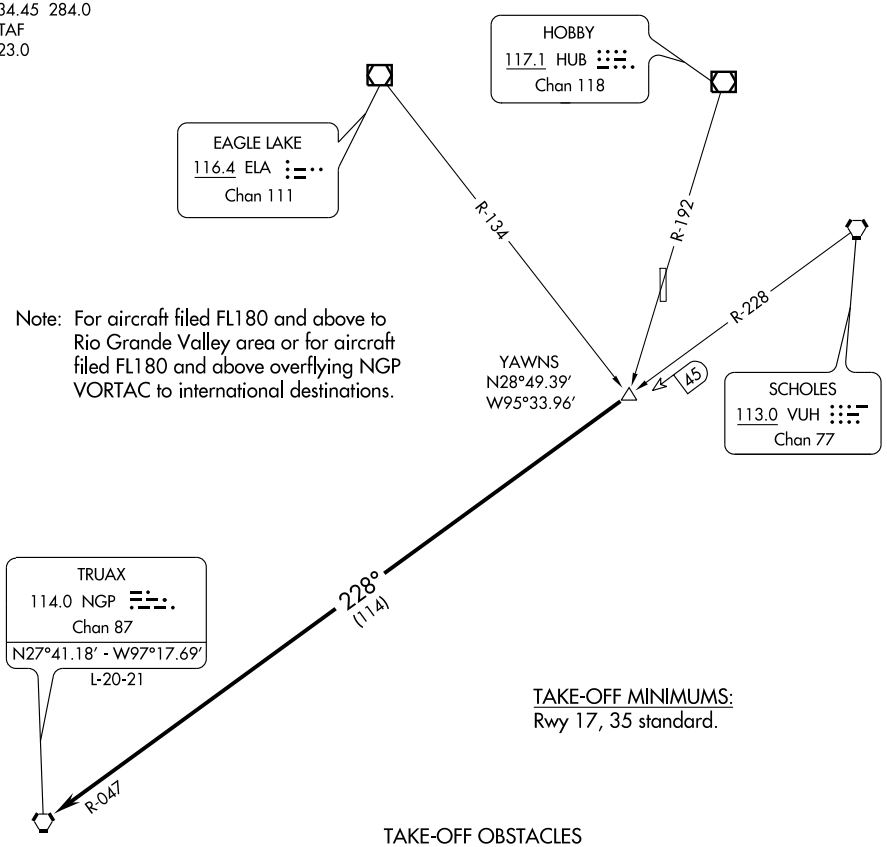
ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

TAKE-OFF OBSTACLES
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/ 68′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

ANGLETON/LAKE JACKSON, TEXAS

ANGLETON/BRAZORIA COUNTY (LBX)

(WAILN1.WAILN) 10210

WAILN ONE DEPARTURE (RNAV) SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)

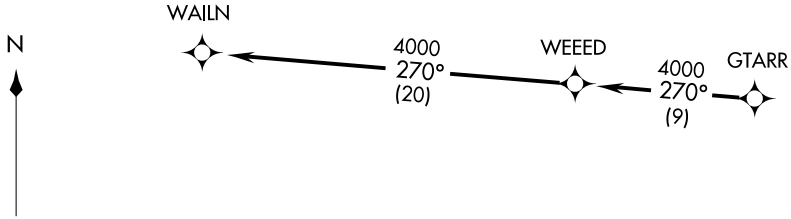
ANGLETON/LAKE JACKSON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

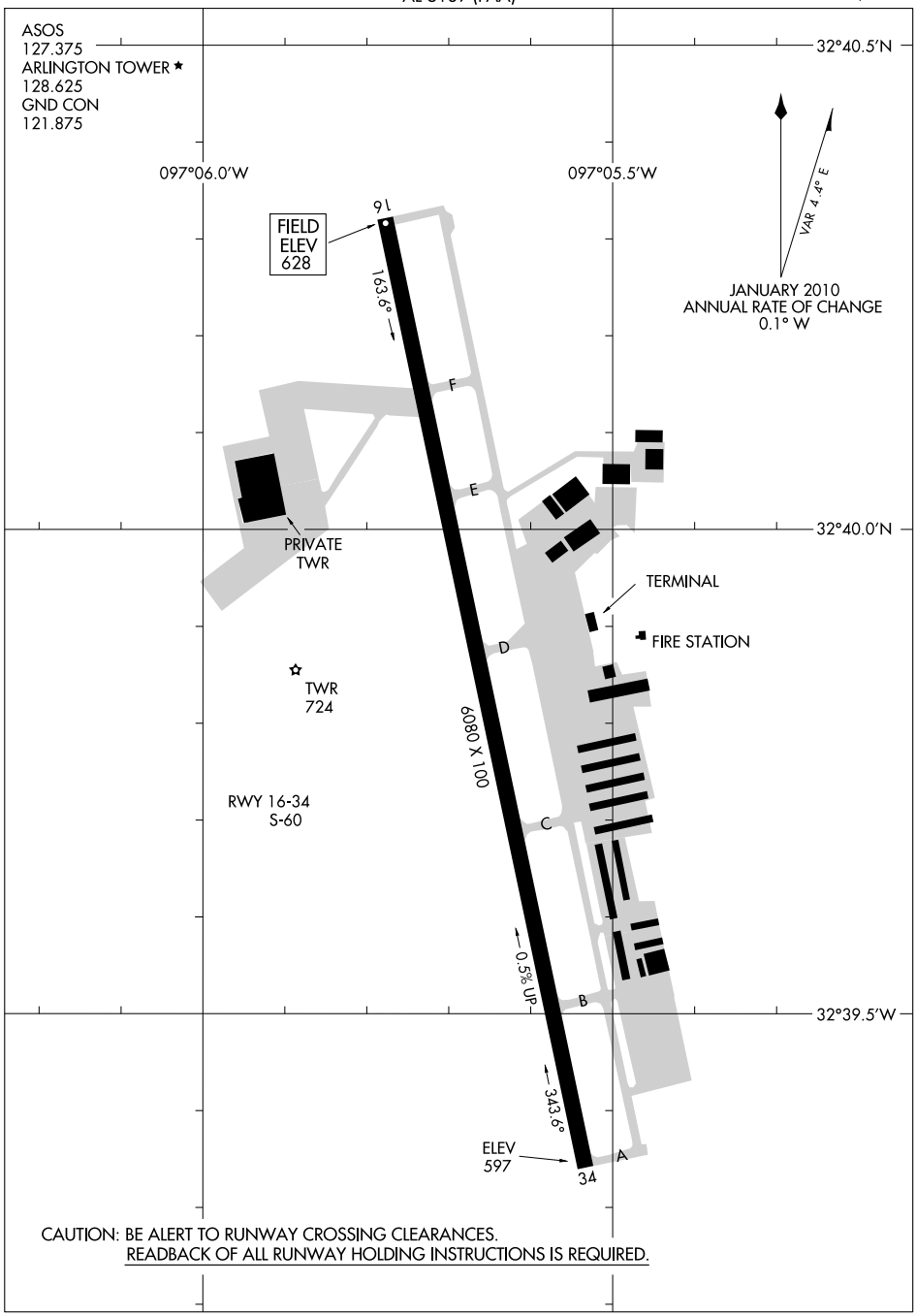
TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

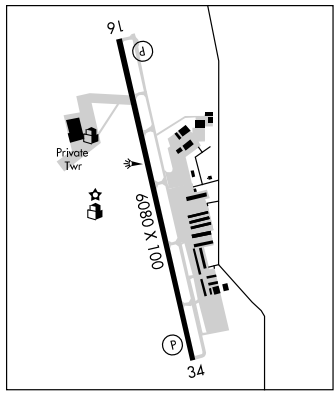


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

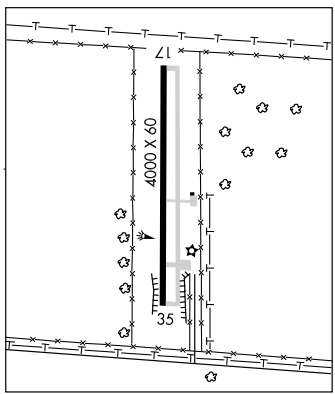
ARLINGTON MUNI (GKY) 4 S UTC−6(−5DT) N32°39.83′ W97°05.66′ — DALLAS–FT. WORTH
628 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE GKY — COPTER
RWY 16–34: H6080X100 (CONC) S–60 MIRL 0.5% up NW — H–6H, L–17C, A
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 42′. **RWY 34:** REIL. PAPI(P4L)—GA 3.0° TCH 55′. — IAP, AD
AIRPORT REMARKS: Attended continuously. Self serve fuel with major credit card. Helicopter test facility at arpt mostly from private helipad adjoining ldg area. Extensive helicopter traffic west of rwy. Rwy 34 PAPI unusable byd 8° right of centerline. MIRL Rwy 16–34 present medium ints, higher ints by twr request. ACTIVATE PAPI Rwy 16 and Rwy 34–opr continuously.
WEATHER DATA SOURCES: ASOS 127.375 (817) 557–0251.
COMMUNICATIONS: CTAF 128.625
Ⓡ **RGNL APP/DEP CON** 135.975
TOWER 128.625 (1300–0300Z‡) **GND CON** 121.875
CLNC DEL 118.85 (RGNL APP CON when twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 186° 12.6 NM to fld. 540/6E.
ILS/DME 111.55 I–GKY Chan 52(Y) Rwy 34. Class IG. LOC unusable byd 15° right of course. ILS unmonitored when twr clsd. DME unmonitored.



ARVILLA N33°03.98′ W96°03.68′ NOTAM FILE GVT. — DALLAS–FT. WORTH
(T) TACAN Chan 33 MJF (109.6) at Majors. — L–17D
Unusable:
026°–034° byd 18 NM blo 2000′
081°–094° byd 10 NM blo 2000′

ASPERMONT

STONEWALL CO (T60) 1 NE UTC−6(−5DT) N33°10.34′ W100°11.86′ — DALLAS FT–WORTH
1744 B NOTAM FILE FTW — L–17B
RWY 17–35: H4000X60 (ASPH) S–12.5 MIRL
RWY 17: Trees. **RWY 35:** P-line
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 17–35 and parallel twy has 1″–2″ longitudinal and transverse cracks. Rwy 17–35 has grass growing through cracks. Agricultural activity May–Sep at arpt. Access key to arpt at county courthouse.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 328° 44.7 NM to fld. 1810/10E.



DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

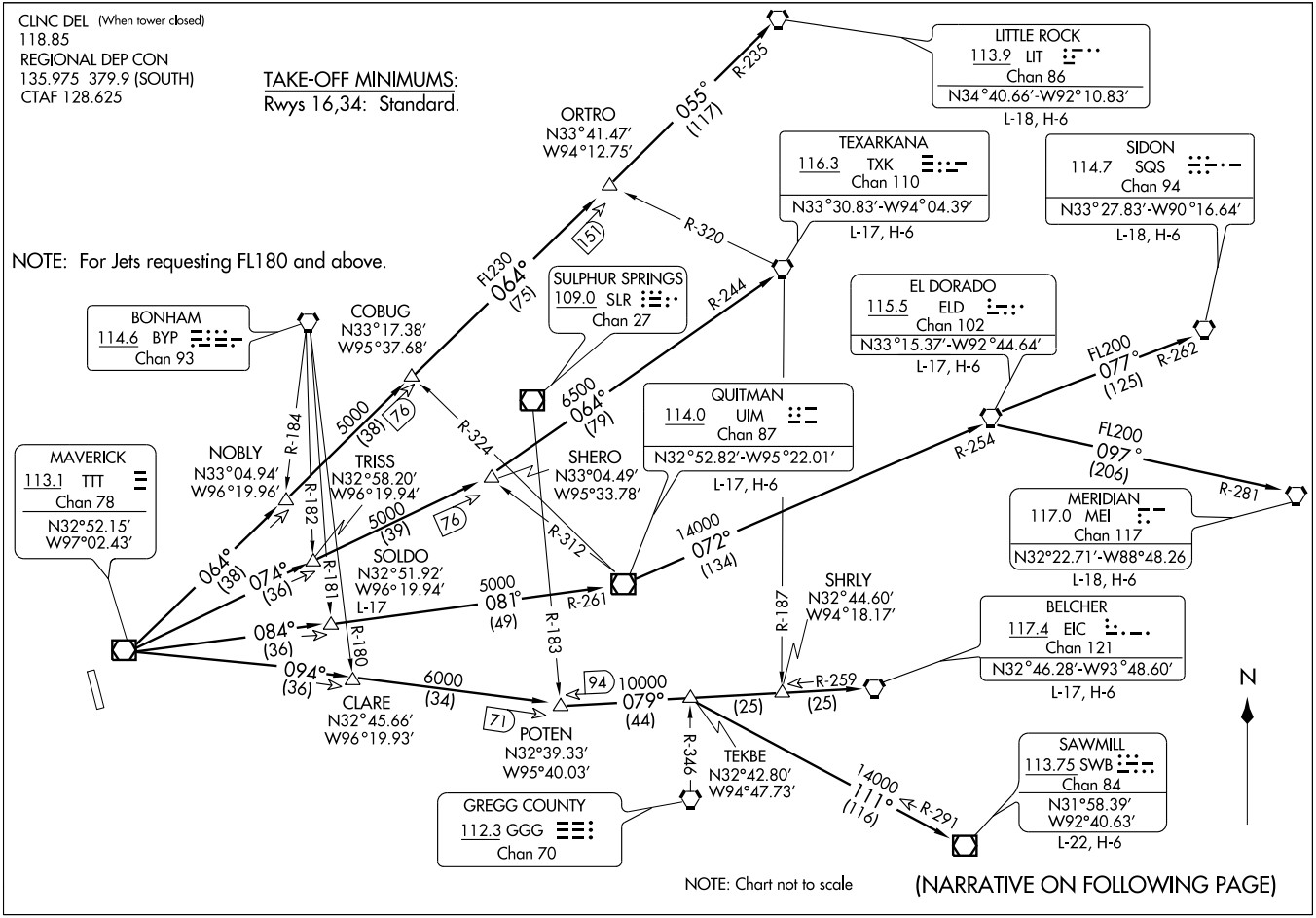
ARLINGTON, TEXAS

ARLINGTON MUNI (GKY)

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

NOTE: For Jets requesting FL180 and above.



(NARRATIVE ON FOLLOWING PAGE)

DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

SL-5189 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

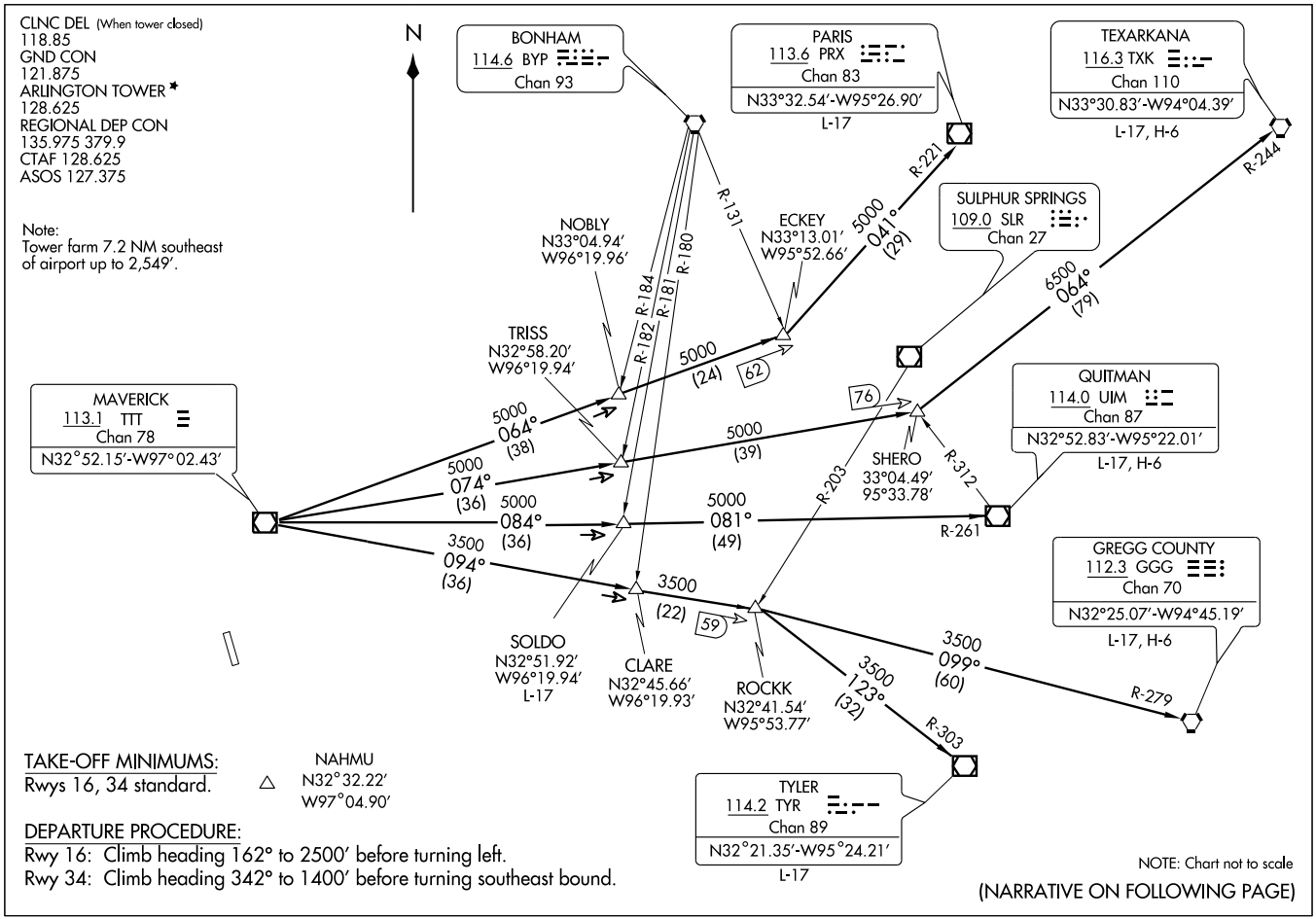
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS



HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS

SL-5189 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16:
Multiple REILS beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple REILS beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL.
Rwy 34:
Tree 1,083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL'. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1.093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GKY	APP CRS	Rwy Idg 6080
111.55	342°	TDZE 620
Chan 52(Y)		Apt Elev 628

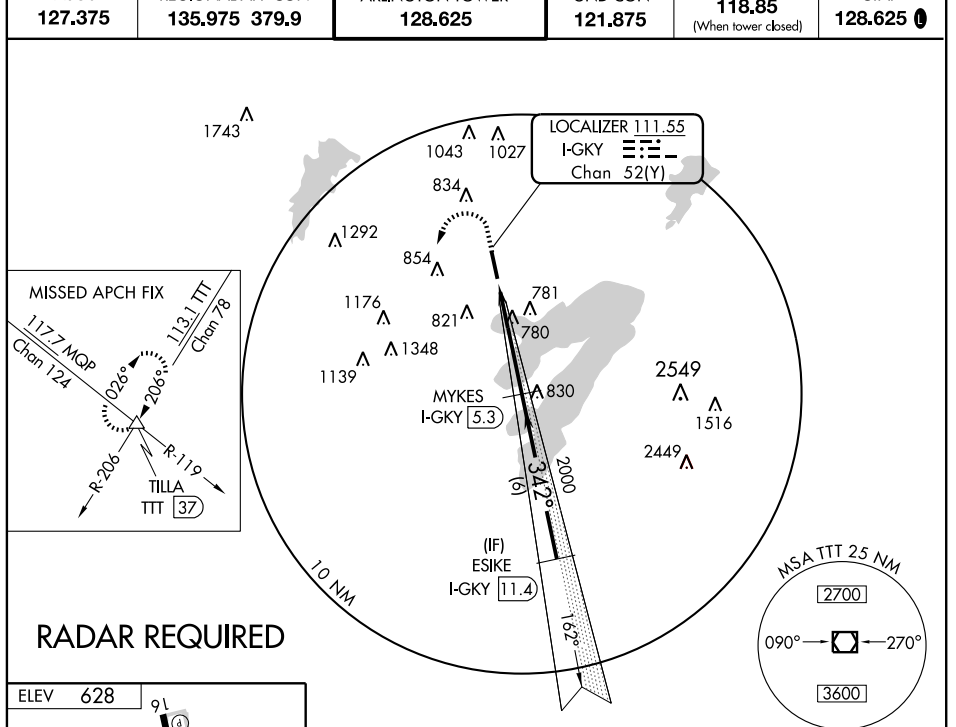
ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

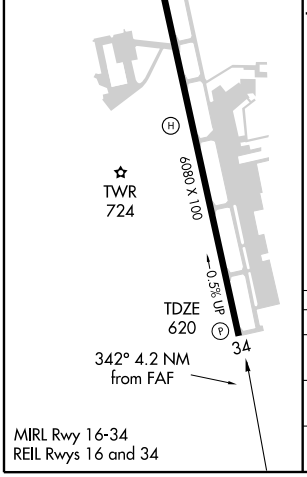
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

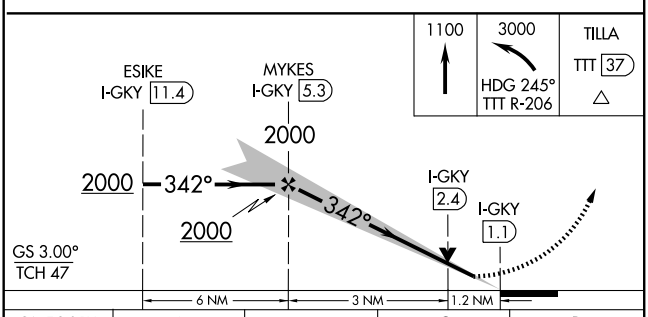
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA Int/37 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L



RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 34	820-¾ 200 (200-¾)			NA
S-LOC 34	1040-1 420 (500-1)		1040-1¼ 420 (500-1¼)	NA
CIRCLING	1080-1 452 (500-1)		1080-1½ 452 (500-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-5189 (FAA)

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

NELYN
N32°17.10′
W97°11.15′

DARTZ
N32°17.07′
W96°48.93′

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

156° (25)
62

BRDEN
N31°53.06′
W96°39.80′

GLEN ROSE
115.0 JEN
Chan 97

4000
177° (38)
8000 (45)
7000 (35)
6000 (23)

R-357
70

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TNV
R-334
85
154°
11 NM

TORNN
N31°31.22′
W96°30.88′
H-6

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

R-268

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

R-012
R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE
(JPOOL4.TTT) 09351
ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

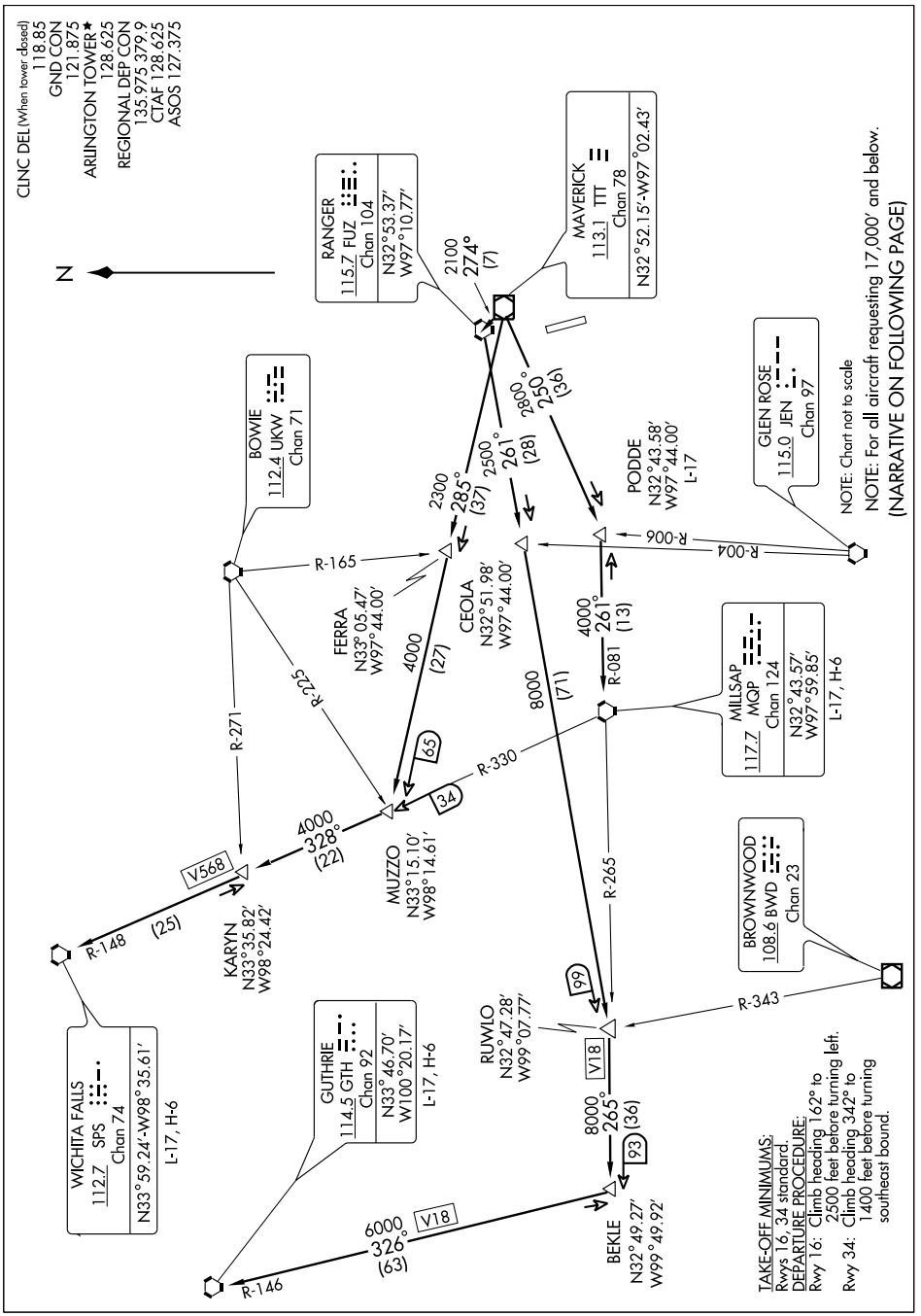
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 16, Multiple REILS beginning 77' from DER, 127' right of centerline, 7' AGL/601' MSL. Multiple REILS beginning 74' from DER, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from DER, 480' right of centerline, 16' AGL/614' MSL.
Note: Rwy 34, Tree 1,083' from DER, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from DER, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from DER, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from DER, 415' right of centerline, up to 39' AGL/663' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

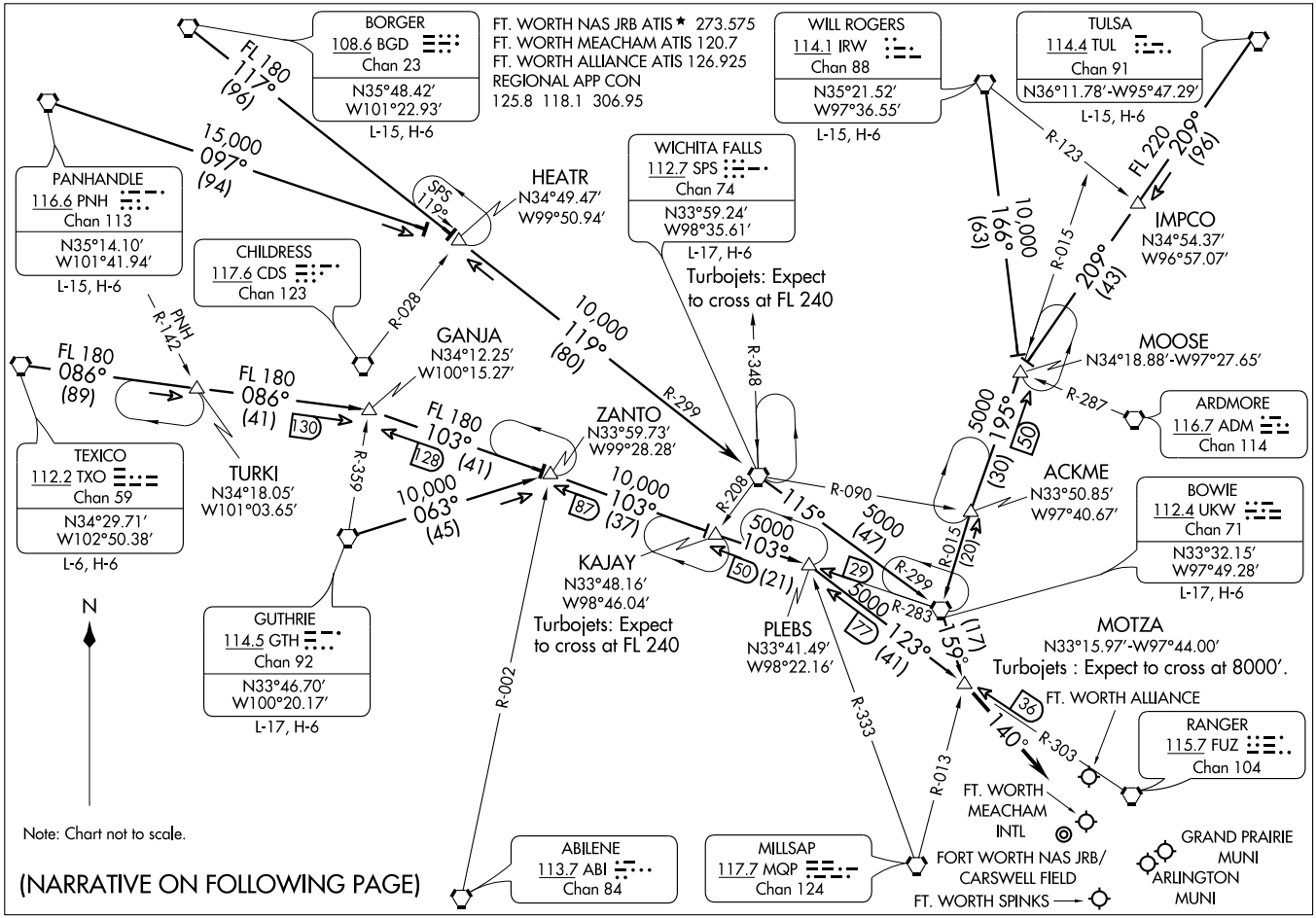
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



Note: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
DALLAS-FT. WORTH, TEXAS

ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 6080
CH 56227	342°	TDZE 620
W34A		Apt Elev 628

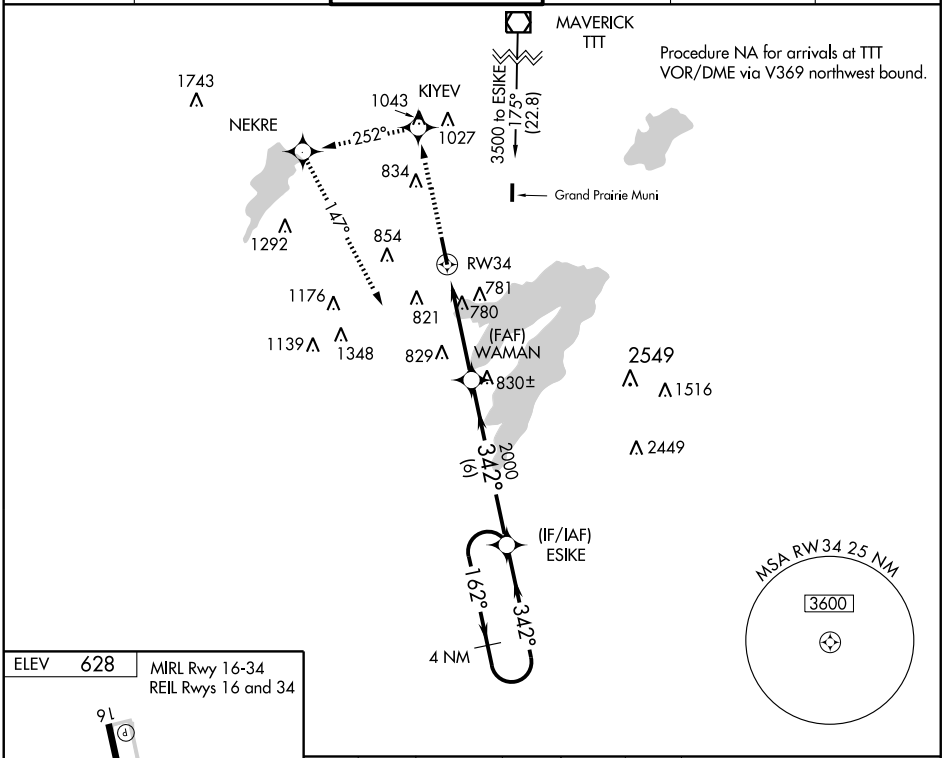
RNAV (GPS) RWY 34

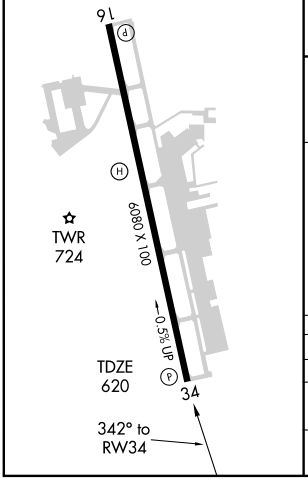
ARLINGTON MUNI (GKY)

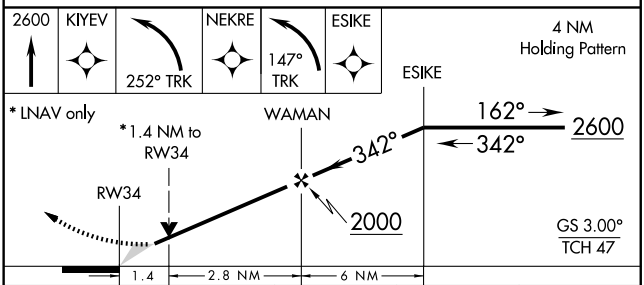
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 2600 direct KIYEV and left turn via 252° track to NEKRE and left turn via 147° track to ESIKE and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L







CATEGORY	A	B	C	D
LPV DA	957-1¼ 337 (400-1¼)			NA
LNAV MDA	1080-1 460 (500-1)		1080-1¼ 460 (500-1¼)	NA
CIRCLING	1100-1 472 (500-1)		1100-1½ 472 (500-1½)	NA

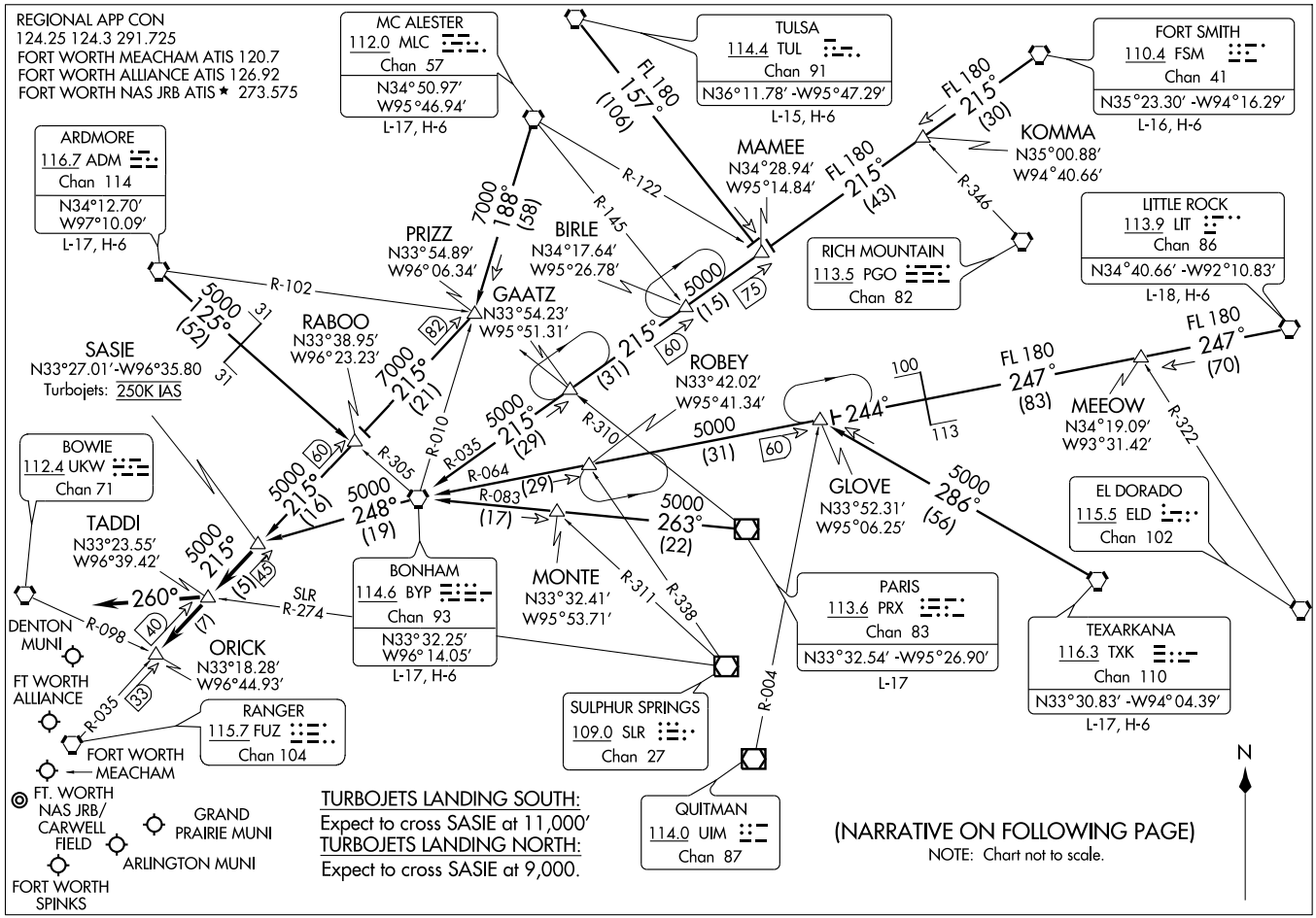
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-5189 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 IBL R-126 Chan 70
115.2 SYO R-010 Chan 99
J52
R-277
R-212
R-145
R-201
R-196
R-206
R-179
R-094
R-092
R-256
R-254
ADM R-071
URH R-307
ADM R-097
13000 022° (124)
15000 303° (85)
11000 325° (66)
11000 016° (90)
11000 026° (57)
15000 303° (60)
9000 360° (56)
9000 012° (55)
8000 022° (42)
4000 359° (46)
348° (34)
360° (34)
012° (35)
022° (38)
90
90
80

TAKE-OFF MINIMUMS:
Rwys 16, 34: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TTT	APP CRS	Rwy Idg	6080
113.1	005°	TDZE	619
Chan 78		Apt Elev	631

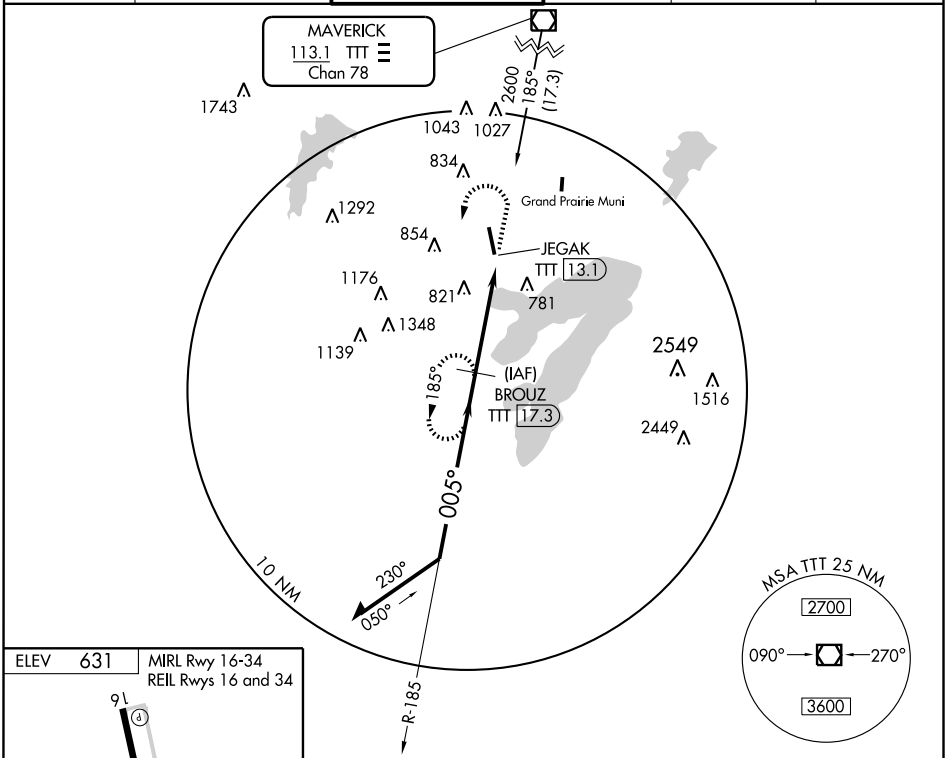
VOR/DME RWY 34

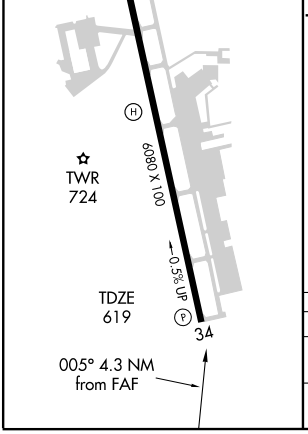
ARLINGTON MUNI (GKY)

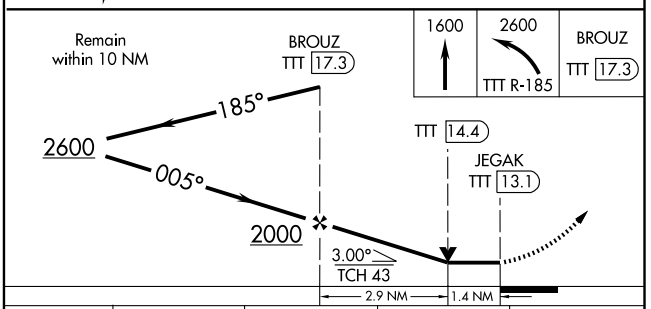
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2600 via TTT R-185 to BROUZ/17.3 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L







CATEGORY	A	B	C	D
S-34	1080-1 461 (500-1)		1080-1¼ 461 (500-1¼)	NA
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	NA

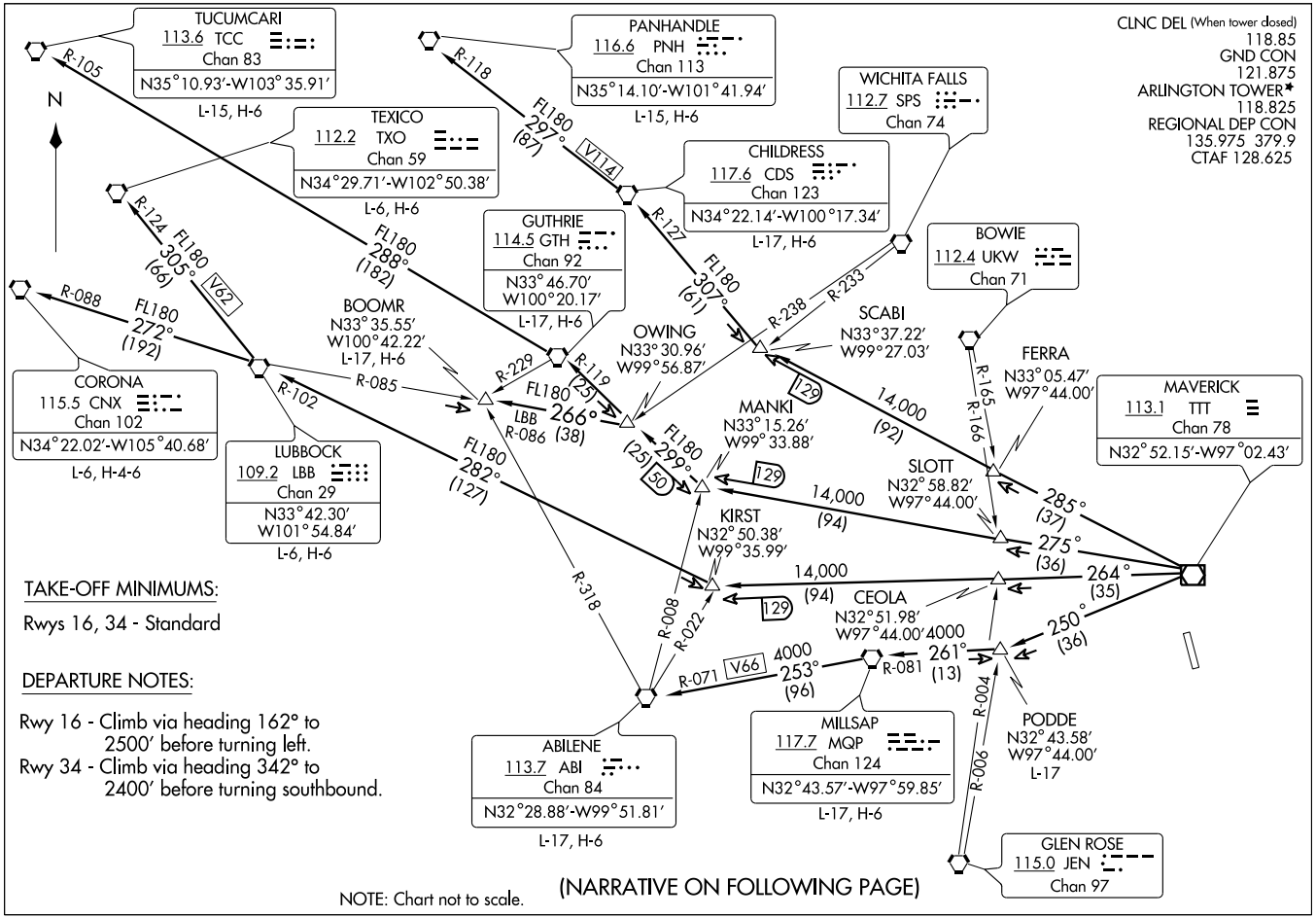
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS

SL-5189 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

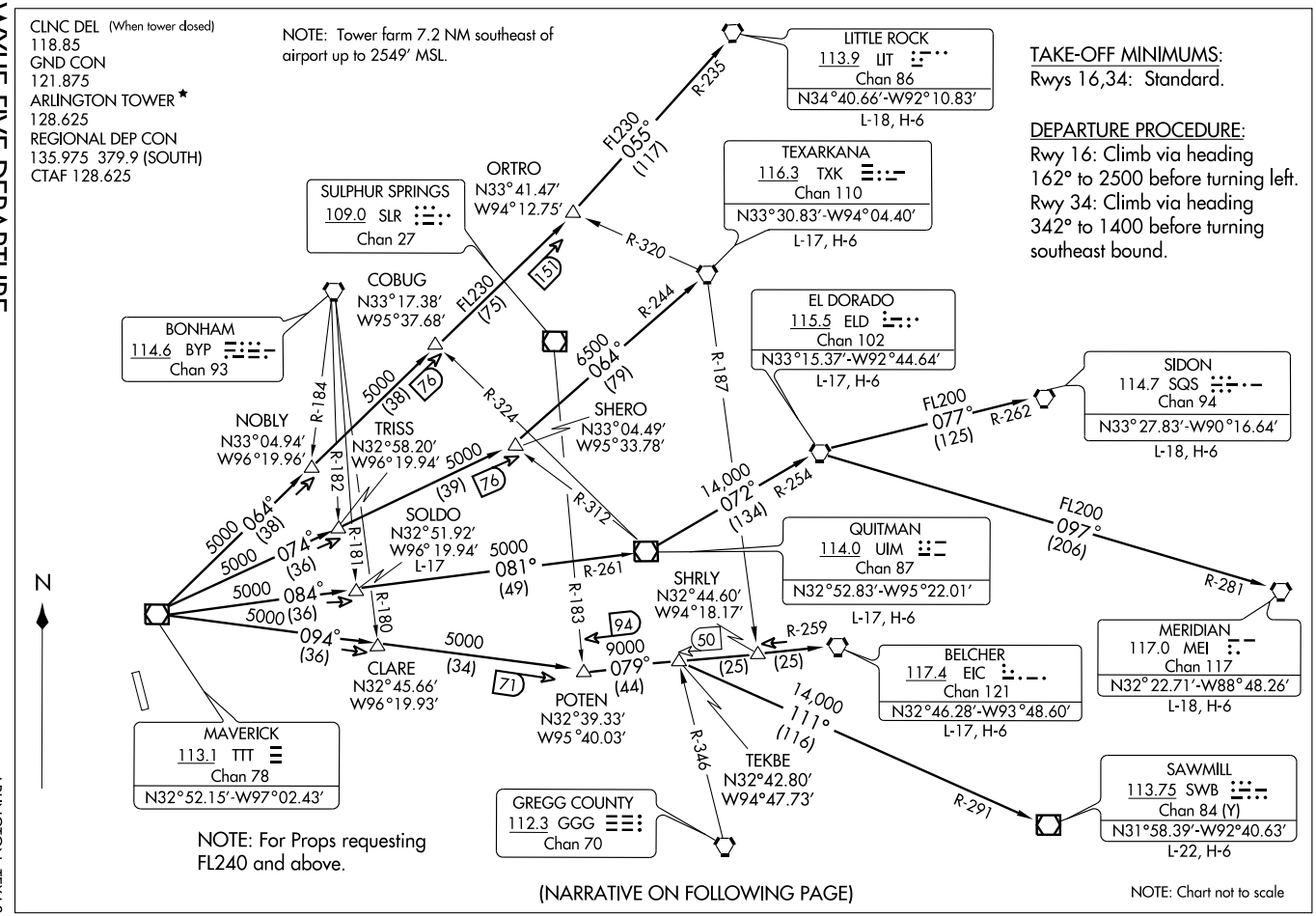
(WYLIE5.TTT) 07298

ARLINGTON, TEXAS

ARLINGTON MUNI (GKY)

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

NOTE: Tower farm 7.2 NM southeast of airport up to 2549′ MSL.



TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE
(WYLIE5.TTT) 07298
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

SL-5189 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

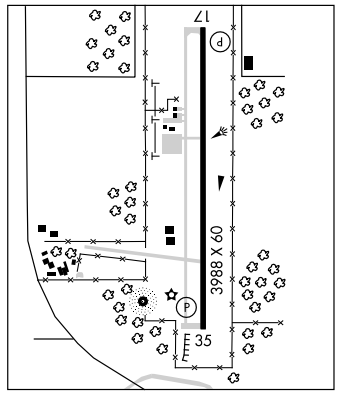
Rwy 16, multiple Reils beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple Reils beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.

Rwy 34, tree 1083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees 1093′ from departure end of runway, 415′ to 576′ right of centerline, up to 39′ AGL/663′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

ATHENS MUNI (F44) 3 SE UTC−6(−5DT) N32°09.83′ W95°49.70′
444 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW
RWY 17–35: H3988X60 (ASPH) S–25 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 31′. Fence.
RWY 35: PAPI(P2L)—GA 4.0° TCH 40′. Fence. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For fuel after hours call 903–677–1897 or 903–675–0086.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
FRANKSTON (L) VORW/DME 111.4 FZT Chan 51 N32°04.48′ W95°31.85′ 283° 16.1 NM to fld. 305/6E.
NDB (MHW) 269 AHX N32°09.56′ W95°49.82′ at fld.

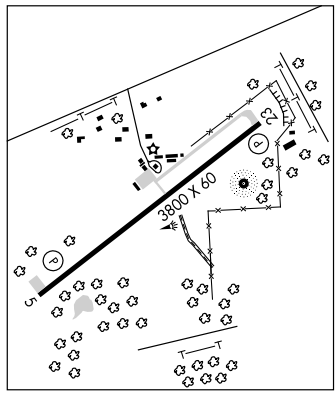
DALLAS–FT. WORTH
L–17D
IAP



ATLANTA

HALL–MILLER MUNI (ATA) 2 SW UTC−6(−5DT) N33°06.11′ W94°11.72′
280 B NOTAM FILE FTW
RWY 05–23: H3800X60 (ASPH) S–23 MIRL 0.3% up SW
RWY 05: REIL. PAPI(P2L) Trees.
RWY 23: REIL. PAPI(P2L)—GA 4.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended irregularly. Deer on airport. 24′ marked powerline 500′ from end of Rwy 23.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 123.925
RADIO AIDS TO NAVIGATION: NOTAM FILE TXK.
TEXARKANA (H) VORTACW 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 187° 25.4 NM to fld. 270/7E. **HIWAS.**
ATLANTA NDB (MHW) 347 ATA N33°06.23′ W94°11.43′ at fld. NOTAM FILE FTW.

MEMPHIS
L–17E
IAP



ATLANTA N33°06.23′ W94°11.43′ NOTAM FILE FTW.
NDB (MHW) 347 ATA at Hall–Miller Muni.

MEMPHIS
L–17E

NDB AHX 269	APP CRS 351°	Rwy Idg 3988 TDZE 444 Apt Elev 444

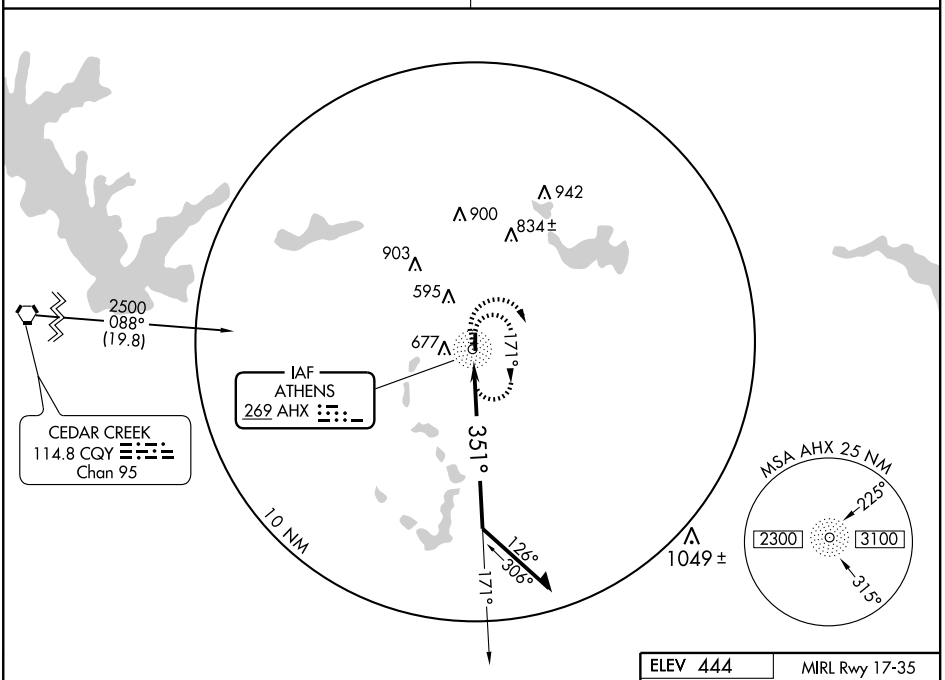
NDB RWY 35
ATHENS MUNI (F44)

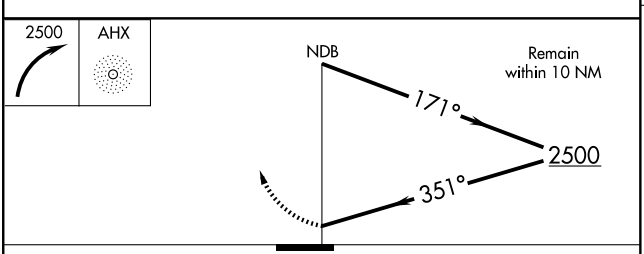
Use Tyler Pounds altimeter setting. If not received, use East Texas Rgnl altimeter setting. When neither received, procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 2500 in AHX NDB holding pattern.

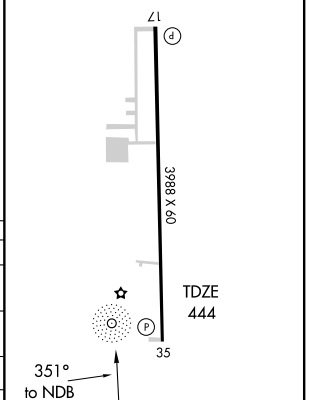
FORT WORTH CENTER	UNICOM
135.25 265.1	123.0 (CTAF)





CATEGORY	A	B	C	D
S-35	1140-1	696 (700-1)	1140-2 696 (700-2)	NA
CIRCLING	1140-1	696 (700-1)	1140-2 696 (700-2)	NA
EAST TEXAS RGNL ALTIMETER SETTING MINIMUMS				
S-35	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA

ELEV 444 MIRL Rwy 17-35



Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3988
174°	TDZE	444
	Apt Elev	444

RNAV (GPS) RWY 17

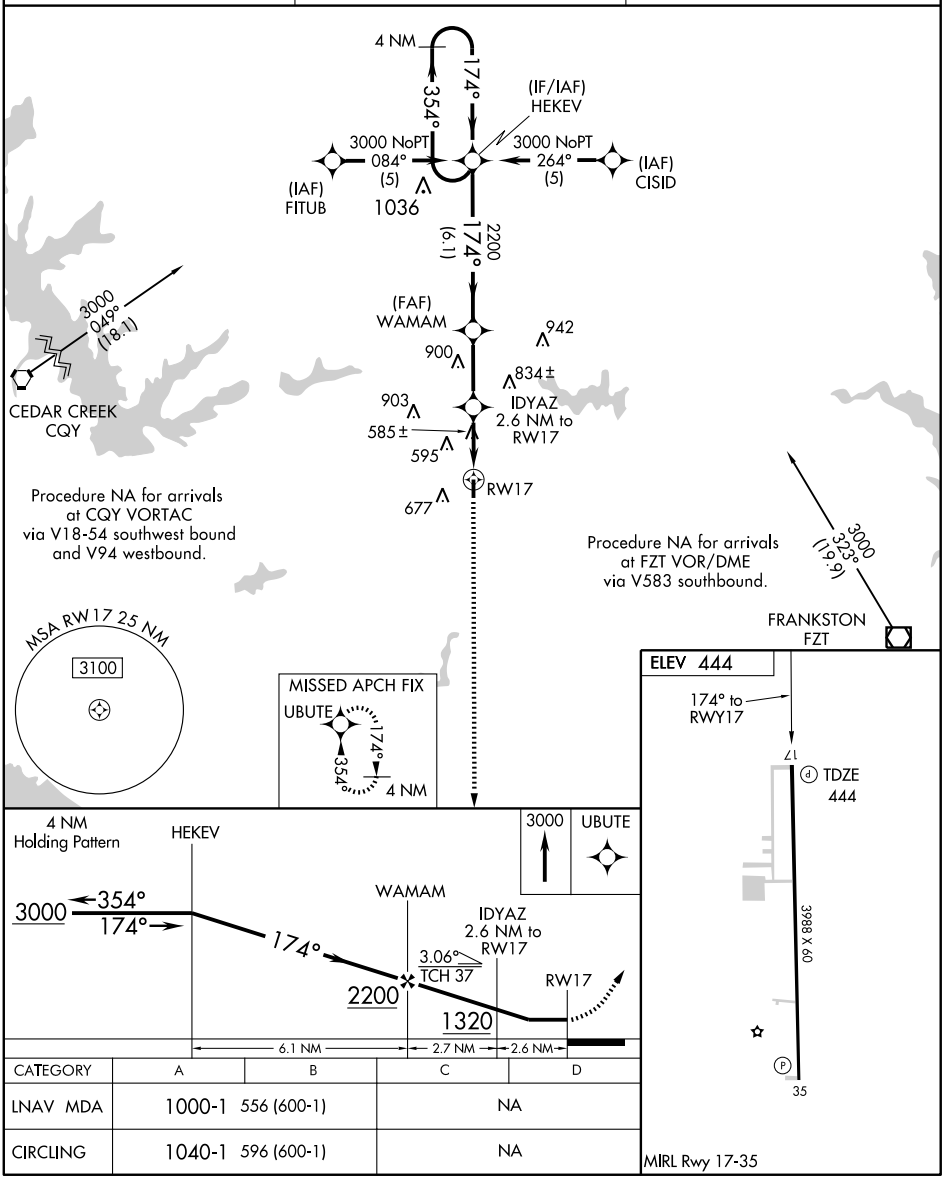
ATHENS MUNI (F44)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Palestine Muni altimeter setting, when not received use Tyler Pounds Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct UBUTE and hold.

PALESTINE MUNI AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1000-1 556 (600-1)		NA	
CIRCLING	1040-1 596 (600-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

ATHENS MUNI (F44)

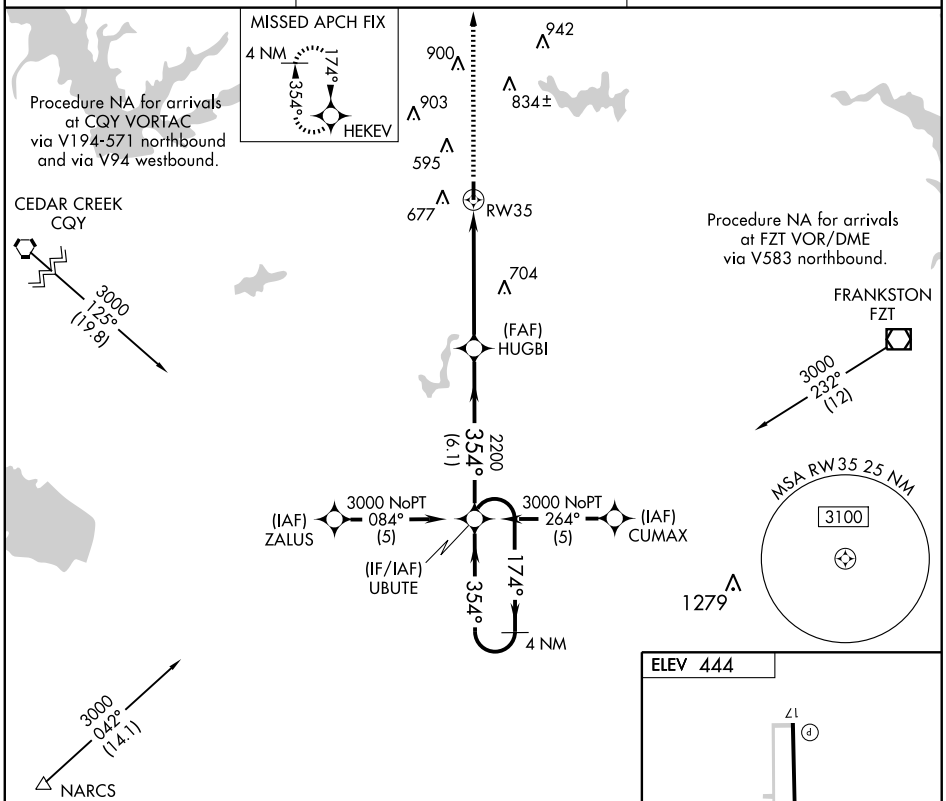
APP CRS	Rwy Idg	3988
354°	TDZE	444
	Apt Elev	444

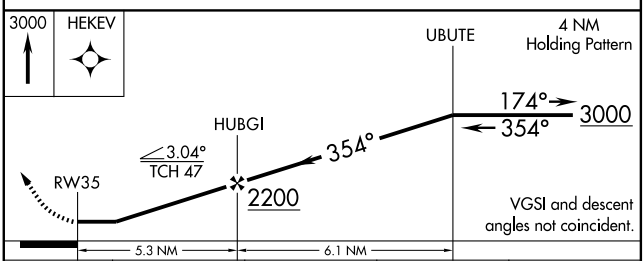
T
NA

DME/DME RNP-0.3 NA. Use Palestine Muni altimeter setting, when not received use Tyler Pounds Rgnl altimeter setting and increase all MDA 20 feet.

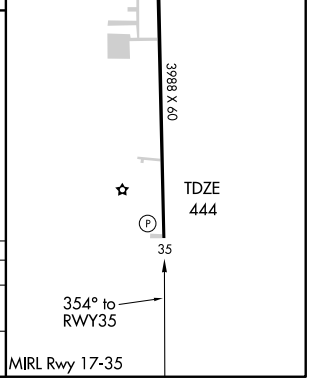
MISSED APPROACH: Climb to 3000 direct HEKEV and hold.

PALESTINE MUNI AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	123.0 (CTAF)





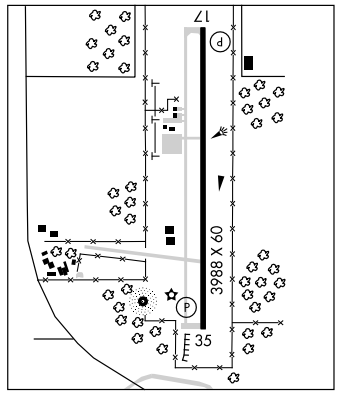
CATEGORY	A	B	C	D
LNAV MDA	1000-1 556 (600-1)		NA	
CIRCLING	1040-1 596 (600-1)		NA	



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ATHENS MUNI (F44) 3 SE UTC−6(−5DT) N32°09.83′ W95°49.70′
444 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW
RWY 17–35: H3988X60 (ASPH) S–25 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 31′. Fence.
RWY 35: PAPI(P2L)—GA 4.0° TCH 40′. Fence. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For fuel after hours call 903–677–1897 or 903–675–0086.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
FRANKSTON (L) VORW/DME 111.4 FZT Chan 51 N32°04.48′ W95°31.85′ 283° 16.1 NM to fld. 305/6E.
NDB (MHW) 269 AHX N32°09.56′ W95°49.82′ at fld.

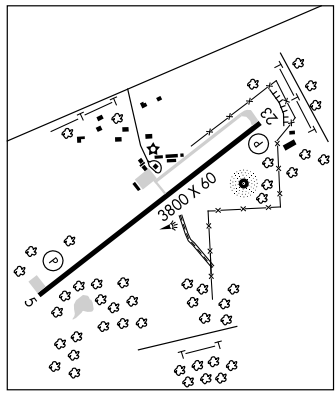
DALLAS–FT. WORTH
L–17D
IAP



ATLANTA

HALL–MILLER MUNI (ATA) 2 SW UTC−6(−5DT) N33°06.11′ W94°11.72′
280 B NOTAM FILE FTW
RWY 05–23: H3800X60 (ASPH) S–23 MIRL 0.3% up SW
RWY 05: REIL. PAPI(P2L) Trees.
RWY 23: REIL. PAPI(P2L)—GA 4.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended irregularly. Deer on airport. 24′ marked powerline 500′ from end of Rwy 23.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 123.925
RADIO AIDS TO NAVIGATION: NOTAM FILE TXK.
TEXARKANA (H) VORTACW 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 187° 25.4 NM to fld. 270/7E. **HIWAS.**
ATLANTA NDB (MHW) 347 ATA N33°06.23′ W94°11.43′ at fld. NOTAM FILE FTW.

MEMPHIS
L–17E
IAP



ATLANTA N33°06.23′ W94°11.43′ NOTAM FILE FTW.
NDB (MHW) 347 ATA at Hall–Miller Muni.

MEMPHIS
L–17E

NDB ATA	APP CRS	Rwy Idg	3800
347	053°	TDZE	280
		Apt Elev	280

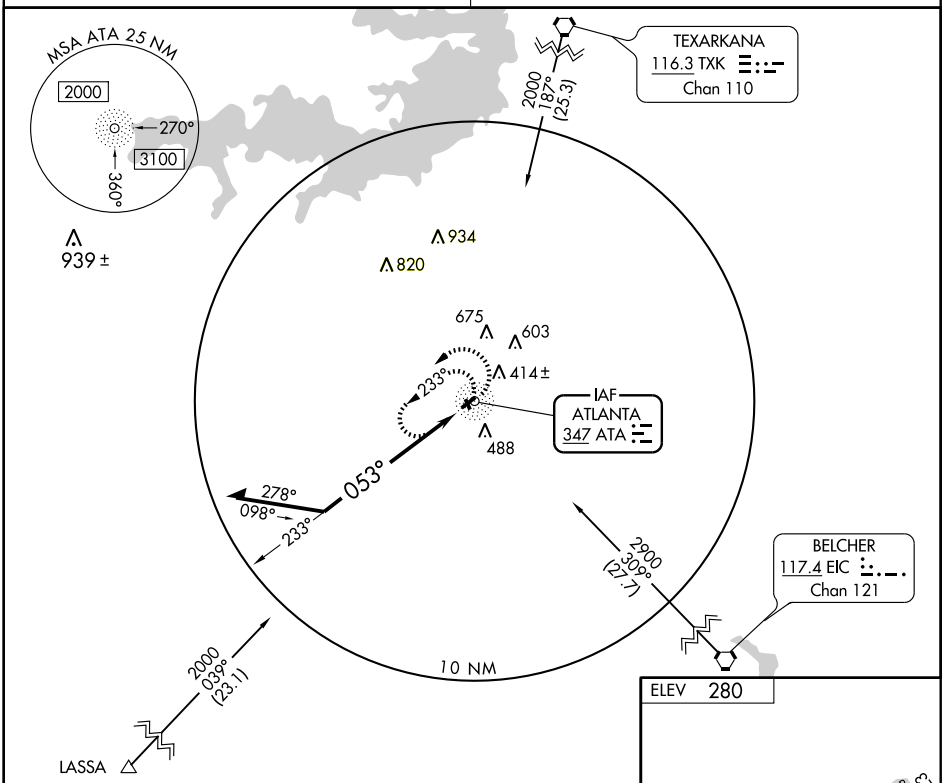
NDB RWY 5

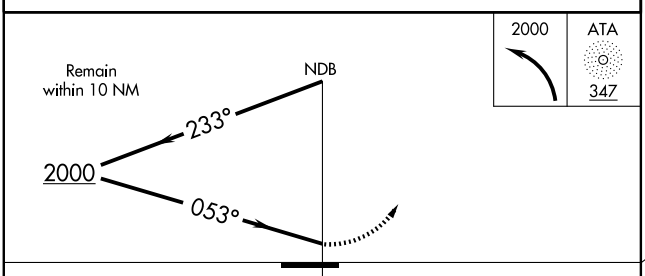
ATLANTA/HALL-MILLER MUNI (ATA)

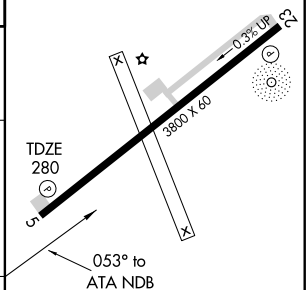
Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet and all Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 in ATA NDB holding pattern.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9







CATEGORY	A	B	C	D
S-5	1220-1¼	940 (1000-1¼)	NA	
CIRCLING	1220-1¼	940 (1000-1¼)	NA	

MIRL Rwy 5-23
REIL Rwys 5 and 23

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3800
048°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 5

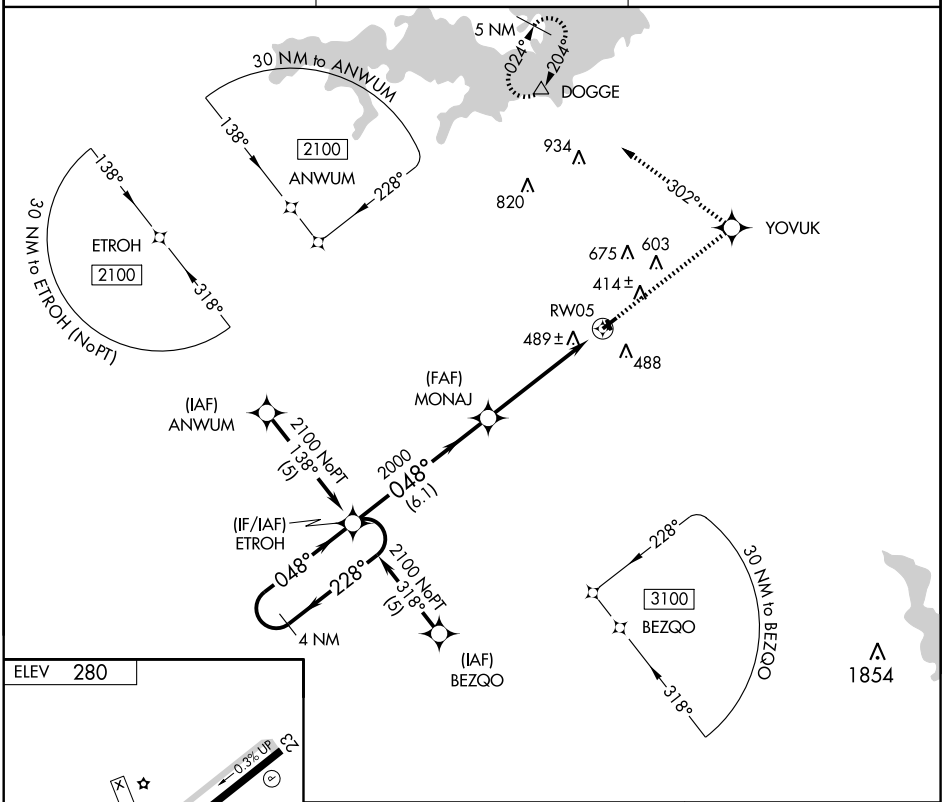
ATLANTA/HALL-MILLER MUNI (ATA)

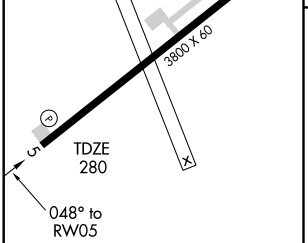
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

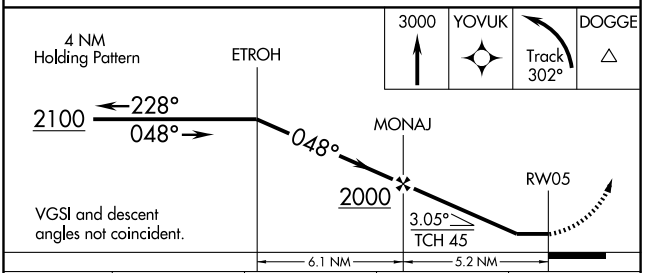
NA

MISSED APPROACH: Climb to 3000 direct YOVUK and left turn via 302° track to DOGGE and hold.

TEXARKANA ASOS	FORT WORTH CENTER	CTAF
120.2	123.925 269.475	122.9





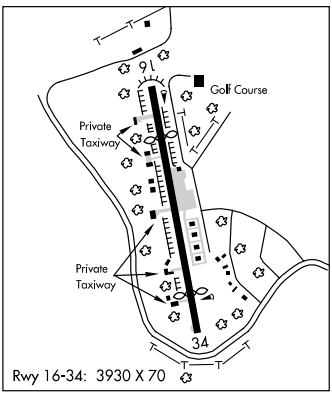


CATEGORY	A	B	C	D
LNAV MDA	860-1 580 (600-1)		NA	
CIRCLING	920-1 640 (700-1)		NA	

MIRL Rwy 5-23
REIL Rwys 5 and 23

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LAKEWAY AIRPARK (3R9) 17 W UTC−6(−5DT) N30°21.45′ W97°59.67′ — SAN ANTONIO
909 **FUEL** 100LL TPA—1900(991) NOTAM FILE SJT — L–19C, 21A
RWY 16–34: H3930X70 (ASPH) S–9 0.6% up S — IAP
RWY 16: Thld dsplcd 782′. Tree.
RWY 34: Thld dspcld 624′. Trees.
AIRPORT REMARKS: Unattended. Fuel self–service, with credit card. Ultralight and glider ops prohibited. Deer on and in vicinity of arpt. Buildings, trees and parked acft near rwy. PAEW adjacent Rwy 16. No touch and go landings. No ops SS–SR per city ordinance. Arpt ops limited to acft certified max gross weight 12,500 lbs or less. Maintain rwy heading until 1 mile and 400′ AGL (1300′MSL) for noise abatement. Landing fee for turbines and jets. Overnight tiedown fee. Rwy 16–34 marked with numbers, centerline and aiming points only. Rwy 16–34 parallel twy clsd indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **AUSTIN APP/DEP CON** 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 261° 24.1 NM to fld. 593/6E.
COMM/NAV/WEATHER REMARKS: 2–way radio communications required on UNICOM freq. UNICOM not monitored.



AUSTIN N30°17.55′ W97°42.07′ — SAN ANTONIO
RCO 122.55 (SAN ANGELO RADIO) — L–19C

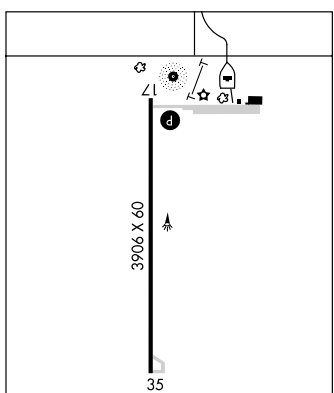
AVENGER FLD (See SWEETWATER)

BAILES (See ANGLETON)

BALLINGER N31°40.83′ W99°58.50′ NOTAM FILE SJT. — SAN ANTONIO
NDB (MHW) 239 UBC at Bruce Fld. — L–19B

BALLINGER

BRUCE FLD (E3Ø) 5 SW UTC−6(−5DT) N31°40.47′ W99°58.62′ — SAN ANTONIO
1738 B **FUEL** 100LL NOTAM FILE SJT — L–19B
RWY 17–35: H3906X60 (ASPH) S–20 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0°. TCH 39′. Road.
AIRPORT REMARKS: Attended continuously. For fuel call 325–365–3907/3511/3591/5137. Cash or check only. For arpt attendant call 325–365–3907. Deer on and invof arpt. ACTIVATE PAPI Rwy 17—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SAN ANGELO APP/DEP CON** 125.35 (1200–0300Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 126.15 (0300–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 044° 30.4 NM to fld. 1890/10E.
BALLINGER NDB (MHW) 239 UBC N31°40.83′ W99°58.50′ at fld.



BITER FOUR ARRIVAL (BITER.BITER4)

AUSTIN, TEXAS

INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

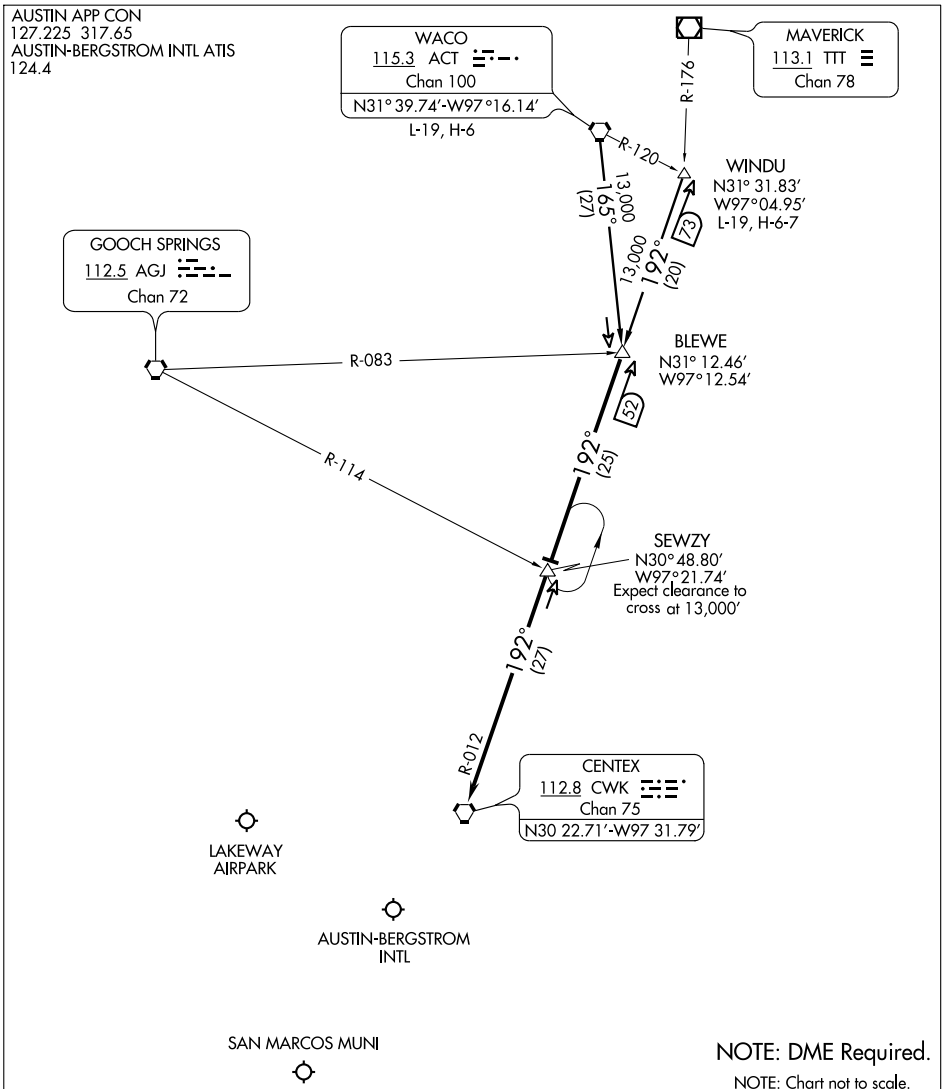
. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BITER FOUR ARRIVAL (BITER.BITER4)
AUSTIN, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

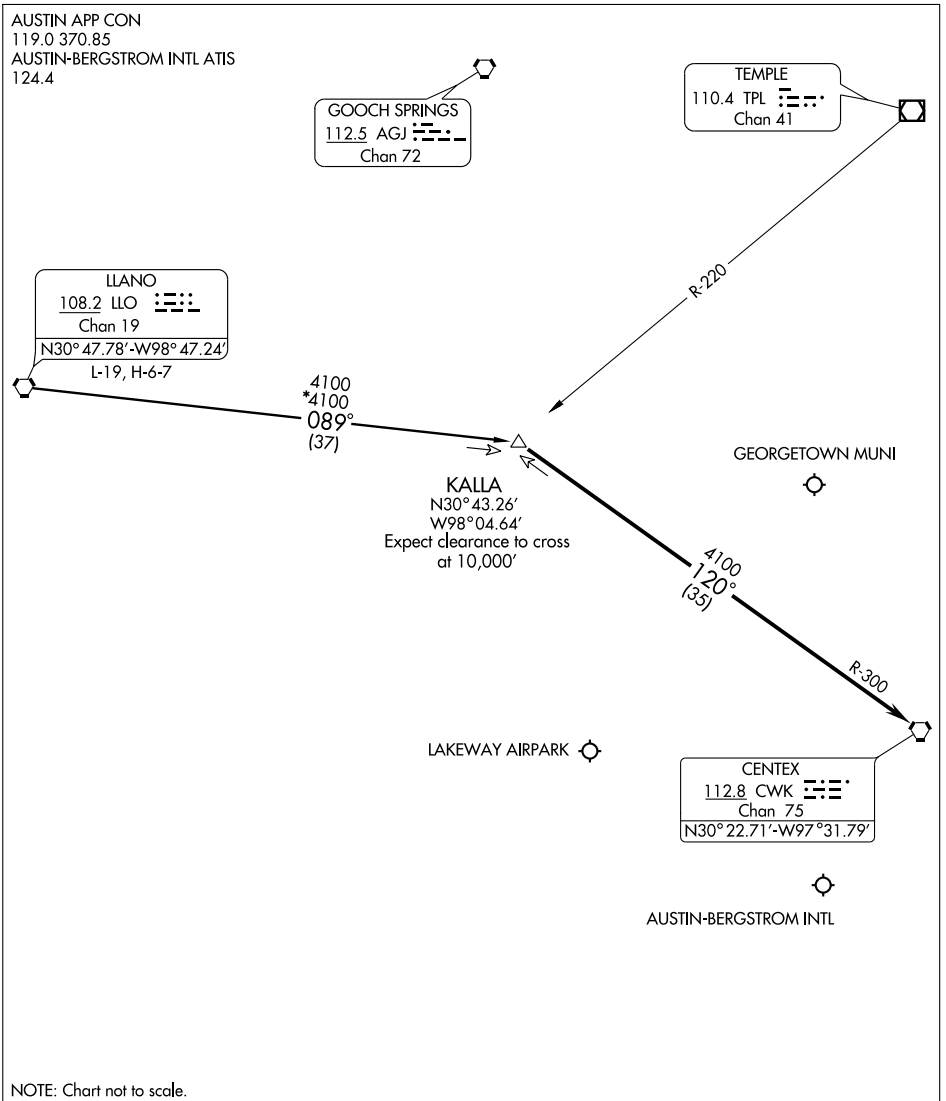
. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3148
162°	TDZE	903
	Apt Elev	909

RNAV (GPS) RWY 16

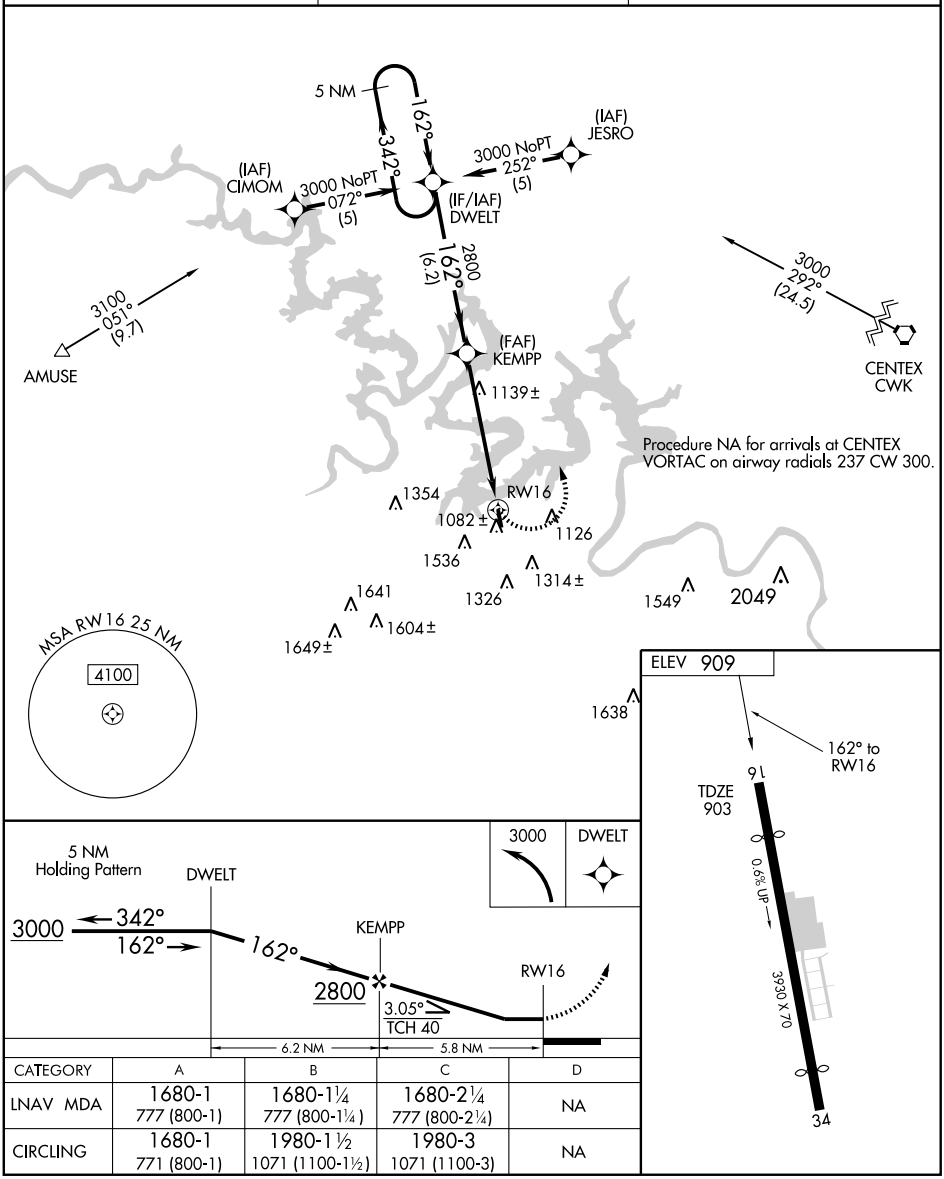
AUSTIN/ LAKEWAY AIRPARK (3R9)

Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.

GEORGETOWN AWOS-3	AUSTIN APP CON	UNICOM
118.6	119.0 370.85	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1680-1 777 (800-1)	1680-1¼ 777 (800-1¼)	1680-2¼ 777 (800-2¼)	NA
CIRCLING	1680-1 771 (800-1)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CWK 112.8 Chan 75	APP CRS 081°	Rwy Idg N/A TDZE N/A Apt Elev 909

VOR/DME-A

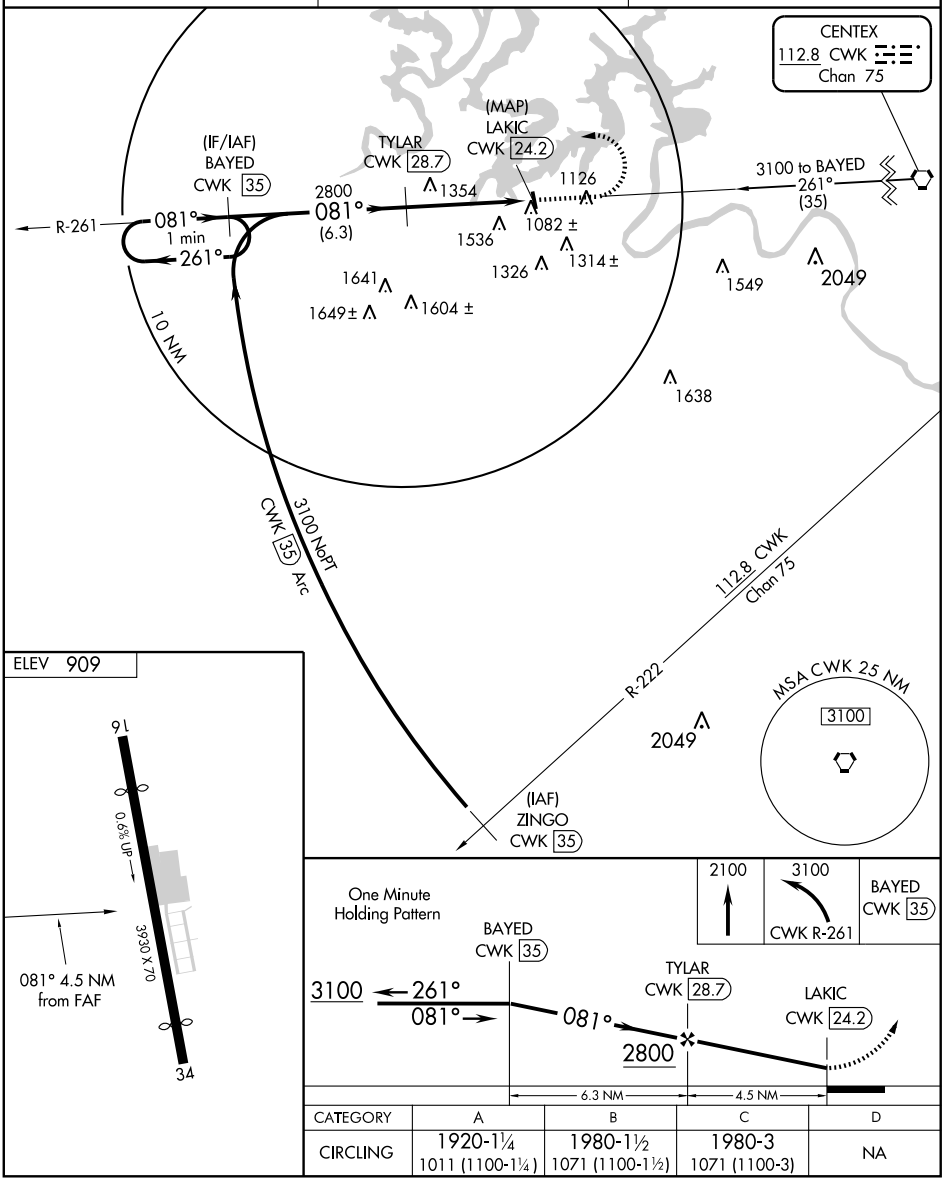
AUSTIN/ LAKEWAY AIRPARK (3R9)

Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2100 then climbing left turn to 3100 via CWK VORTAC R-261 to BAYED/35 DME and hold.

GEORGETOWN AWOS-3	AUSTIN APP CON	UNICOM
118.6	119.0 370.85	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1920-1¼ 1011 (1100-1¼)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

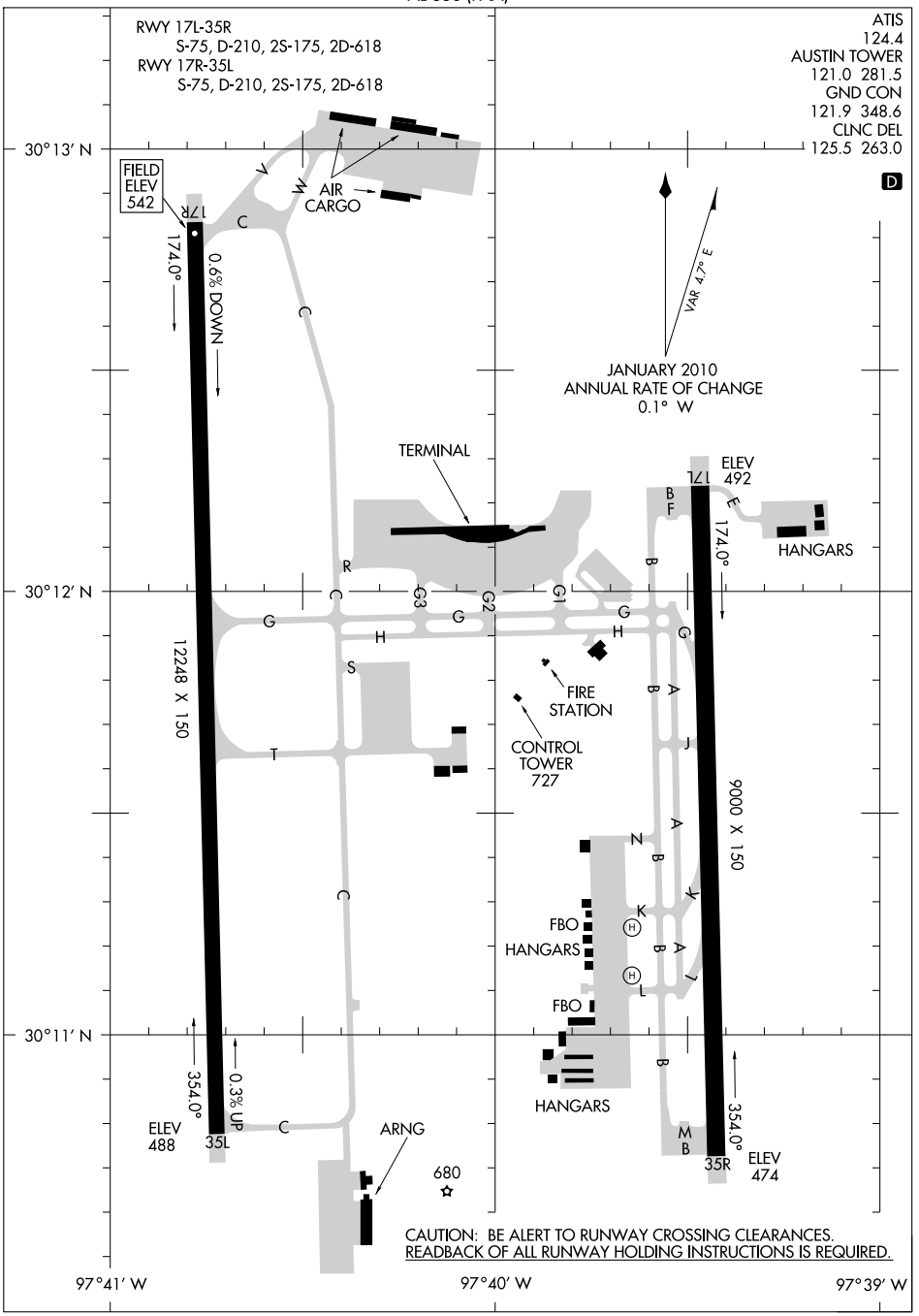
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

AL-556 (FAA)



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)

10210

AUSTIN

AUSTIN–BERGSTROM INTL (AUS) 5 SE UTC–6(–5DT) N30°11.67′ W97°40.19′ SAN ANTONIO

542 B S2 **FUEL** 100LL, JET A OX 3, 4 LRA Class I, ARFF Index D NOTAM FILE AUS **H–7C, L–19C, 21A**

RWY 17R–35L: H12248X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–618 HIRL **IAP, AD**

RWY 17R: MALS. PAPI(P4L). Rgt. tfc. 0.6% down.

RWY 35L: MALSR. PAPI(P4L). 0.3% up.

RWY 17L–35R: H9000X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–618 HIRL CL

RWY 17L: ALSF2. TDZL. PAPI(P4L). GA 3.0° TCH 74′. Tower.

RWY 35R: MALSR. TDZL. PAPI(P4L). Rgt tfc.

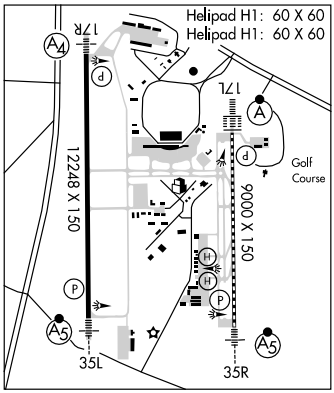
RUNWAY DECLARED DISTANCE INFORMATION

RWY 17L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

RWY 17R: TORA–12248 TODA–12248 ASDA–12248 LDA–12248

RWY 35L: TORA–12248 TODA–12248 ASDA–12248 LDA–12248

RWY 35R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000



AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwy 17L and Rwy 35R runway visual range touchdown, midfield and rollout avbl. Rwy 17R and 35L runway visual range touchdown and rollout avbl. PPR general aviation acft on the passenger terminal apron, call ops 512–530–7550. During the hrs 0600–1200Z‡ arriving acft will be assigned Rwy 35L or Rwy 35R and departing acft will be assigned Rwy 17R and Rwy 17L to avoid noise sensitive areas. Declared low visibility conditions require twr communication prior to push back. Power backs are prohibited during these periods. PPR engine maintenance run–ops call ops 512–530–7550. Terminal apron outer taxilane clsd 0200–1400Z‡. Twy G3 clsd north of Twy G 0200–1400Z‡.

WEATHER DATA SOURCES: ASOS (512) 369–7881. WSP.

COMMUNICATIONS: UNICOM 122.95 **D–ATIS** 124.4 (512) 369–7867.

AUSTIN RCO 122.55 (SAN ANGELO RADIO)

Ⓡ **AUSTIN APP/DEP CON** 127.225 (355°–175°) 119.0 (176°–354°)

AUSTIN TOWER 121.0 **GND CON** 121.9 121.7 **CLNC DEL** 125.5

AIRSPACE: CLASS C svc continuous ctc **APP CON.**

RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.

CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 207° 13.2 NM to fld. 593/6E.

CREED NDB (LOM) 255 BS N30°05.38′ W97°40.56′ 357° 6.3 NM to fld.

ILS/DME 110.95 I–GFQ Chan 46(Y) Rwy 17R. Class IE. DME also serves Rwy 35L.

ILS/DME 110.95 I–BSM Chan 46(Y) Rwy 35L. Class IE. LOM CREED NDB. DME also serves Rwy 17R.

ILS/DME 110.5 I–VNK Chan 42 Rwy 17L. Class IIIE. DME also shared with Rwy 35R.

ILS/DME 110.5 I–HCE Chan 42 Rwy 35R. Class IE. DME also shared with Rwy 17L.

HELIPAD H1: H60X60 (CONC)

HELIPAD H2: H60X60 (CONC)

HELIPAD H3: H50X50 (CONC) Cardwell army helipad H3 is rstd to military use only.

AUSTIN EXECUTIVE (EDC) 12 NE UTC–6(–5DT) N30°23.85′ W97°33.98′ SAN ANTONIO

620 **FUEL** 100LL NOTAM FILE SJT **H–7C, L–19C, 21A**

RWY 13–31: H6025X100 (ASPH) D–90 MIRL **IAP**

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Dsplcd thld 600′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 16–34: H1550X25 (ASPH) S–8

AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 13–31 CLOSED indef. Fuel avbl 24 hrs with credit card. Acft tiedowns and buildings within Rwy 16–34 primary sfc. Rwy 16–34 twy unmarked. Touch and go landings prohibited. Rwy 13–31 MIRL OTS indef. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously.

WEATHER DATA SOURCES: AWOS–3 118.825 (512) 616–2967.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **AUSTIN APP/DEP CON** 127.225 (355°–175°) 119.0 (176°–354°)

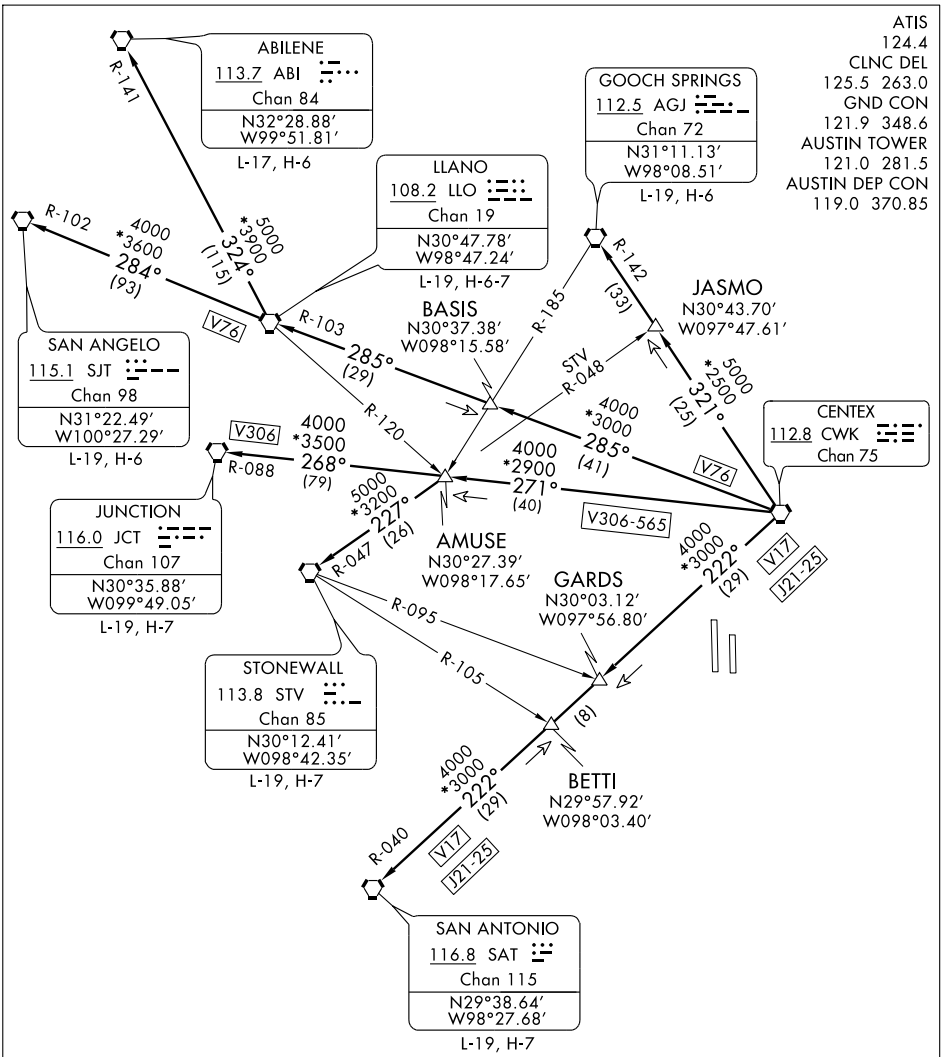
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION:

CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 295° 2.2 NM to fld.

AUSTIN THREE DEPARTURE

SL-556 (FAA)



TAKE-OFF MINIMUMS:

Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498′ from DER, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from DER, 585′ right of centerline, 55′ AGL/498′ MSL.
Rwy 17R: Trees 1007′ from DER, 739′ right of centerline, up to 61′ AGL/523′ MSL.
Rwy 35R: Tree 817′ from DER, 664′ right of centerline, 55′ AGL/528′ MSL.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors, maintain 4000, expect filed altitude 10 minutes after departure, thence via assigned transition.

ABILENE TRANSITION (AUS3.ABI): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS3.AGJ): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS3.JCT): From over CWK VORTAC via CWK R-271 and JCT R-088 to JCT VORTAC.

LLANO TRANSITION (AUS3.LLO): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC.

SAN ANGELO TRANSITION (AUS3.SJT): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS3.SAT): From over CWK VORTAC via CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS3.STV): From over CWK VORTAC via CWK R-271 to AMUSE INT, then via STV R-047 to STV VORTAC.

BITER FOUR ARRIVAL (BITER.BITER4)

AUSTIN, TEXAS

INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

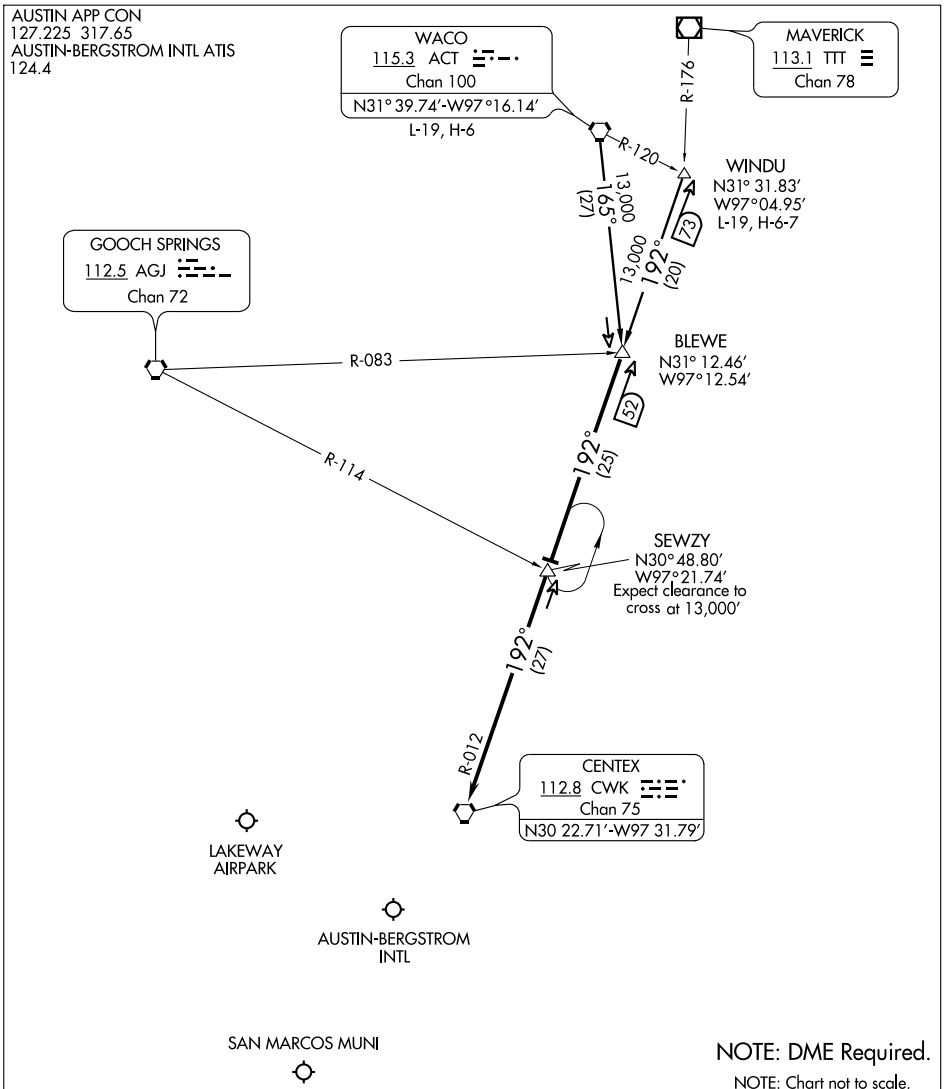
. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BITER FOUR ARRIVAL (BITER.BITER4)
AUSTIN, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

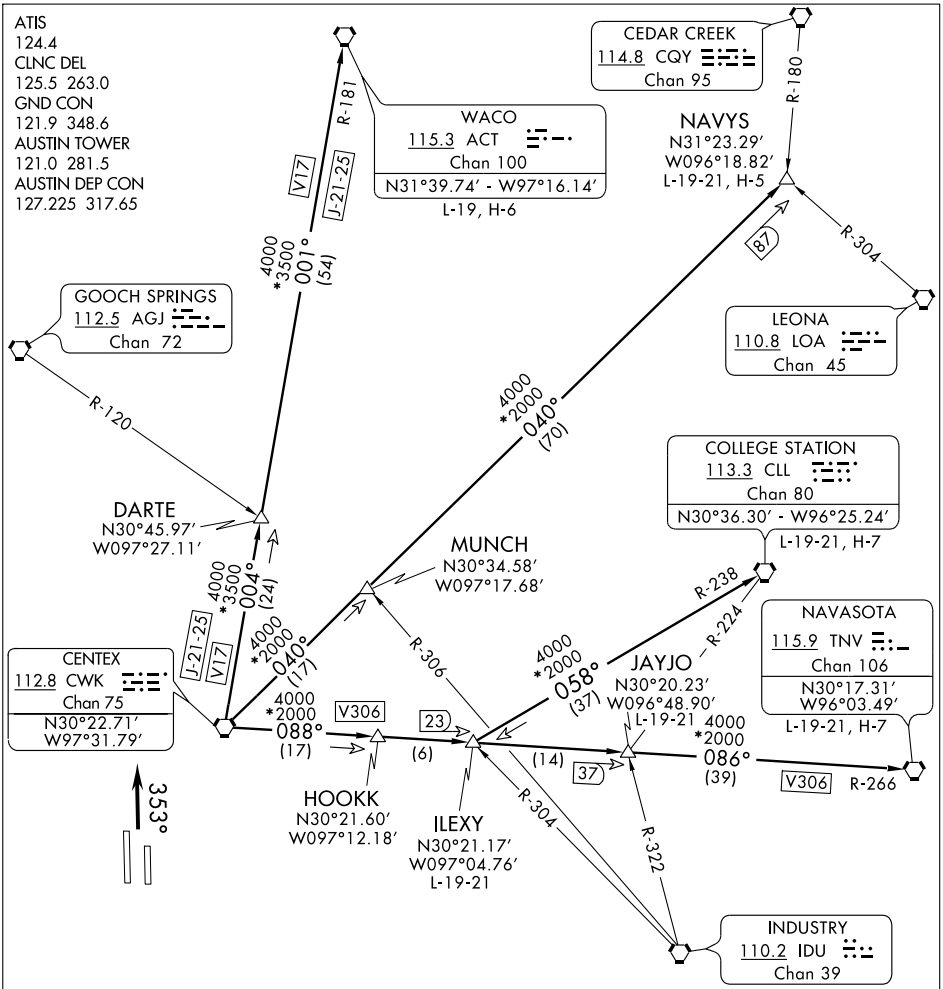
. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS

CENTEX FOUR DEPARTURE

SL-556 (FAA)



NOTE: Radar Required.

TAKE-OFF MINIMUMS:
Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498' from DER, 576' left of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' right of centerline, 55' AGL/498' MSL.
Rwy 17R: Trees 1007' from DER, 739' right of centerline, up to 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' right of centerline, 55' AGL/528' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence . . . .

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK4.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK4.ILEXY): (For turboprop and turbojet aircraft landing HOU; for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over CWK VORTAC via CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK4.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK4.TNV): From over CWK VORTAC via CWK R-088 and TNV R-266 to TNV VORTAC.

NAVYS TRANSITION (CWK4.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK4.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.

LOC I-VNK 110.5 Chan 42	APP CRS 173°	Rwy Idg 9000 TDZE 492 Apt Elev 542

ILS or LOC RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17R. For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2 (A)

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120° 3100 2600 025°

10 NM

DOFFS INT
I-VNK 16.5
RADAR

SCALI INT
I-VNK 12.5
RADAR

GAPPI INT
I-VNK 7.7
RADAR

CENTEX
112.8 CWK
Chan 75

353° 173° 4000 #* (4) 2500 (14.9)

R-297 R-268 R-231

2049 1402 1034 1638 1448 659 799 846 580 ± MM 695 ± IM 866 ± 819 842 1030

LOCALIZER 110.5
I-VNK
Chan 42

MISSED APCH FIX
112.8 CWK Chan 75
113.3 CLL Chan 80
110.2 IDU Chan 39
R-281 128° 308° R-232 R-128
BASTO CWK 17.7

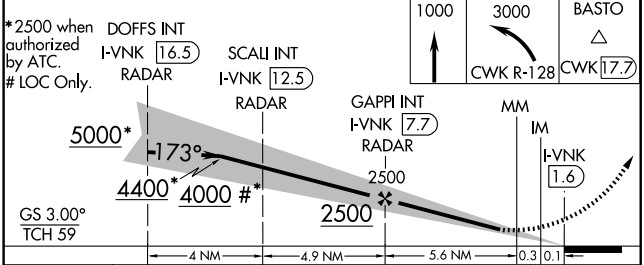
LOC Only.
* 2500 when authorized by ATC.

ELEV 542 D

17R 17L TDZE 492
0.6% DOWN
173° 6 NM from FAF
12,248 X 150
9000 X 150
0.3% UP
727
680
35L 35R

TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

*2500 when authorized by ATC.
LOC Only.



CATEGORY	A	B	C	D	E
S-ILS 17L	692/18 200 (200-½)				
S-LOC 17L	940/24 448 (400-½)		940/40 448 (400-¾)	940/50 448 (400-1)	
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GFQ	APP CRS	Rwy Idg	12248
110.95	173°	TDZE	542
Chan 46 (Y)		Apt Elev	542

ILS or LOC RWY 17R

AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17L.

MALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
025°
3100
2600

(IF)
CHADE INT
I-GFQ 14.6
RADAR

353°
173°
(4)
(3.8)
*#2900
*2100

CENTEX
112.8 CWK
Chan 75

R-281
R-253
R-230
R-222

BROMS INT
I-GFQ 10.6
RADAR

HOMAL INT
I-GFQ 6.8
RADAR

#2100 when authorized by ATC
* LOC only

2049
1402
1034
688 ±
580 ±
1638
1448
659
799
846
695 ±
819
842
1030

10 NM

LOCALIZER 110.95
I-GFQ
Chan 46 (Y)

MISSED APCH FIX
GARDS
CWK 29.2
CWK R-222
113.8 STV
Chan 85
R-095
042°
222°
R-222

ALTERNATE MISSED APCH FIX
CREED LOM
BS 255
173°
353°

ELEV 542 D
173° 4.6 NM from FAF
17R
TDZE 542
17L
0.6% DOWN
12,248 X 150
727
9000 X 150
0.3% UP
680
35L
35R
TDZ/CL Rwys 17L and 35R
HIRL Rwy 17L-35R and 17R-35L

CHADE INT
I-GFQ 14.6
RADAR
BROMS INT
I-GFQ 10.6
RADAR
HOMAL INT
I-GFQ 6.8
RADAR
#4000
173°
#3400
*#2900
2100
*2100
I-GFQ
3.3
I-GFQ
2.2
GS 3.00°
TCH 59
#2100 when authorized by ATC.
4 NM
3.8 NM
3.5 NM
1.1

1000	3500	GARDS
	CWK R-222	CWK 29.2

* LOC only

CATEGORY	A	B	C	D	E
S-ILS 17R	742/40 200 (200-¾)				
S-LOC 17R	940/40 398 (400-¾)			940/60 398 (400-1¼)	940-1½ 398 (400-1½)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BSM	APP CRS	Rwy Idg	12248
110.95	353°	TDZE	496
Chan 46 (Y)		Apt Elev	542

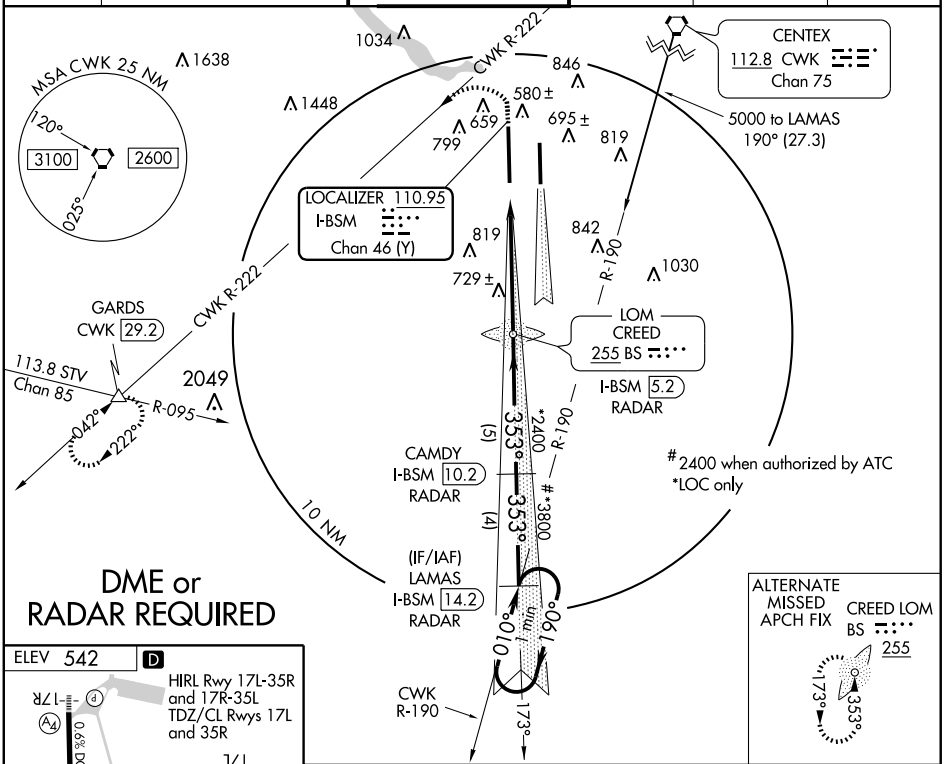
ILS or LOC RWY 35L
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35R. For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000, and S-LOC 35L Cat E visibility to 1¾ mile. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

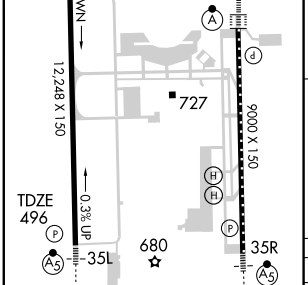
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

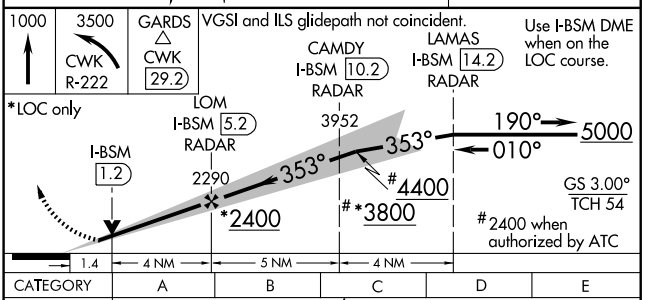
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



DME or RADAR REQUIRED



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35L	** 696/24 200 (200-½)				
S-LOC 35L	980/24 484 (500-½)		980/40 484 (500-¾)	980/50 484 (500-1)	980/60 484 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-HCE 110.5 Chan 42	APP CRS 353°	Rwy Idg 9000 TDZE 480 Apt Elev 542

ILS or LOC RWY 35R

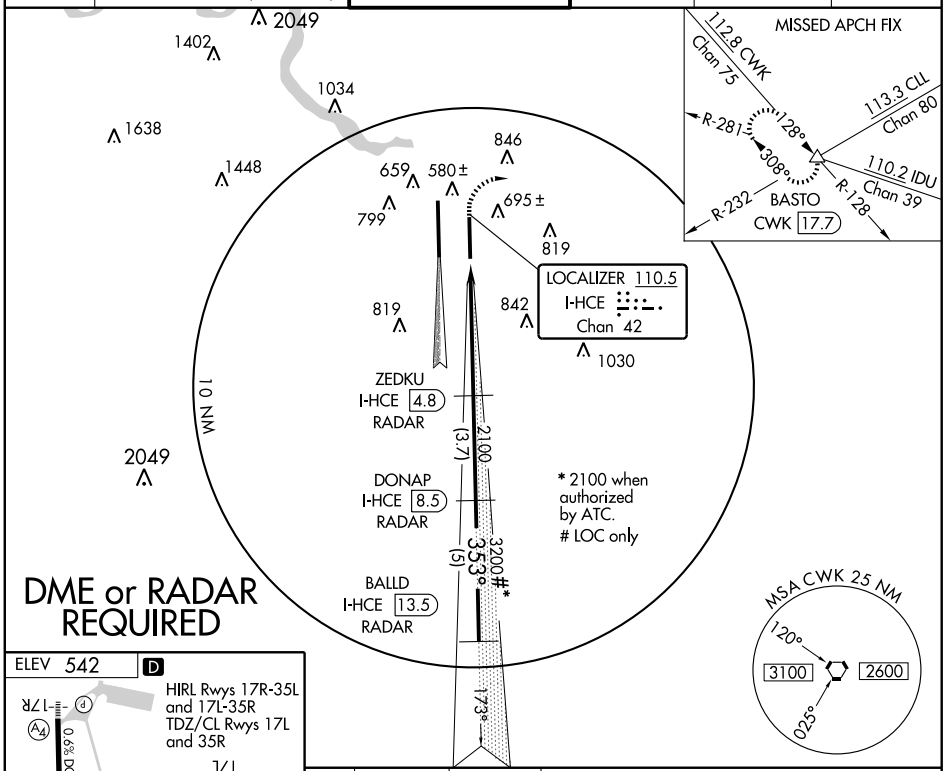
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35L. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾ miles.

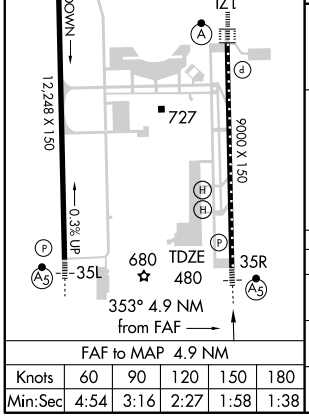
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

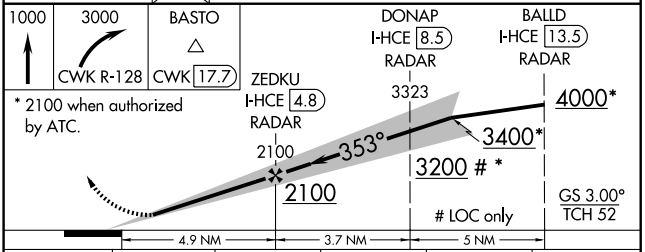


DME or RADAR REQUIRED



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 35R	680/18 200 (200-½)				
S-LOC 35R	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT II)

AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
3100
2600
025°

10 NM

353°

DOFFS INT
I-VNK 16.5
RADAR

SCALI INT
I-VNK 12.5
RADAR

GAPPI INT
I-VNK 7.7
RADAR

173°
(4)
4000 #*
(14.9)
2500

CENTEX
112.8 CWK
Chan 75

R-297
R-268
R-231

2049
1402
1034
1638
1448
659
799
866 ±
846
580 ±
MM
695 ±
IM
819

LOCALIZER 110.5
I-VNK
Chan 42

819
842
1030

LOC Only.
* 2500 when authorized by ATC.

MISSED APCH FIX
112.8 CWK
Chan 75
113.3 CLL
Chan 80
110.2 IDU
Chan 39
R-281
128°
308°
R-232
R-128
BASTO
CWK 17.7

1000	3000	BASTO
↑	CWK R-128	CWK 17.7

DOFFS INT
I-VNK 16.5
RADAR

SCALI INT
I-VNK 12.5
RADAR

GAPPI INT
I-VNK 7.7
RADAR
2500

5000*
173°
GS 3.00°
TCH 59
4400*
MM
DH
IM
492
MSL
RA 105

* 2500 when authorized by ATC.

4 NM | 4.9 NM | 5.6 NM | 1822′ | 851¼ | 1200′

CATEGORY	A	B	C	D
S-ILS 17L	RA 105/12 100 DA 592			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 542 D

17R
0.6% DOWN
17L
TDZE
492
12,248 X 150
727
9000 X 150
0.3% UP
35L
680
35R

HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT III)
AUSTIN-BERGSTROM INTL (AUS)

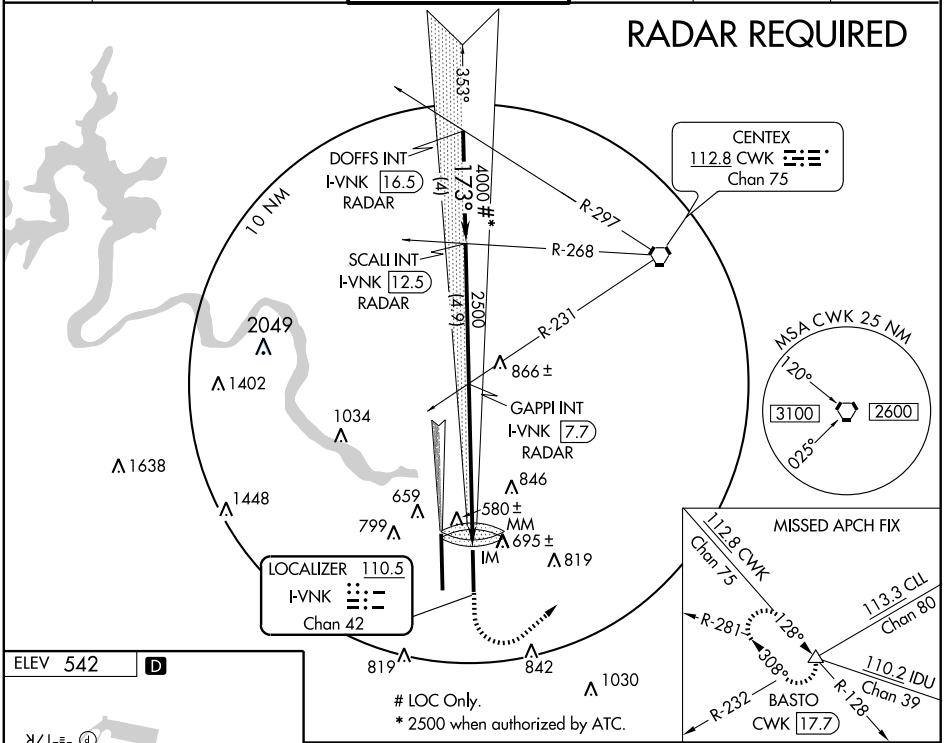
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

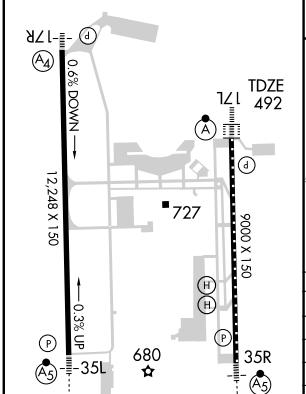
ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

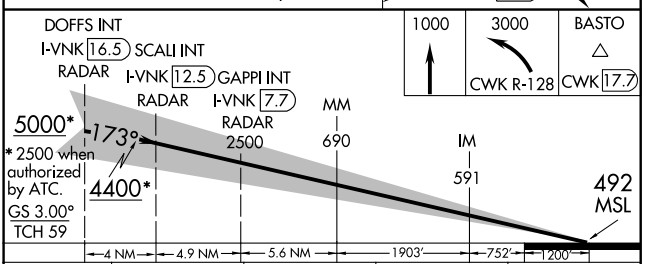
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R



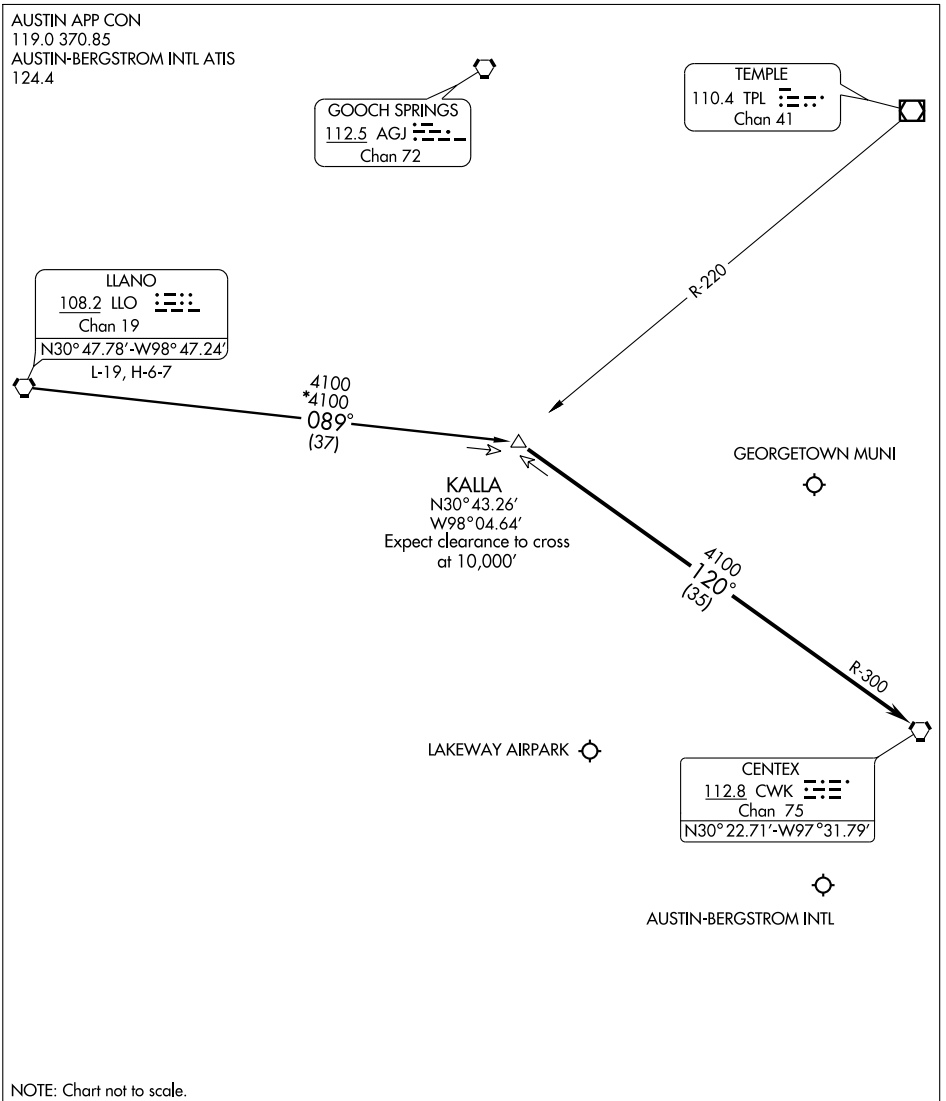
CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

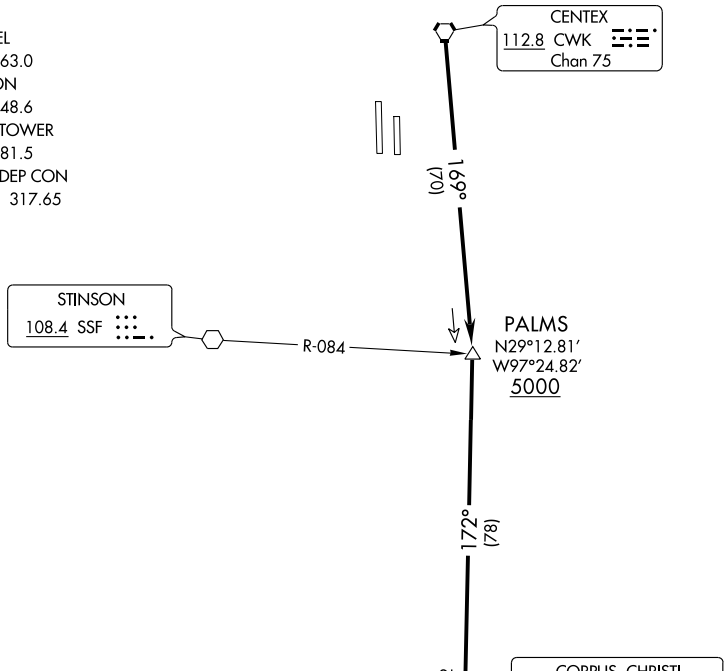
KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

ATIS
124.4
CLNC DEL
125.5 263.0
GND CON
121.9 348.6
AUSTIN TOWER
121.0 281.5
AUSTIN DEP CON
127.225 317.65



TAKE-OFF MINIMUMS:

Rwys 17L/17R, standard.
Rwy 35L, standard with an obstacle climb of 227′ per NM to 2600.
Rwy 35R, standard with an obstacle climb of 204′ per NM to 2600.

NOTE: Rwy 17L, multiple trees beginning 498′ from departure end of runway, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from departure end of runway, 584′ right of centerline, 55′ AGL/498′ MSL.
NOTE: Rwy 17R, multiple trees beginning 1007′ from departure end of runway, 730′ right of centerline to 603′ left of centerline up to 61′ AGL/540′ MSL.
NOTE: Rwy 35R, tree 816′ from departure end of runway, 663′ right of centerline, 55′ AGL/528′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors to CWK VORTAC, maintain 4000, expect filed altitude 10 minutes after departure, then via CWK R-169 to PALMS INT, cross PALMS INT at or above 5000, then via CRP R-352 to CRP VORTAC.

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

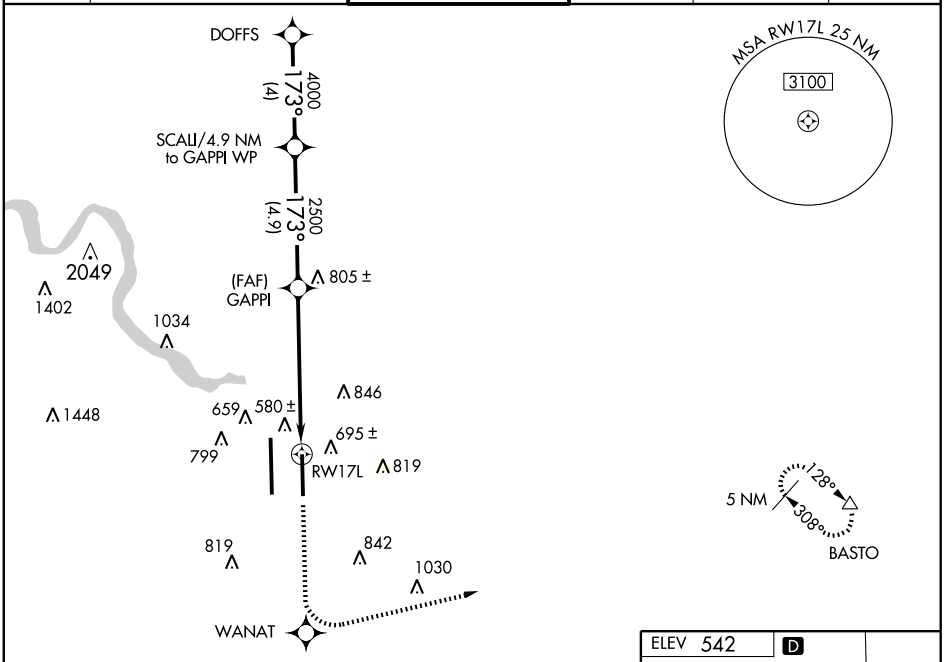
APP CRS	Rwy Idg	9000
173°	TDZE	492
	Apt Elev	542

Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1¾.

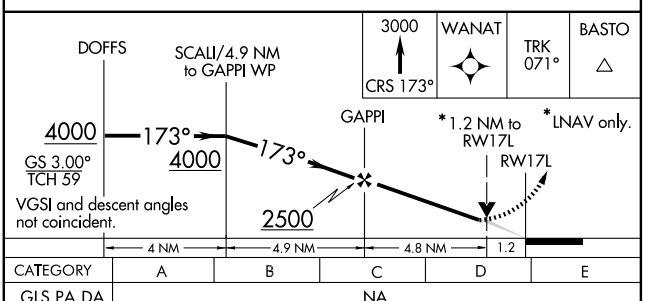
ALSF-2

MISSED APPROACH: Climb to 3000 via 173° course to WANAT then via 071° track to BASTO and hold.

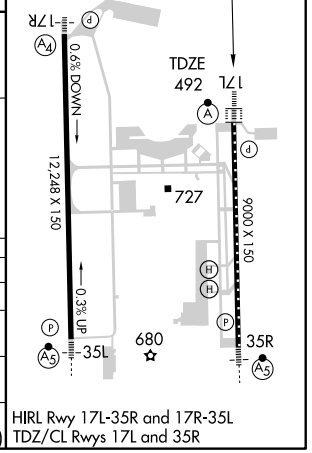
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/60 508 (500-1¼)				
LNAV MDA	960/24 468 (500-½)		960/40 468 (500-¾)	960/50 468 (500-1)	960/60 468 (500-1¼)
CIRCLING	1040-1¾ 498 (500-1¾)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	12248
173°	TDZE	542
	Apt Elev	542

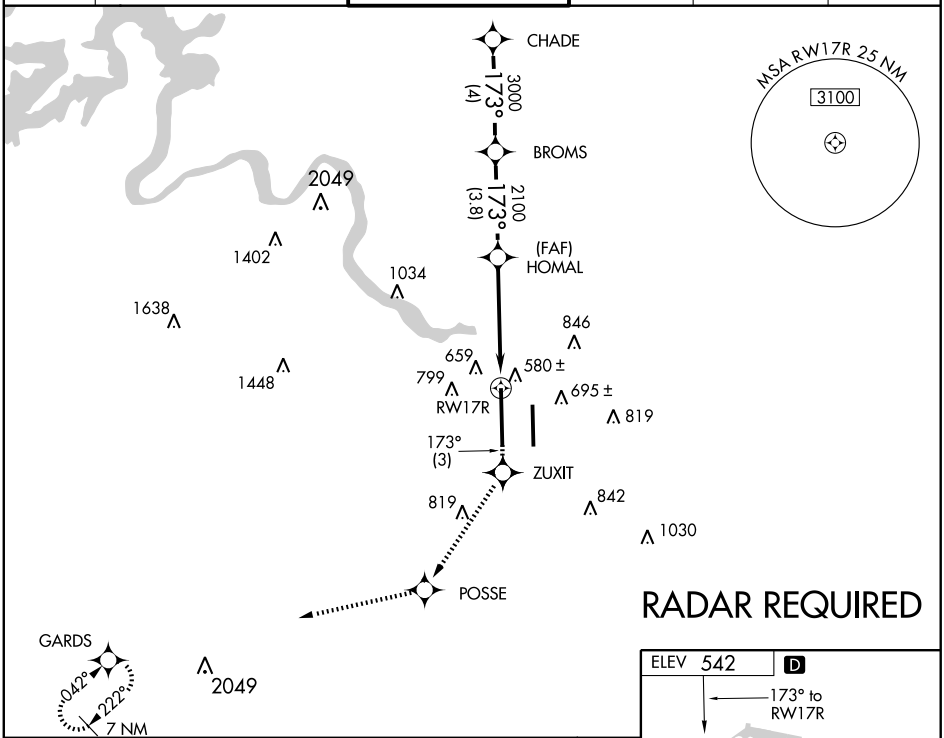
RNAV (GPS) RWY 17R
AUSTIN-BERGSTROM INTL (AUS)

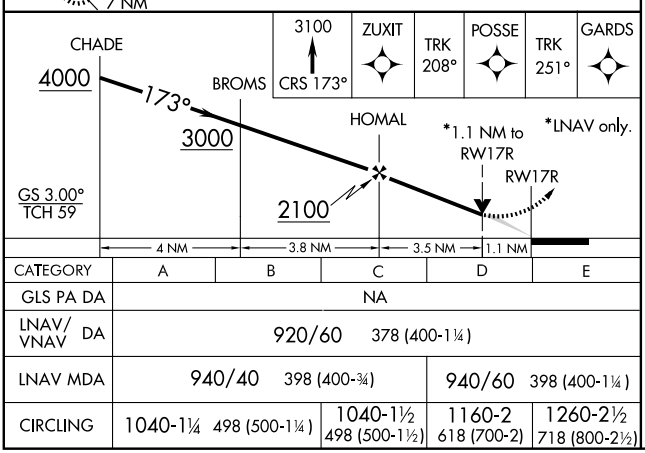
Baro-VNAV NA below -16°C (4°F).
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV/VNAV.
For inoperative MALS, increase LNAV Cat E visibility to ½.

MALS

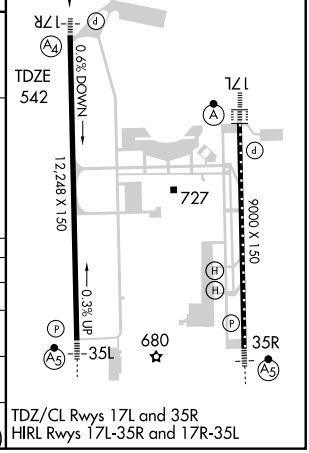
MISSED APPROACH: Climb to 3100 via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° track to GARDS and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	920/60 378 (400-1¼)				
LNAV MDA	940/40 398 (400-¾)			940/60 398 (400-1¼)	
CIRCLING	1040-1¼ 498 (500-1¼)	1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)	



TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35R

AUSTIN-BERGSTROM INTL (AUS)

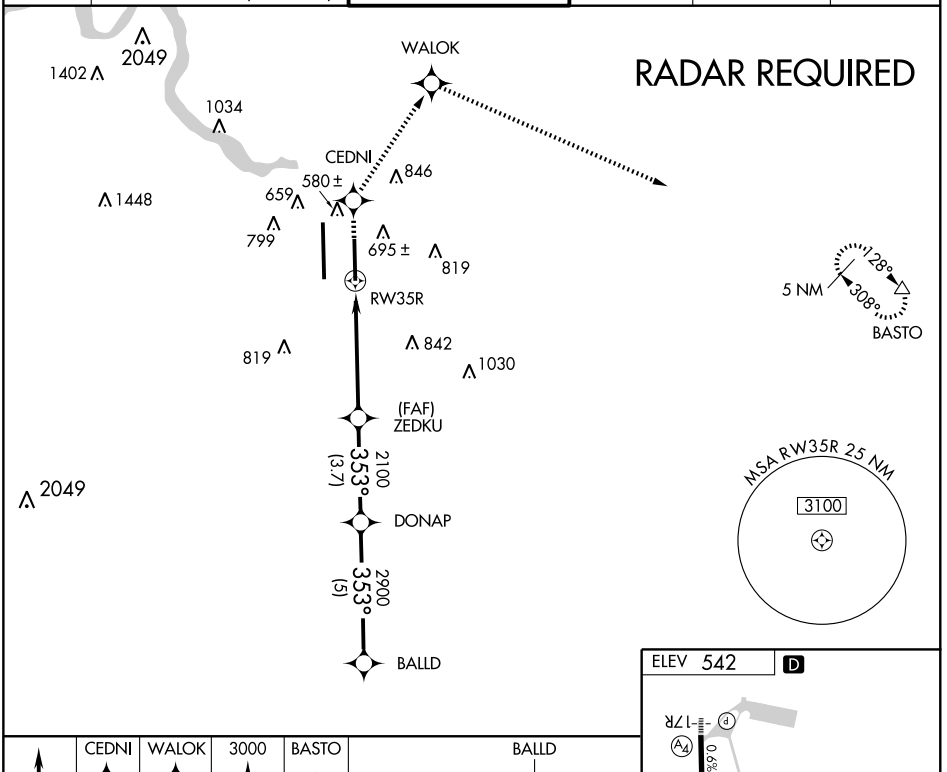
APP CRS	Rwy Idg	9000
353°	TDZE	480
	Apt Elev	542

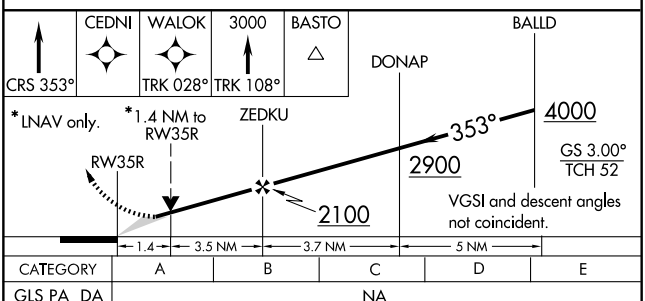
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

MALSR

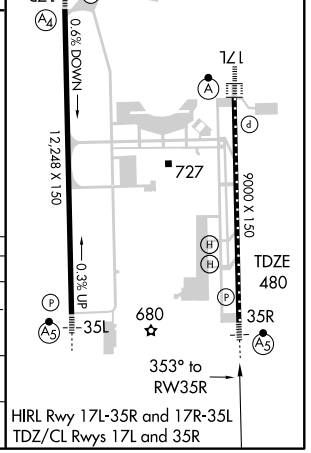
MISSED APPROACH: Climb via 353° course to CEDNI then via 028° to track to WALOK then via 108° track to 3000 to BASTO and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	880/50 400 (400-1)				
LNAV MDA	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1½ 498 (500-1½)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

RNAV (GPS) Y RWY 35L

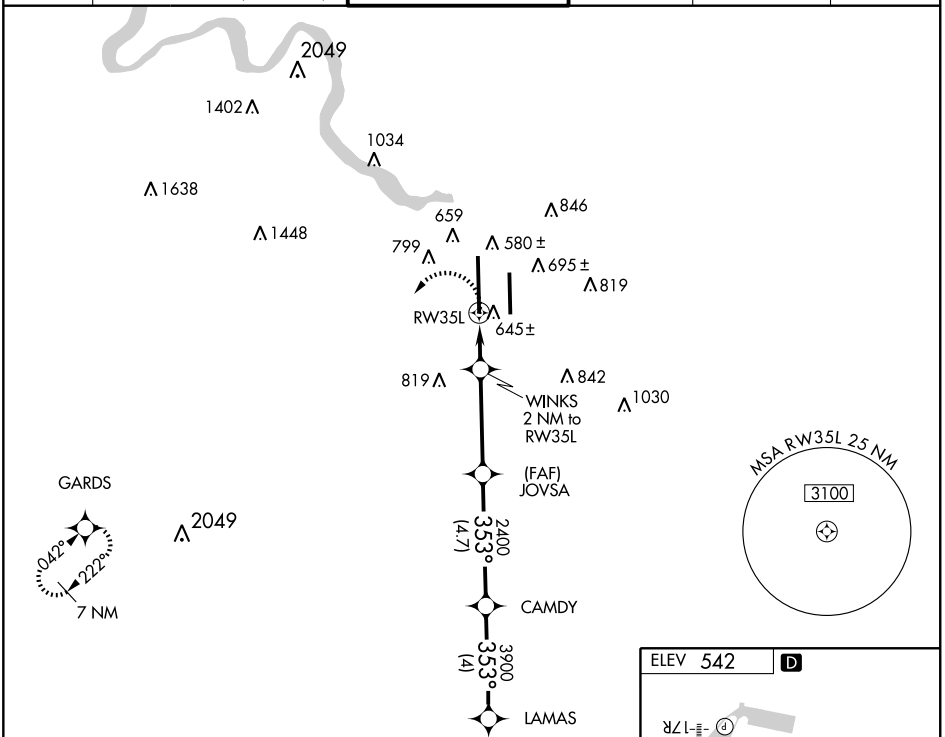
AUSTIN-BERGSTROM INTL (AUS)

GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

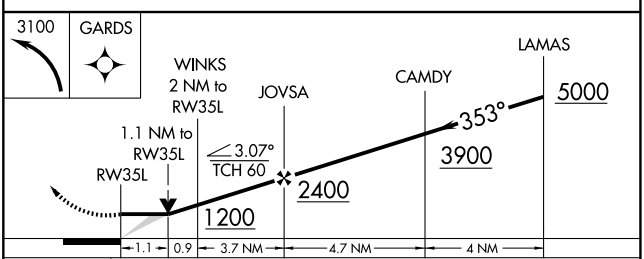
MALSR

MISSED APPROACH: Climbing left turn to 3100 direct GARDS and hold.

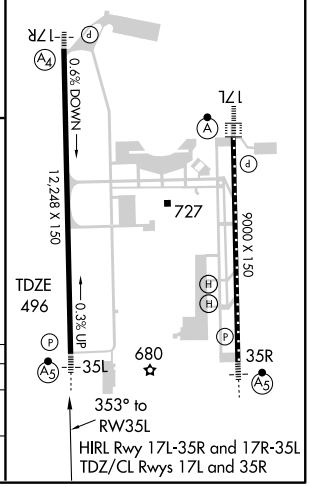
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV MDA	900/24	404 (400-½)	900/40 404 (400-¾)	900/50	404 (400-1)
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

RNAV (GPS) Z RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

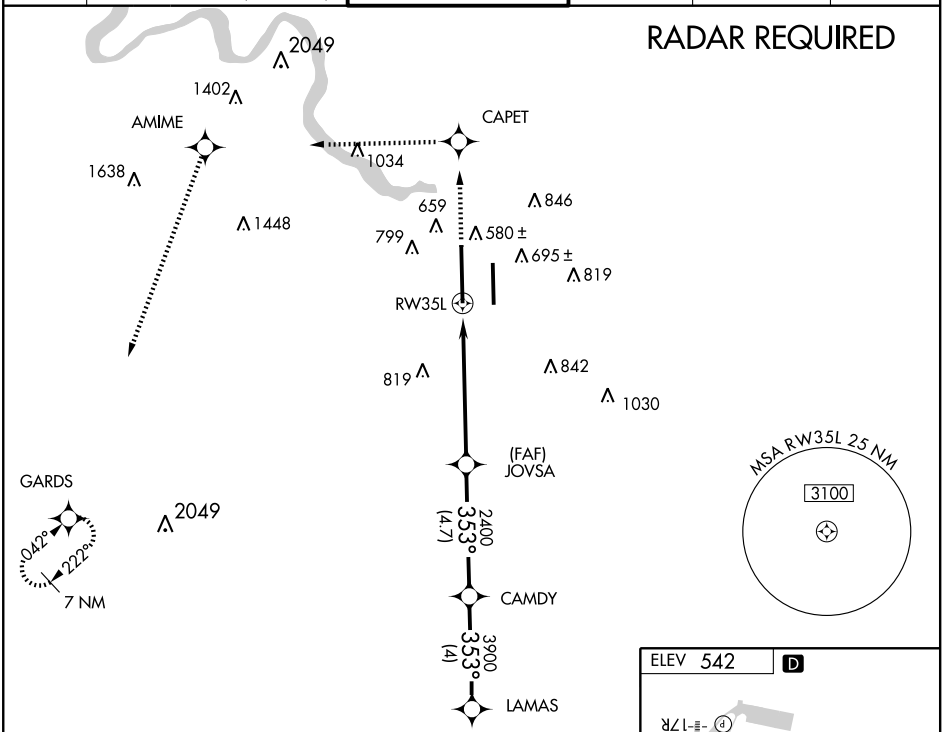
Baro-VNAV NA Below -16°C (4°F). GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2¼.

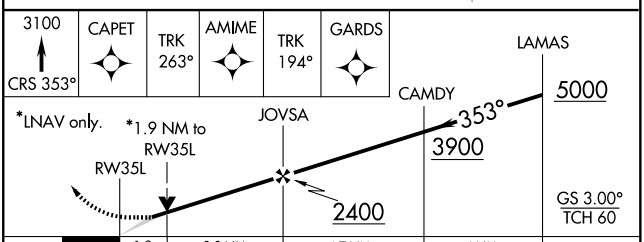
MALSR

MISSED APPROACH: Climb to 3100 via 353° course to CAPET then via 263° track to AMIME then via 194° track to GARDS and hold.

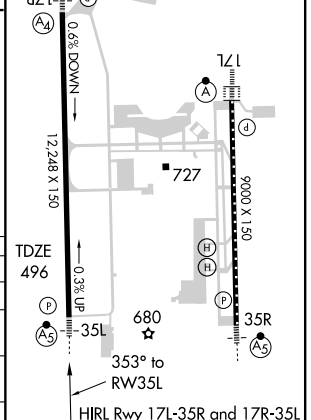
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	900/50 404 (400-1)				
LNAV MDA	1140/24 644 (700-½)		1140/60 644 (700-1¼)	1140-1½ 644 (700-1½)	1140-1¾ 644 (700-1¾)
CIRCLING	1140-1½ 598 (600-1½)		1140-1¾ 598 (600-1¾)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AUSTIN

AUSTIN–BERGSTROM INTL (AUS) 5 SE UTC–6(–5DT) N30°11.67′ W97°40.19′ SAN ANTONIO

542 B S2 **FUEL** 100LL, JET A OX 3, 4 LRA Class I, ARFF Index D NOTAM FILE AUS **H–7C, L–19C, 21A**

RWY 17R–35L: H12248X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–618 HIRL **IAP, AD**

RWY 17R: MALS. PAPI(P4L). Rgt. tfc. 0.6% down.

RWY 35L: MALSR. PAPI(P4L). 0.3% up.

RWY 17L–35R: H9000X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–618 HIRL CL

RWY 17L: ALSF2. TDZL. PAPI(P4L). GA 3.0° TCH 74′. Tower.

RWY 35R: MALSR. TDZL. PAPI(P4L). Rgt tfc.

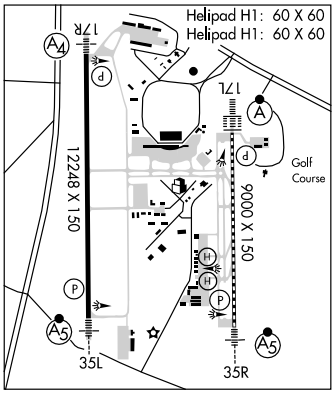
RUNWAY DECLARED DISTANCE INFORMATION

RWY 17L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000

RWY 17R: TORA–12248 TODA–12248 ASDA–12248 LDA–12248

RWY 35L: TORA–12248 TODA–12248 ASDA–12248 LDA–12248

RWY 35R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000



AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwy 17L and Rwy 35R runway visual range touchdown, midfield and rollout avbl. Rwy 17R and 35L runway visual range touchdown and rollout avbl. PPR general aviation acft on the passenger terminal apron, call ops 512–530–7550. During the hrs 0600–1200Z‡ arriving acft will be assigned Rwy 35L or Rwy 35R and departing acft will be assigned Rwy 17R and Rwy 17L to avoid noise sensitive areas. Declared low visibility conditions require twr communication prior to push back. Power backs are prohibited during these periods. PPR engine maintenance run–ops call ops 512–530–7550. Terminal apron outer taxilane clsd 0200–1400Z‡. Twy G3 clsd north of Twy G 0200–1400Z‡.

WEATHER DATA SOURCES: ASOS (512) 369–7881. WSP.

COMMUNICATIONS: UNICOM 122.95 **D–ATIS** 124.4 (512) 369–7867.

AUSTIN RCO 122.55 (SAN ANGELO RADIO)

Ⓡ **AUSTIN APP/DEP CON** 127.225 (355°–175°) 119.0 (176°–354°)

AUSTIN TOWER 121.0 **GND CON** 121.9 121.7 **CLNC DEL** 125.5

AIRSPACE: CLASS C svc continuous ctc **APP CON.**

RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.

CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 207° 13.2 NM to fld. 593/6E.

CREED NDB (LOM) 255 BS N30°05.38′ W97°40.56′ 357° 6.3 NM to fld.

ILS/DME 110.95 I–GFQ Chan 46(Y) Rwy 17R. Class IE. DME also serves Rwy 35L.

ILS/DME 110.95 I–BSM Chan 46(Y) Rwy 35L. Class IE. LOM CREED NDB. DME also serves Rwy 17R.

ILS/DME 110.5 I–VNK Chan 42 Rwy 17L. Class IIIE. DME also shared with Rwy 35R.

ILS/DME 110.5 I–HCE Chan 42 Rwy 35R. Class IE. DME also shared with Rwy 17L.

HELIPAD H1: H60X60 (CONC)

HELIPAD H2: H60X60 (CONC)

HELIPAD H3: H50X50 (CONC) Cardwell army helipad H3 is rstd to military use only.

AUSTIN EXECUTIVE (EDC) 12 NE UTC–6(–5DT) N30°23.85′ W97°33.98′ SAN ANTONIO

620 **FUEL** 100LL NOTAM FILE SJT **H–7C, L–19C, 21A**

RWY 13–31: H6025X100 (ASPH) D–90 MIRL **IAP**

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Dsplcd thld 600′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 16–34: H1550X25 (ASPH) S–8

AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 13–31 CLOSED indef. Fuel avbl 24 hrs with credit card. Acft tiedowns and buildings within Rwy 16–34 primary sfc. Rwy 16–34 twy unmarked. Touch and go landings prohibited. Rwy 13–31 MIRL OTS indef. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously.

WEATHER DATA SOURCES: AWOS–3 118.825 (512) 616–2967.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **AUSTIN APP/DEP CON** 127.225 (355°–175°) 119.0 (176°–354°)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION:

CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 295° 2.2 NM to fld.

WAAS	APP CRS	Rwy Idg	5425
CH 63116	126°	TDZE	620
W13A		Apt Elev	620

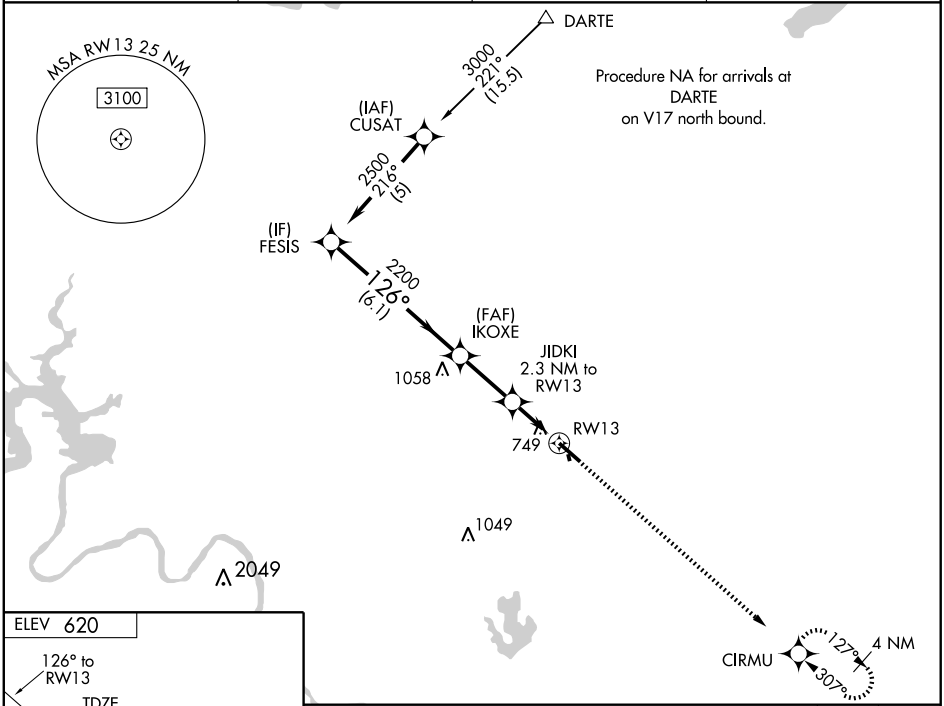
RNAV (GPS) RWY 13

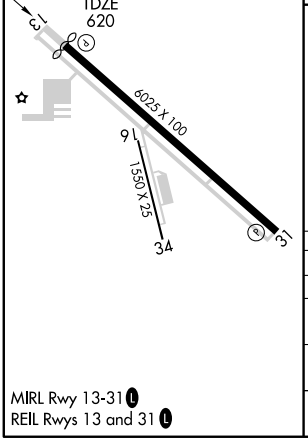
AUSTIN EXECUTIVE (EDC)

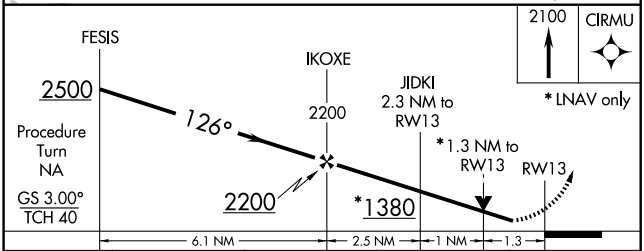
Baro-VNAV NA when using Austin-Bergstrom Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 42 feet; increase all MDA 60 feet. VDP NA with Austin-Bergstrom Intl altimeter setting. Circling NA to Rwy 16/34.

MISSED APPROACH: Climb to 2100 direct CIRMU and hold.

AWOS-3	APP CON	GCO	UNICOM
118.825	119.0 127.225	121.725	122.975 CTAF (L)







CATEGORY	A	B	C	D
LPV DA	870-1 250 (300-1)			
LNAV/VNAV DA	1090-1¾ 470 (500-1¾)			
LNAV MDA	1060-1 440 (500-1)		1060-1¼ 440 (500-1¼)	1060-1½ 440 (500-1½)
CIRCLING	1100-1 480 (500-1)		1100-1½ 480 (500-1½)	1180-2 560 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

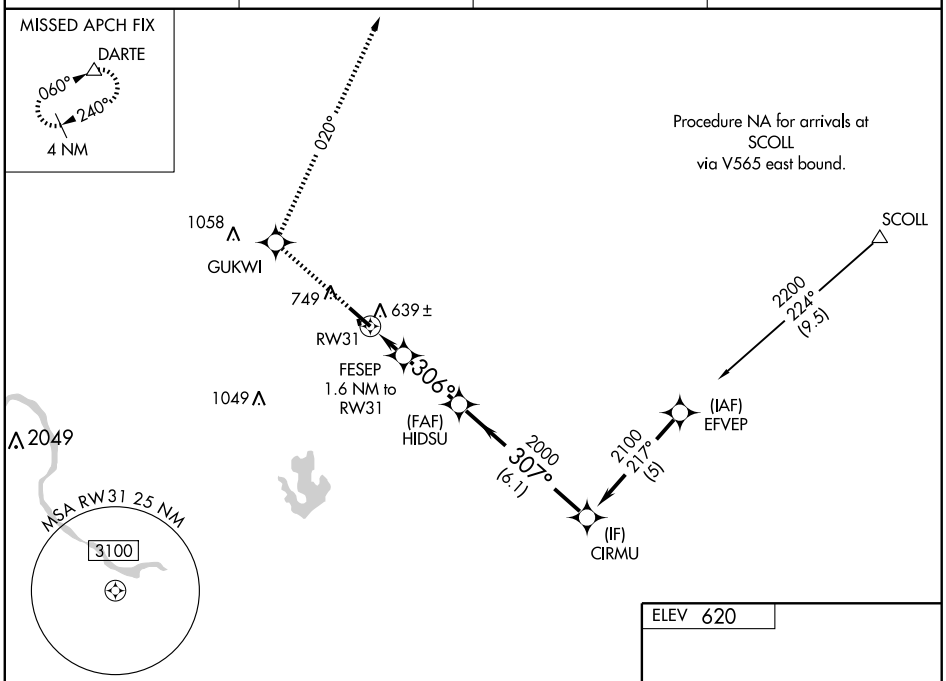
WAAS	APP CRS	Rwy Idg	6025
CH 45916	306°	TDZE	612
W31A		Apt Elev	620

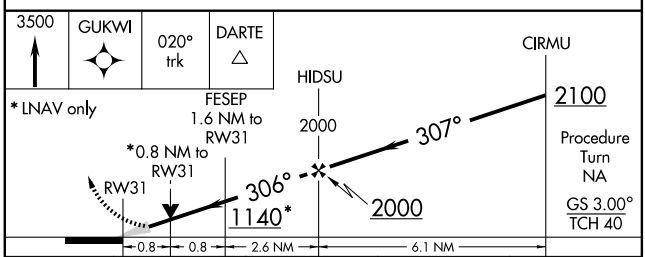
RNAV (GPS) RWY 31
AUSTIN EXECUTIVE (EDC)

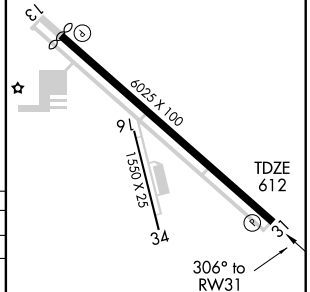
Baro-VNAV NA when using Austin-Bergstrom Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 42 feet; increase all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Austin-Bergstrom Intl altimeter setting. Circling NA to Rwy 16/34.

MISSED APPROACH: Climb to 3500 direct GUKWI and via track 020° to DARTE and hold.

AWOS-3	APP CON	GCO	UNICOM
118.825	119.0 127.225	121.725	122.975 CTAF L





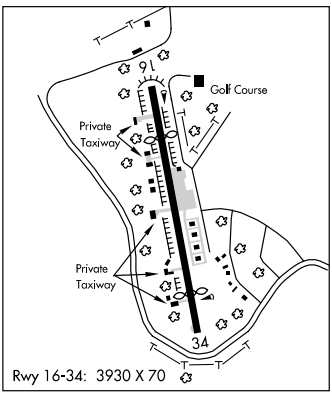


CATEGORY	A	B	C	D
LPV DA	812-¾ 200 (200-¾)			
LNAV/VNAV DA	909-1 297 (300-1)			
LNAV MDA	900-1 288 (300-1)			
CIRCLING	1100-1 480 (500-1)		1100-1½ 480 (500-1½)	1180-2 560 (600-2)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LAKEWAY AIRPARK (3R9) 17 W UTC−6(−5DT) N30°21.45′ W97°59.67′ SAN ANTONIO
909 **FUEL** 100LL TPA—1900(991) NOTAM FILE SJT L–19C, 21A
RWY 16–34: H3930X70 (ASPH) S–9 0.6% up S IAP
RWY 16: Thld dsplcd 782′. Tree.
RWY 34: Thld dspcld 624′. Trees.
AIRPORT REMARKS: Unattended. Fuel self–service, with credit card. Ultralight and glider ops prohibited. Deer on and in vicinity of arpt. Buildings, trees and parked acft near rwy. PAEW adjacent Rwy 16. No touch and go landings. No ops SS–SR per city ordinance. Arpt ops limited to acft certified max gross weight 12,500 lbs or less. Maintain rwy heading until 1 mile and 400′ AGL (1300′MSL) for noise abatement. Landing fee for turbines and jets. Overnight tiedown fee. Rwy 16–34 marked with numbers, centerline and aiming points only. Rwy 16–34 parallel twy clsd indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **AUSTIN APP/DEP CON** 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 261° 24.1 NM to fld. 593/6E.
COMM/NAV/WEATHER REMARKS: 2–way radio communications required on UNICOM freq. UNICOM not monitored.



AUSTIN N30°17.55′ W97°42.07′ SAN ANTONIO
RCO 122.55 (SAN ANGELO RADIO) L–19C

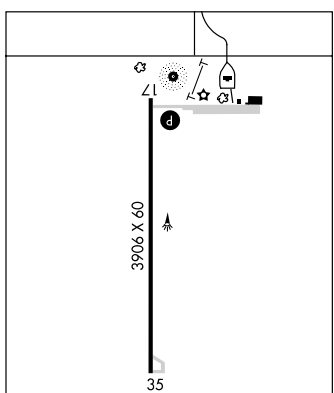
AVENGER FLD (See SWEETWATER)

BAILES (See ANGLETON)

BALLINGER N31°40.83′ W99°58.50′ NOTAM FILE SJT. SAN ANTONIO
NDB (MHW) 239 UBC at Bruce Fld. L–19B

BALLINGER

BRUCE FLD (E3Ø) 5 SW UTC−6(−5DT) N31°40.47′ W99°58.62′ SAN ANTONIO
1738 B **FUEL** 100LL NOTAM FILE SJT L–19B
RWY 17–35: H3906X60 (ASPH) S–20 MIRL IAP
RWY 17: PAPI(P2L)—GA 3.0°. TCH 39′. Road.
AIRPORT REMARKS: Attended continuously. For fuel call 325–365–3907/3511/3591/5137. Cash or check only. For arpt attendant call 325–365–3907. Deer on and invof arpt. ACTIVATE PAPI Rwy 17—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SAN ANGELO APP/DEP CON** 125.35 (1200–0300Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 126.15 (0300–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 044° 30.4 NM to fld. 1890/10E.
BALLINGER NDB (MHW) 239 UBC N31°40.83′ W99°58.50′ at fld.



NDB UBC 239	APP CRS 358°	Rwy Idg 3906 TDZE 1737 Apt Elev 1737

NDB RWY 35

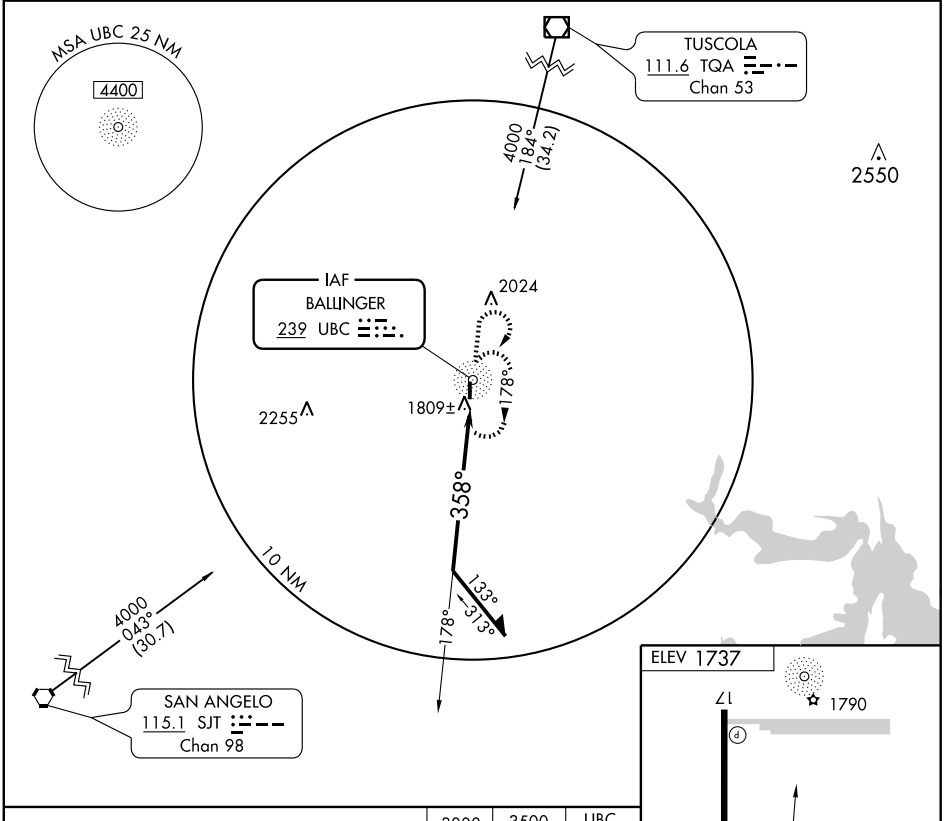
BALLINGER/BRUCE FIELD (E30)

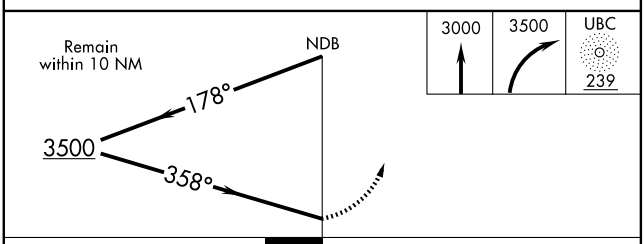
NA

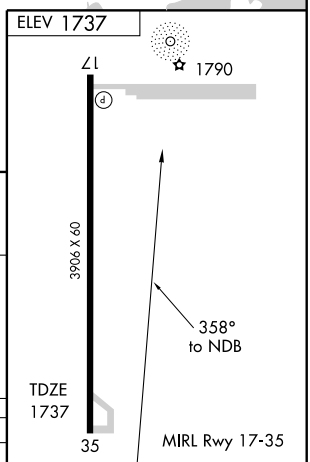
Use San Angelo altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3500 direct UBC NDB and hold.

SAN ANGELO APP CON*	CTAF
125.35 354.1	122.9







CATEGORY	A	B	C	D
S-35	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA
CIRCLING	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3906
CH 86228	352°	TDZE	1738
W35A		Apt Elev	1738

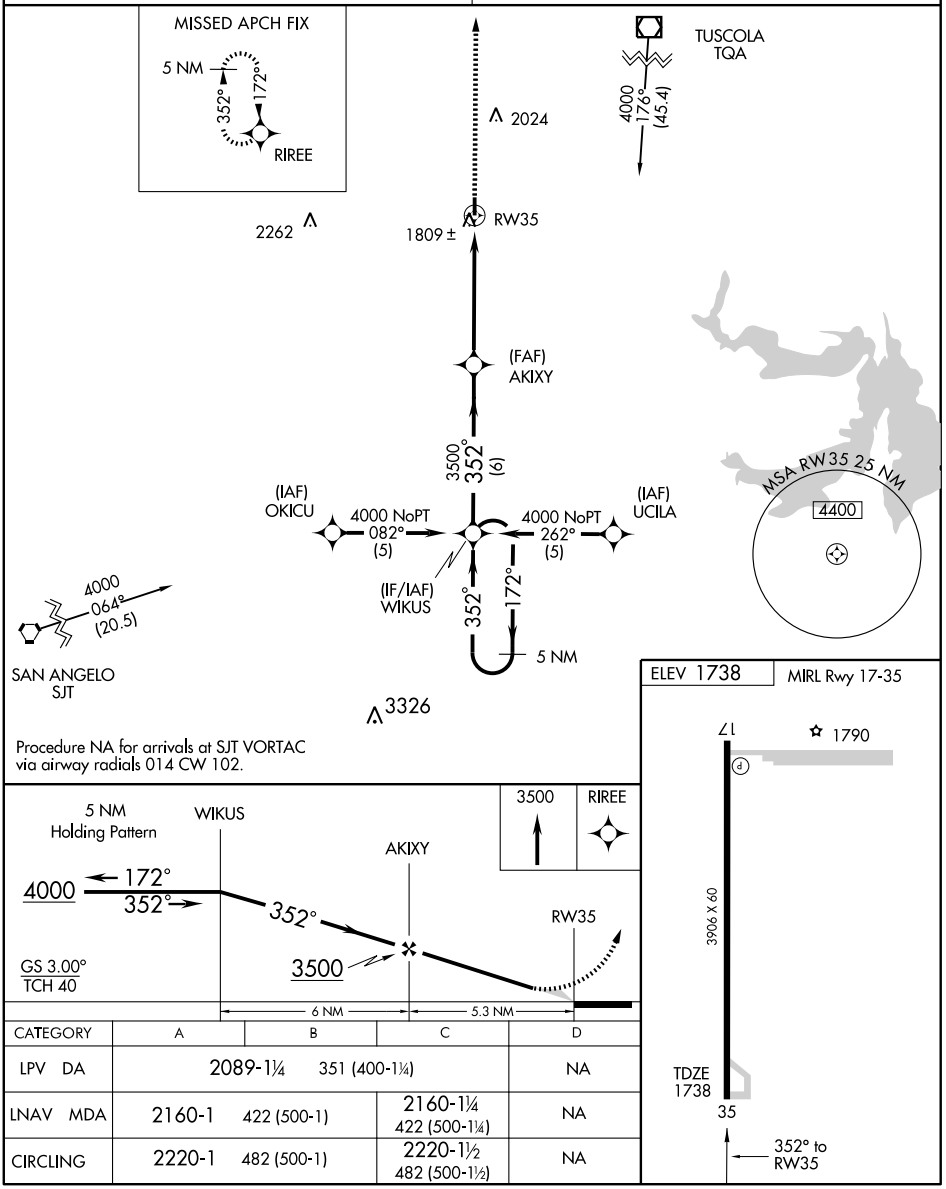
RNAV (GPS) RWY 35

BALLINGER/BRUCE FIELD (E30)

NA DME/DME RNP-0.3 NA. Use San Angelo Rgnl/Mathis Field altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct RIREE and hold.

SAN ANGELO APP CON★	CTAF
125.35 354.1	122.9



CATEGORY	A	B	C	D
LPV DA	2089-1¼	351 (400-1¼)		NA
LNAV MDA	2160-1	422 (500-1)	2160-1¼ 422 (500-1¼)	NA
CIRCLING	2220-1	482 (500-1)	2220-1½ 482 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

BAY CITY

BAY CITY MUNI (BYY) 5 E UTC−6(−5DT) N28°58.40′ W95°51.81′ HOUSTON

45 B S4 **FUEL** 100LL, JET A NOTAM FILE BYY H–7C, L–19D, 21A, GOMW

RWY 13–31: H5107X75 (ASPH) S–30, D–51, 2D–82 MIRL IAP

RWY 13: REIL. PAPI(P2L)—GA 3.5° TCH 24′. Brush.

AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended holidays. Rwy 13 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS–3 118.075 (979) 323–1801

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PSX.

PALACIOS (H) VORTACW 117.3 PSX Chan 120 N28°45.87′ W96°18.37′ 054° 26.5 NM to fld. 6/8E.

HIWAS.

NDB (MHW) 344 BYY N28°58.35′ W95°51.55′ at fld. NOTAM FILE BYY. NDB unusable beyond 18 NM below 3000′. Unmonitored.

FEHMEL DUSTING SERVICE (T84) 2 S UTC−6(−5DT) N28°57.15′ W95°58.41′ HOUSTON

50 NOTAM FILE CXO

RWY 14–32: H2080X25 (ASPH) S–4

RWY 14: Trees. **RWY 32:** Trees.

AIRPORT REMARKS: Attended Mar–Sep Mon–Sat dalgt hrs, Oct–Feb Mon–Fri dalgt hrs.

COMMUNICATIONS: CTAF 122.9

BAY ELECTRIC SUPPLY HELIPORT (See LEAGUE CITY)

BAYTOWN

BAYTOWN (HPY) 3N UTC−6(−5DT) N29°47.17′ W94°57.16′ HOUSTON

34 B S2 **FUEL** 100LL, JET A+ TPA–799(765) NOTAM FILE CXO COPTER

RWY 14–32: H4334X60 (ASPH) S–24 MIRL L–19E, 21A

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 786′. Fence. IAP

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 721′. P–line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–3612 TODA–3612 ASDA–4334 LDA–3548

RWY 32: TORA–3548 TODA–3548 ASDA–4334 LDA–3612

AIRPORT REMARKS: Attended 1300–0100Z‡. PAEW adjacent to Rwy 14–32. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and 32, REIL Rwy 14 and 32—CTAF. ACTIVATE rotating bcn—CTAF.

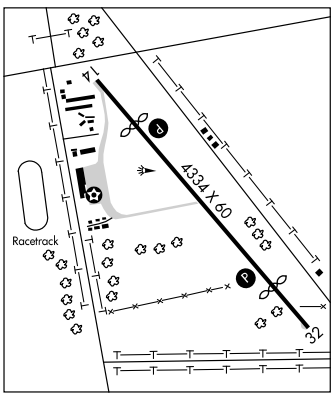
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON APP/DEP CON** 134.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.

TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 316° 17.9 NM to fld. 38/7E.

COMM/NAV/WEATHER REMARKS: For flight plan filing call Montgomery County FSS 1–800–833–5608.

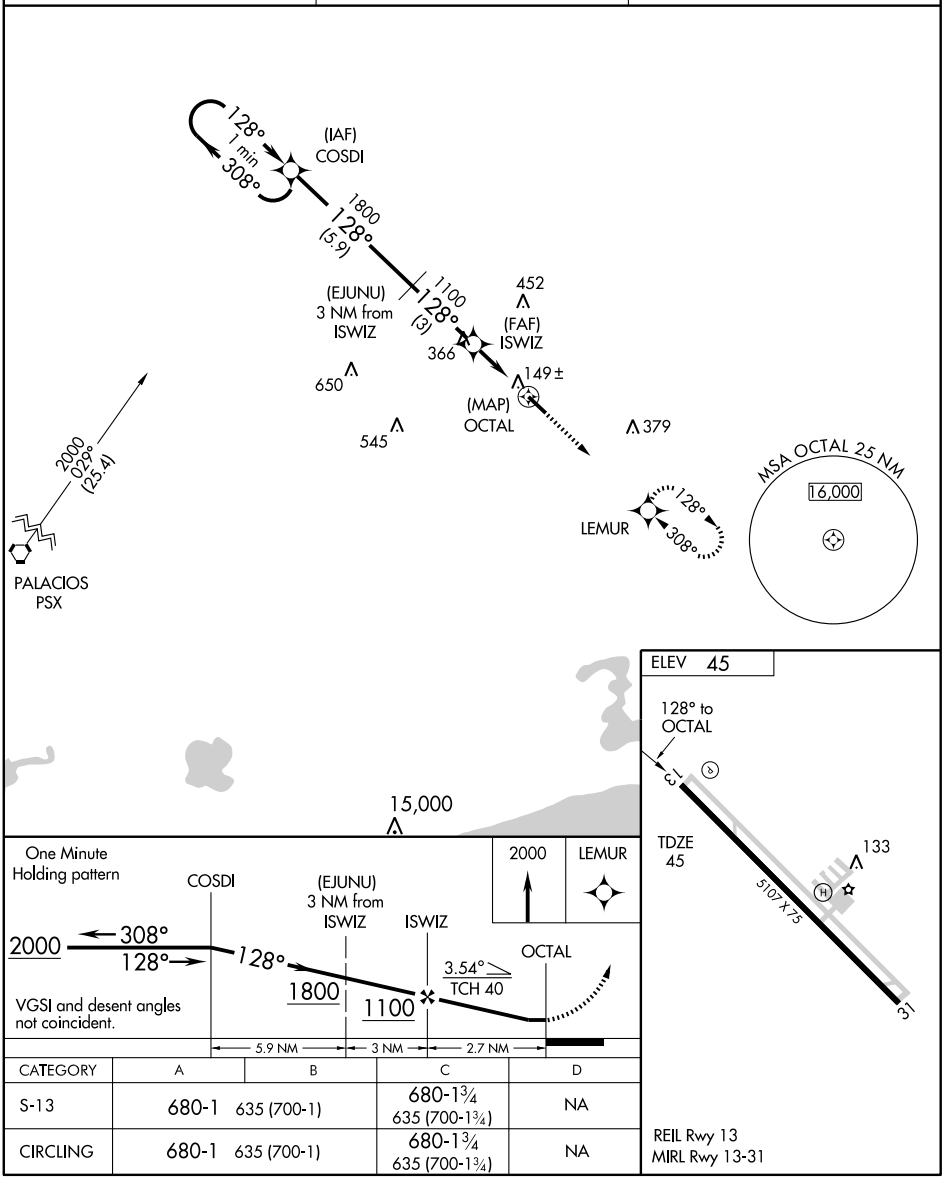


APP CRS	Rwy Idg	5107
128°	TDZE	45
	Apt Elev	45

GPS RWY 13
BAY CITY MUNI (BYY)

NA	Visibility reduction by helicopters NA. Use Palacios Muni altimeter setting.	MISSED APPROACH: Climb to 2000 direct LEMUR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-13	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA
CIRCLING	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA

REIL Rwy 13
MIRL Rwy 13-31

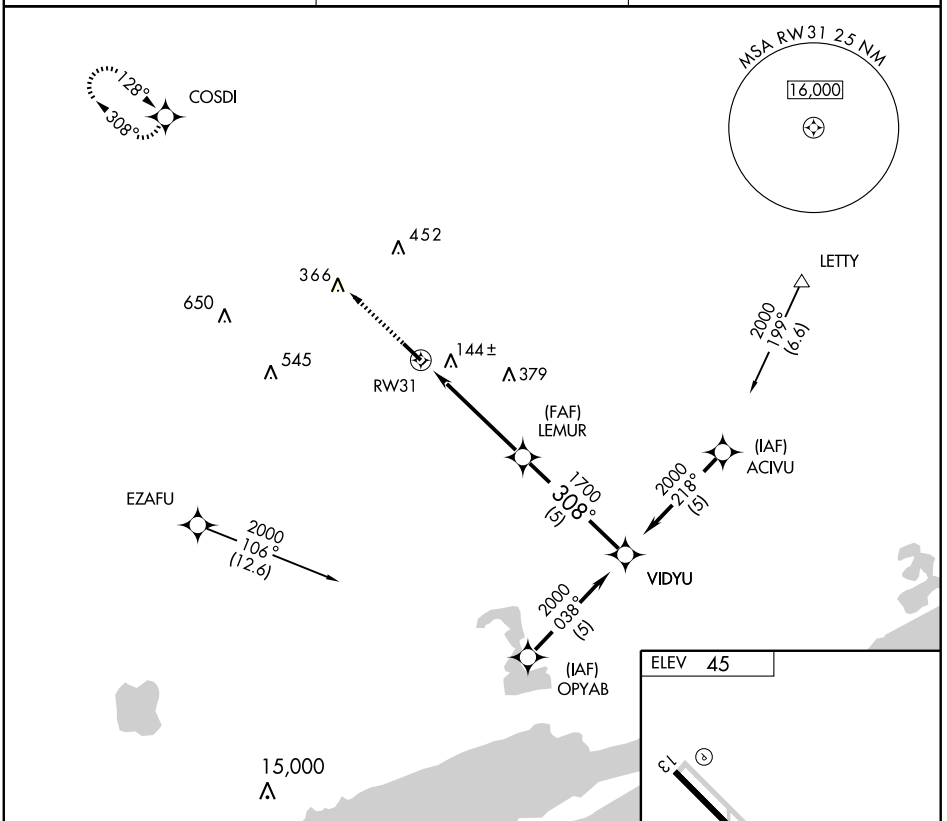
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

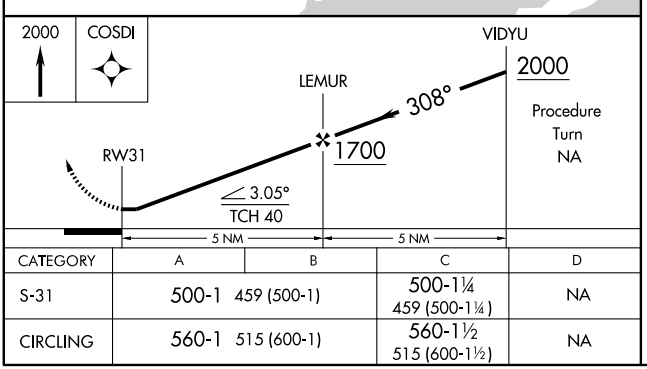
APP CRS	Rwy Idg	5107
308°	TDZE	41
	Apt Elev	45

GPS RWY 31
BAY CITY MUNI (BYY)

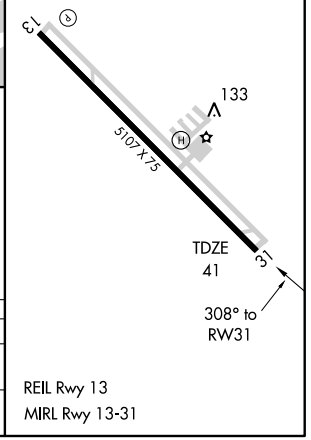
NA	Visibility reduction by helicopters NA. Use Palacios Muni altimeter setting.	MISSED APPROACH: Climb to 2000 direct COSDI WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-31	500-1 459 (500-1)		500-1¼ 459 (500-1¼)	NA
CIRCLING	560-1 515 (600-1)		560-1½ 515 (600-1½)	NA



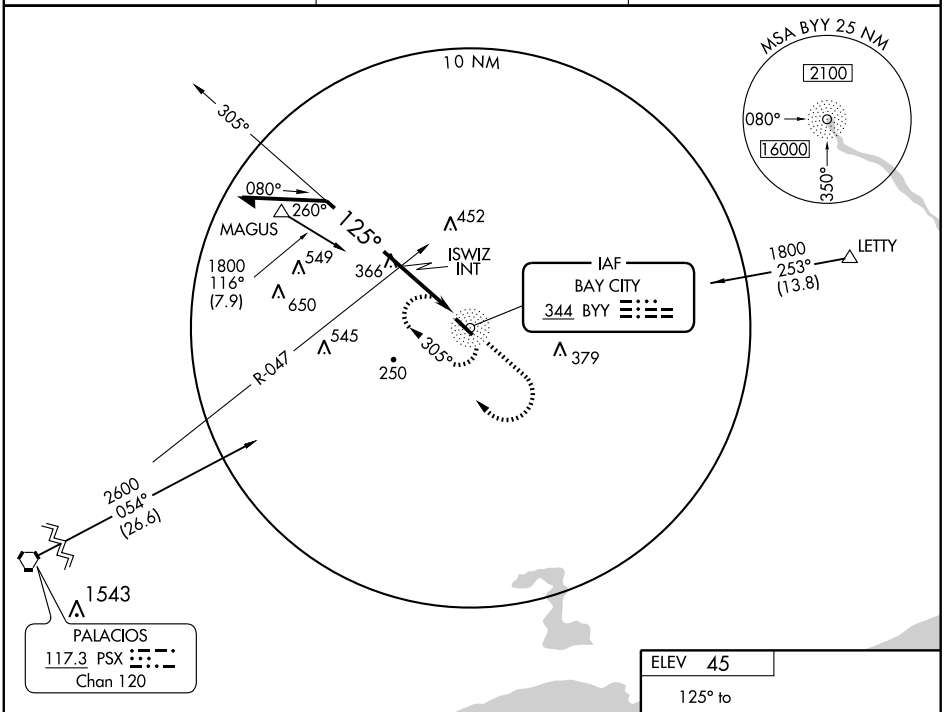
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

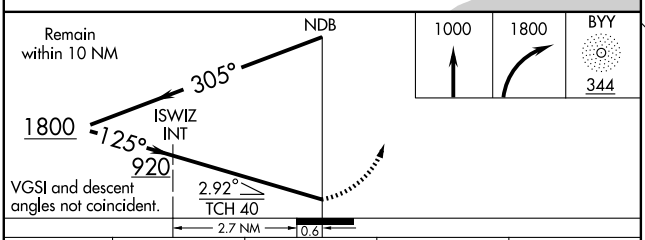
NDB BYY 344	APP CRS 125°	Rwy Idg 5107 TDZE 45 Apt Elev 45

NDB RWY 13
BAY CITY MUNI (BYY)

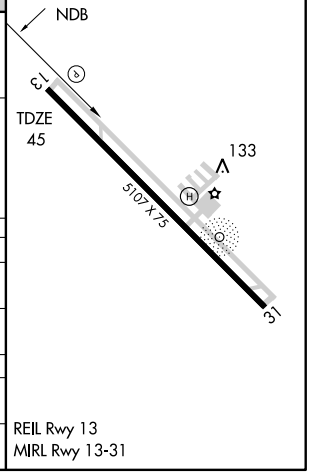
⚠ NA — Use Palacios Muni altimeter setting. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct BYY NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920- 2½ 875 (900-2½)	NA
CIRCLING	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920-2½ 875 (900-2½)	NA
ISWIZ MINIMUMS				
S-13	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA
CIRCLING	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR PSX 117.3 Chan 120	APP CRS 054°	Rwy Idg NA TDZE NA Apt Elev 45

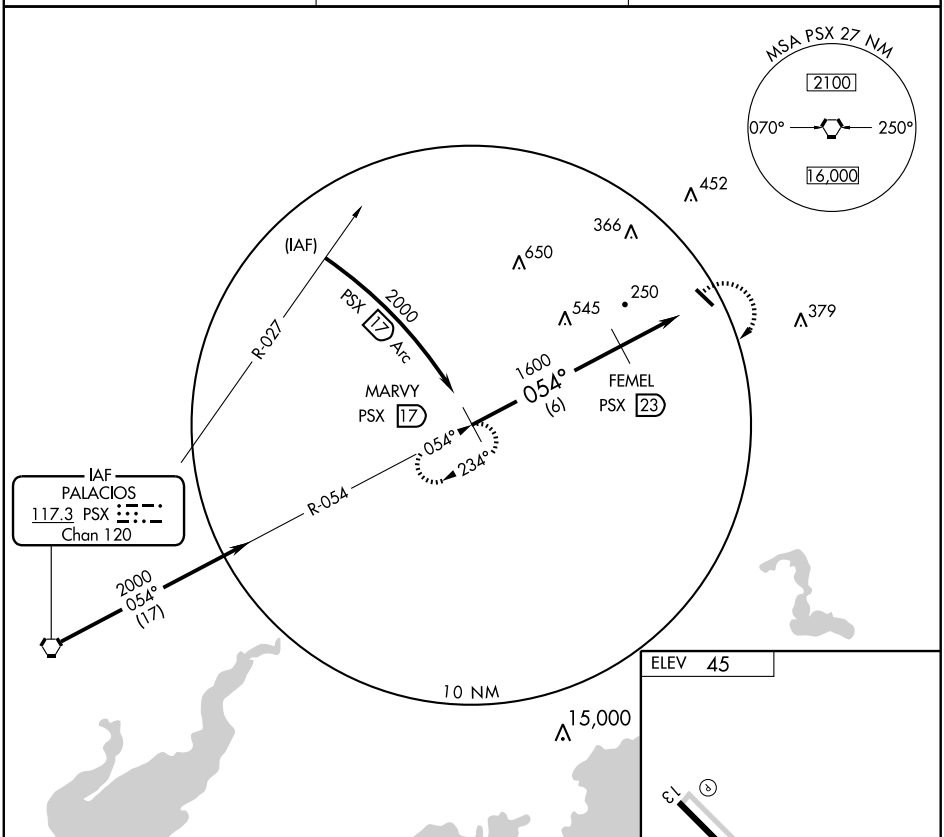
VOR/DME-A
BAY CITY MUNI (BYY)

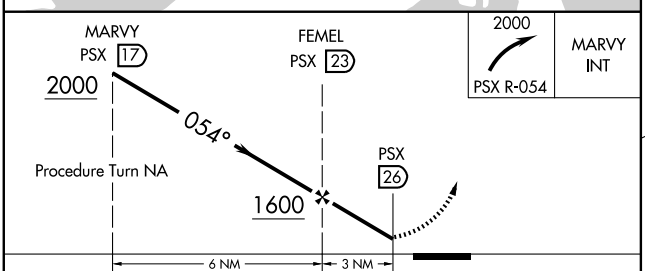
Use Palacios Muni altimeter setting.

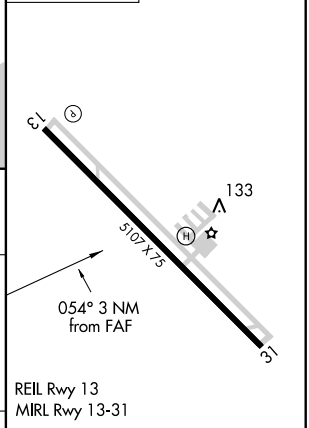
NA

MISSED APPROACH: Climbing right turn to 2000 via PSX VORTAC R-054 to MARVY/17 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





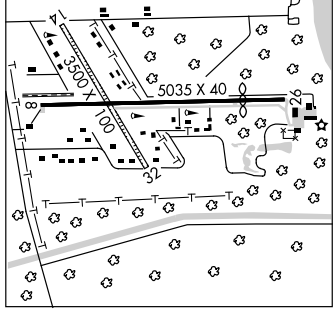


CATEGORY	A	B	C	D
CIRCLING	1080-1¼ 1035 (1100-1¼)	1080-1½ 1035 (1100-1½)	1080-3 1035 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 26 AUG 2010 to 23 SEP 2010

RWJ AIRPARK (54T) 7 E UTC−6(−5DT) N29°45.70′ W94°50.79′ **HOUSTON**
30 B S2 **FUEL** 100LL, JET A NOTAM FILE CXO **COPTER**
RWY 08–26: H5035X40 (ASPH) S–6 LIRL **H–7C, L–19E, 21A, GOMW**
RWY 08: P-lines. **RWY 26:** Thld dsplcd 939′. Pole. **IAP**
RWY 14–32: 3500X100 (TURF) S–4
RWY 14: Road. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. Rwy 08–26 East 1100′ 60′ wide. Twy too narrow for some acft, use extreme care. Twin engine acft prohibited on twy. Rwy 26 thld lgts 940′ W of rwy end. For LIRL Rwy 08–26 after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **HOUSTON APP/DEP CON** 134.45
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 331° 13.9 NM to fld. 38/7E.



BEASLEY

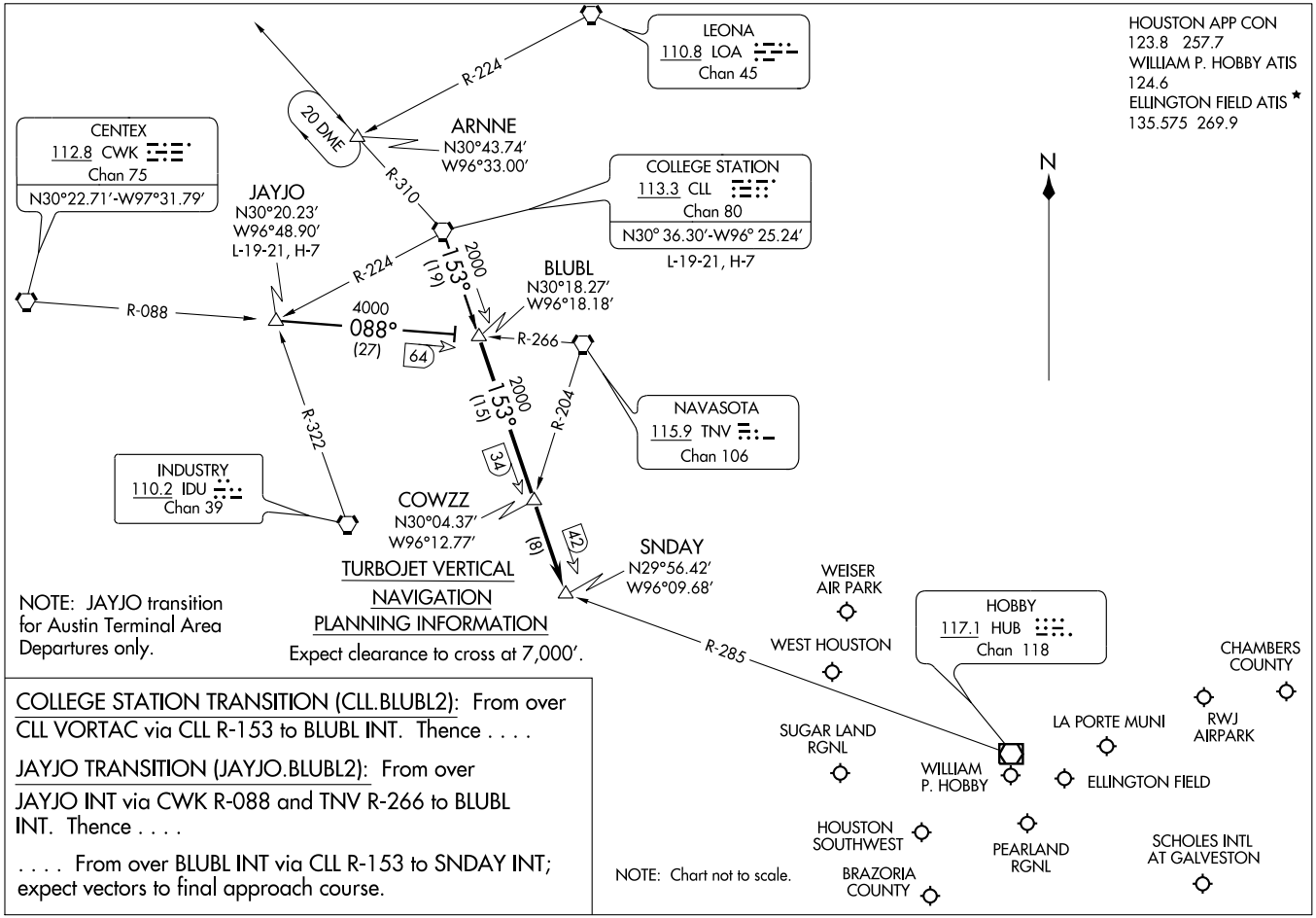
WARD AIRPARK (5TØ) 1 NW UTC−6(−5DT) N29°30.18′ W95°56.10′ **HOUSTON**
105 NOTAM FILE CXO
RWY 04–22: 3110X100 (TURF)
RWY 04: P-line. **RWY 22:** Trees.
AIRPORT REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9

BEAUMONT MUNI (BMT) 6 W UTC−6(−5DT) N30°04.21′ W94°12.91′ **HOUSTON**
32 B S5 **FUEL** 100LL, JET A NOTAM FILE CXO **L–19E, 21A, GOMW**
RWY 13–31: H4001X75 (ASPH) S–17 MIRL **IAP**
RWY 13: REIL. PVASI(PSIL)—GA 3.0° TCH 41′. Thld dsplcd 332′. Tree. Rgt tfc.
RWY 31: PVASI(PSIL)—GA 4.0° TCH 30′. Thld dsplcd 67′. Trees.
RWY 16–34: 2050X75 (TURF)
RWY 16: Trees. Rgt tfc. **RWY 34:** Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. 100LL avbl 24 hrs self service with credit card. MIRL Rwy 13–31 preset low intensity to increase intensity ACTIVATE—CTAF. Rwy 16–34 marked with painted tires and cones.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP/DEP CON** 121.3 **CLNC DEL** 121.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.
(L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ 306° 12.8 NM to fld. 10/7E. **HIWAS.**
GOODHUE NDB (MHW) 368 GDE N30°04.23′ W94°12.66′ at fld. NOTAM FILE CXO. VFR only, OTS indef.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

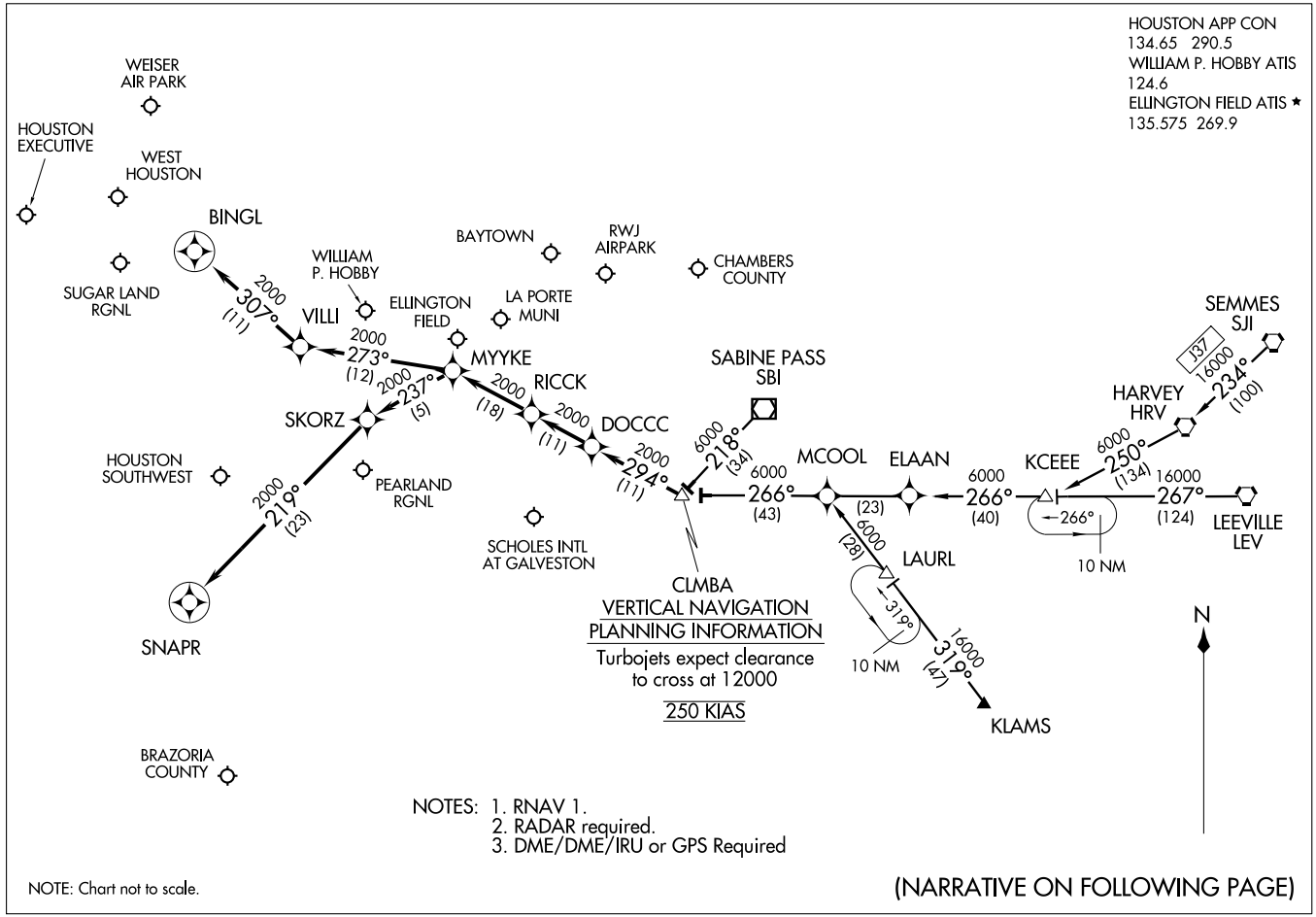
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

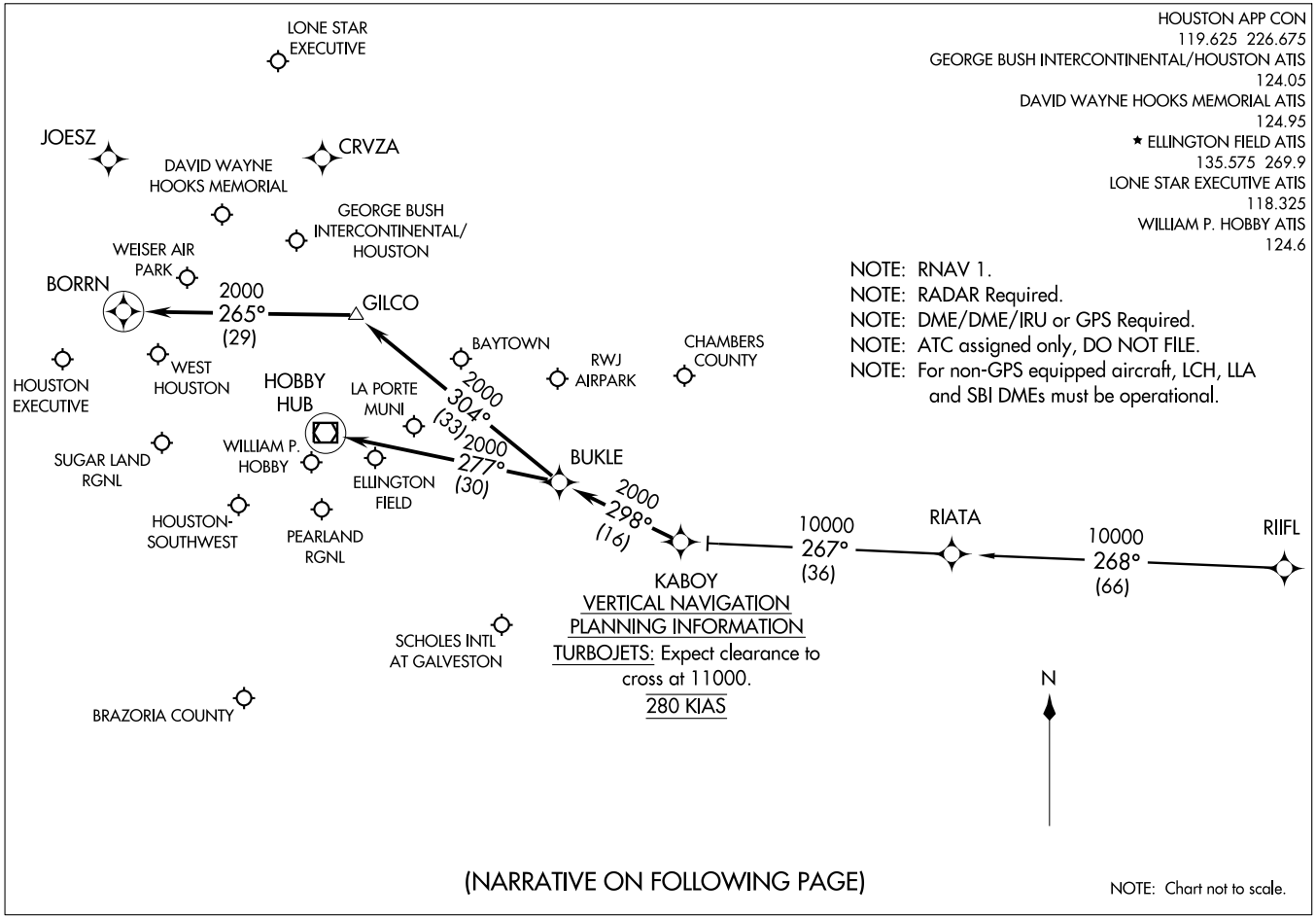
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

APP CRS	Rwy ldg	4096
263°	TDZE	28
	Apt Elev	33

RNAV (GPS) RWY 26

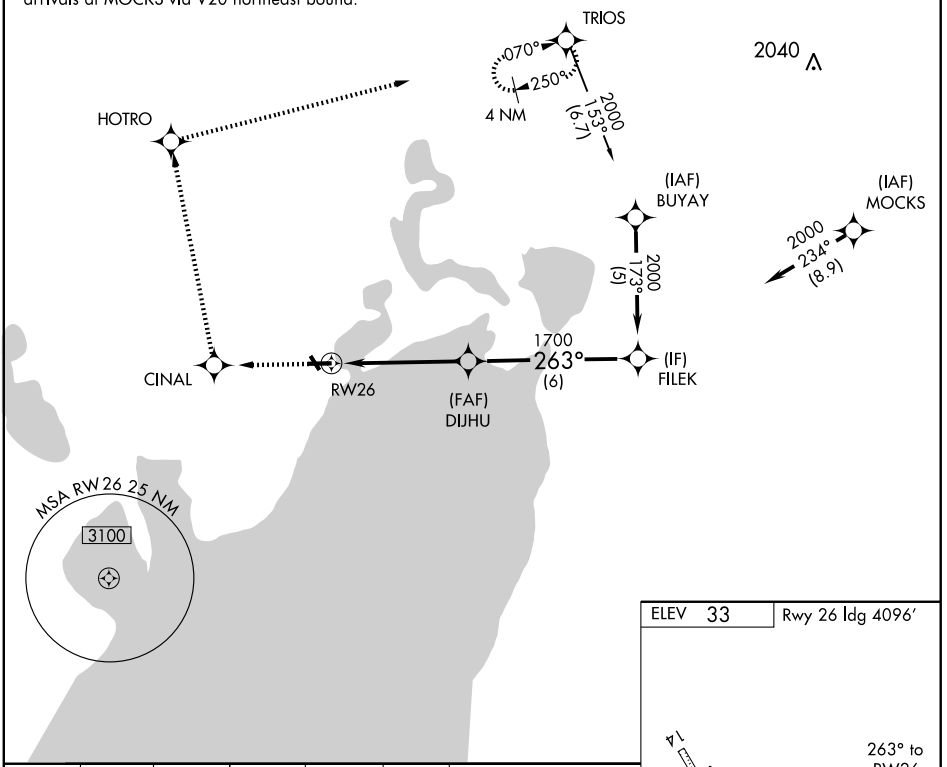
BAYTOWN/ RWJ AIRPARK (54T)

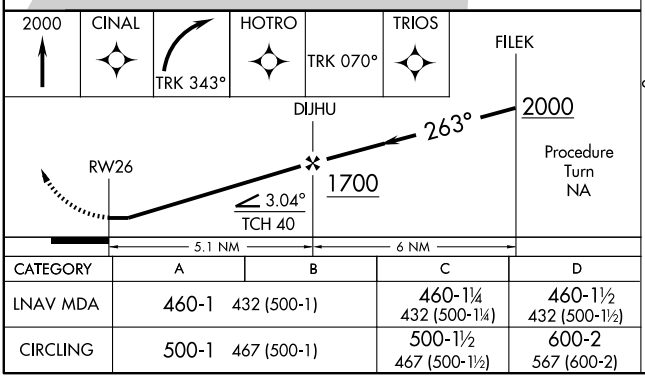
NA Use Houston, TX (William P. Hobby) altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 14/32.

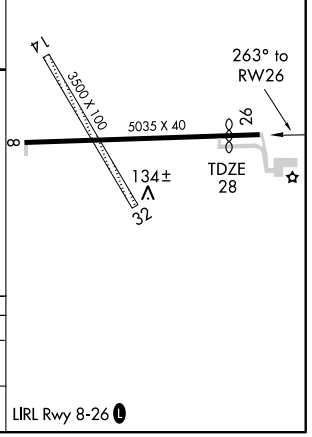
MISSED APPROACH: Climb to 2000 direct CINAL then right turn via 343° track to HOTRO and via 070° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L

Procedure NA for arrivals at TRIOS via V222 west bound, and arrivals at MOCKS via V20 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	460-1	432 (500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)

LIRL Rwy 8-26 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32

BAYTOWN/ RWJ AIRPARK (54T)

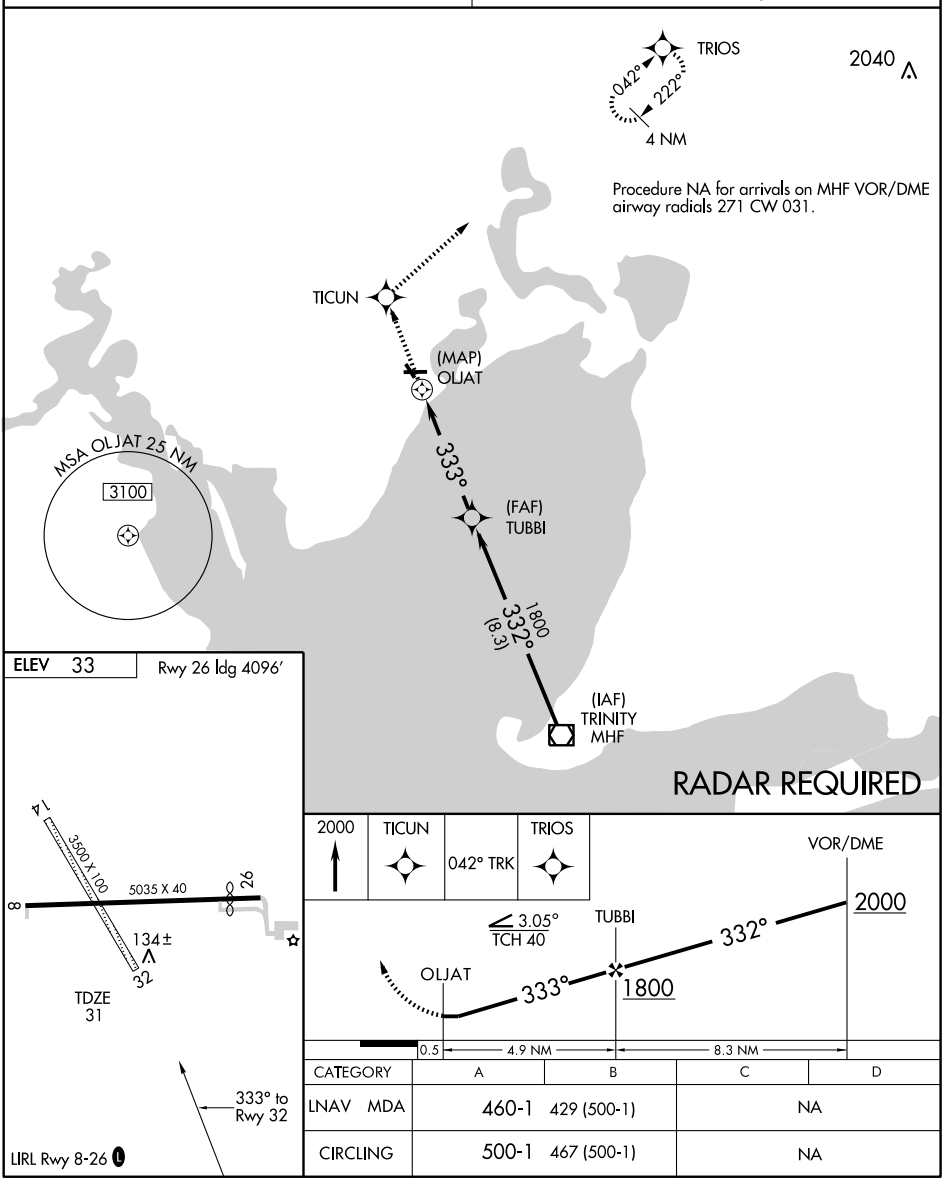
APP CRS	Rwy Idg	3500
333°	TDZE	31
	Apt Elev	33

NA

Use Houston, TX (William P. Hobby) altimeter setting.
GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.
Straight in minimums NA at night.
Circling NA at night to Rwy 14/32.

MISSED APPROACH: Climb to 2000 direct TICUN then via 042° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L



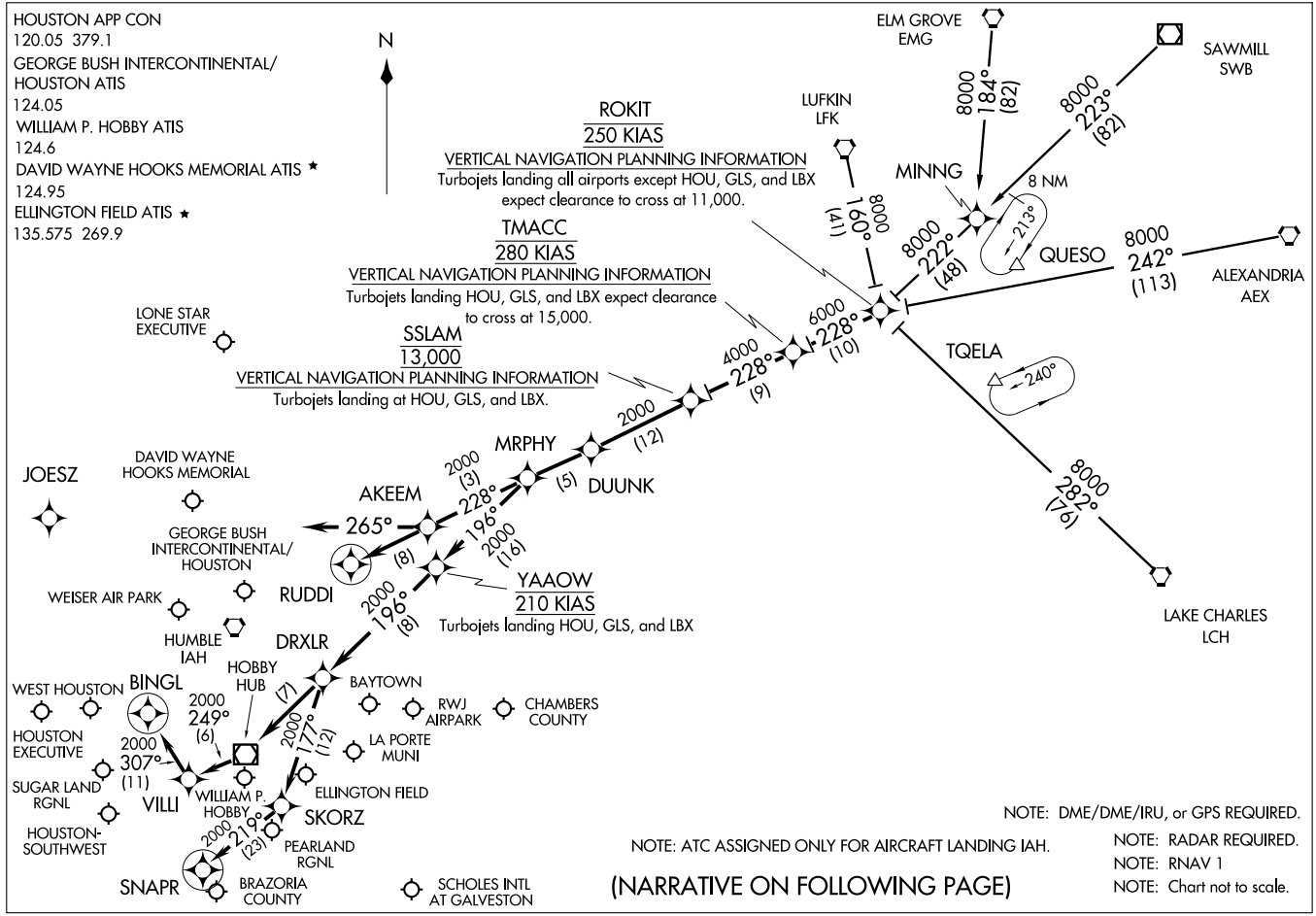
CATEGORY	A	B	C	D
LNAV MDA	460-1	429 (500-1)	NA	
CIRCLING	500-1	467 (500-1)	NA	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

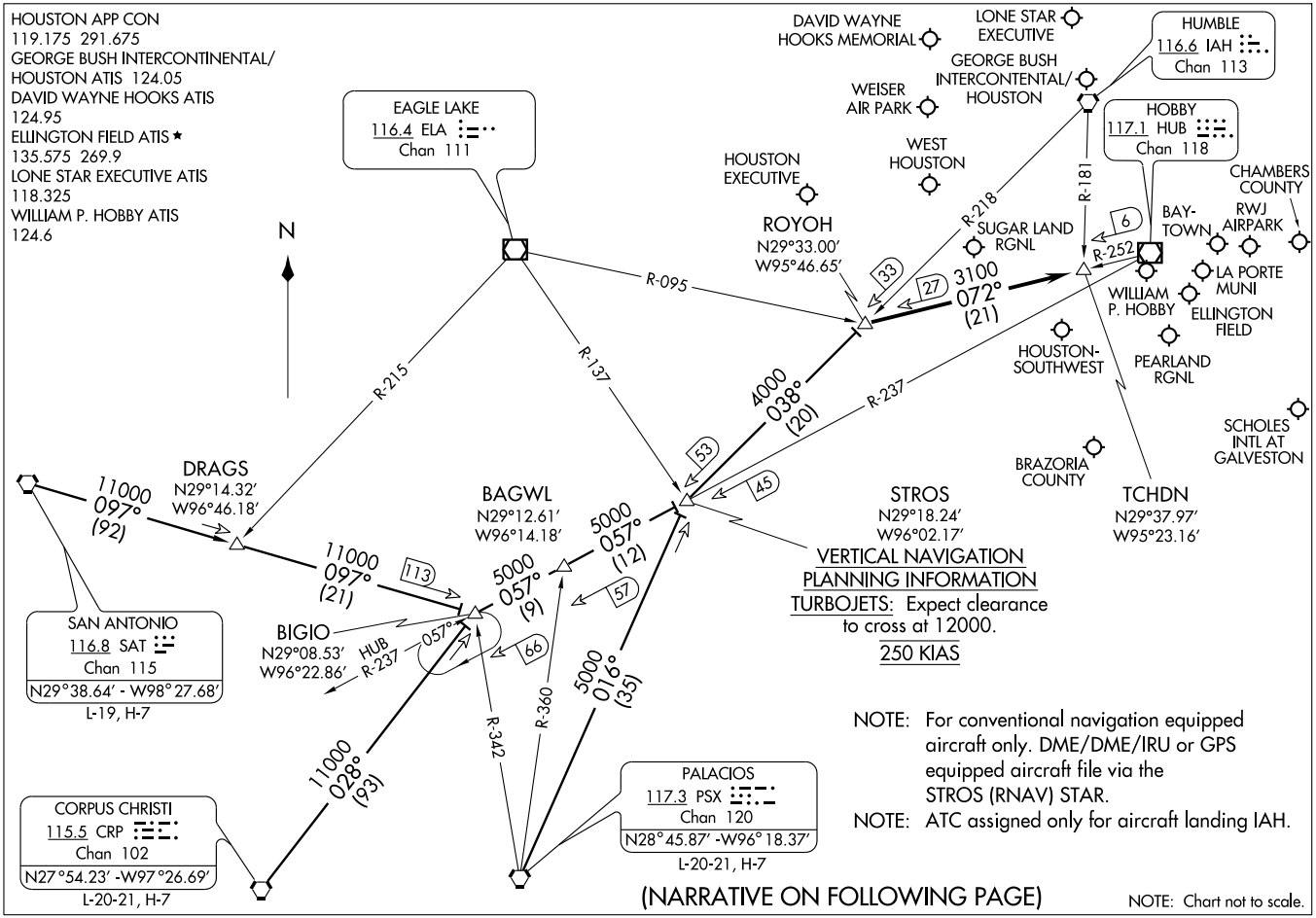
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

BAY CITY

BAY CITY MUNI (BYY) 5 E UTC−6(−5DT) N28°58.40′ W95°51.81′ HOUSTON

45 B S4 **FUEL** 100LL, JET A NOTAM FILE BYY H–7C, L–19D, 21A, GOMW

RWY 13–31: H5107X75 (ASPH) S–30, D–51, 2D–82 MIRL IAP

RWY 13: REIL. PAPI(P2L)—GA 3.5° TCH 24′. Brush.

AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended holidays. Rwy 13 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS–3 118.075 (979) 323–1801

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PSX.

PALACIOS (H) VORTACW 117.3 PSX Chan 120 N28°45.87′ W96°18.37′ 054° 26.5 NM to fld. 6/8E.

HIWAS.

NDB (MHW) 344 BYY N28°58.35′ W95°51.55′ at fld. NOTAM FILE BYY. NDB unusable beyond 18 NM below 3000′. Unmonitored.

FEHMEL DUSTING SERVICE (T84) 2 S UTC−6(−5DT) N28°57.15′ W95°58.41′ HOUSTON

50 NOTAM FILE CXO

RWY 14–32: H2080X25 (ASPH) S–4

RWY 14: Trees. **RWY 32:** Trees.

AIRPORT REMARKS: Attended Mar–Sep Mon–Sat dalgt hrs, Oct–Feb Mon–Fri dalgt hrs.

COMMUNICATIONS: CTAF 122.9

BAY ELECTRIC SUPPLY HELIPORT (See LEAGUE CITY)

BAYTOWN

BAYTOWN (HPY) 3N UTC−6(−5DT) N29°47.17′ W94°57.16′ HOUSTON

34 B S2 **FUEL** 100LL, JET A+ TPA–799(765) NOTAM FILE CXO COPTER

RWY 14–32: H4334X60 (ASPH) S–24 MIRL L–19E, 21A

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 786′. Fence. IAP

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 721′. P–line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–3612 TODA–3612 ASDA–4334 LDA–3548

RWY 32: TORA–3548 TODA–3548 ASDA–4334 LDA–3612

AIRPORT REMARKS: Attended 1300–0100Z‡. PAEW adjacent to Rwy 14–32. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and 32, REIL Rwy 14 and 32—CTAF. ACTIVATE rotating bcn—CTAF.

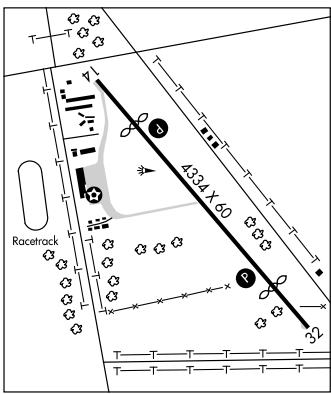
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON APP/DEP CON** 134.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.

TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 316° 17.9 NM to fld. 38/7E.

COMM/NAV/WEATHER REMARKS: For flight plan filing call Montgomery County FSS 1–800–833–5608.



CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

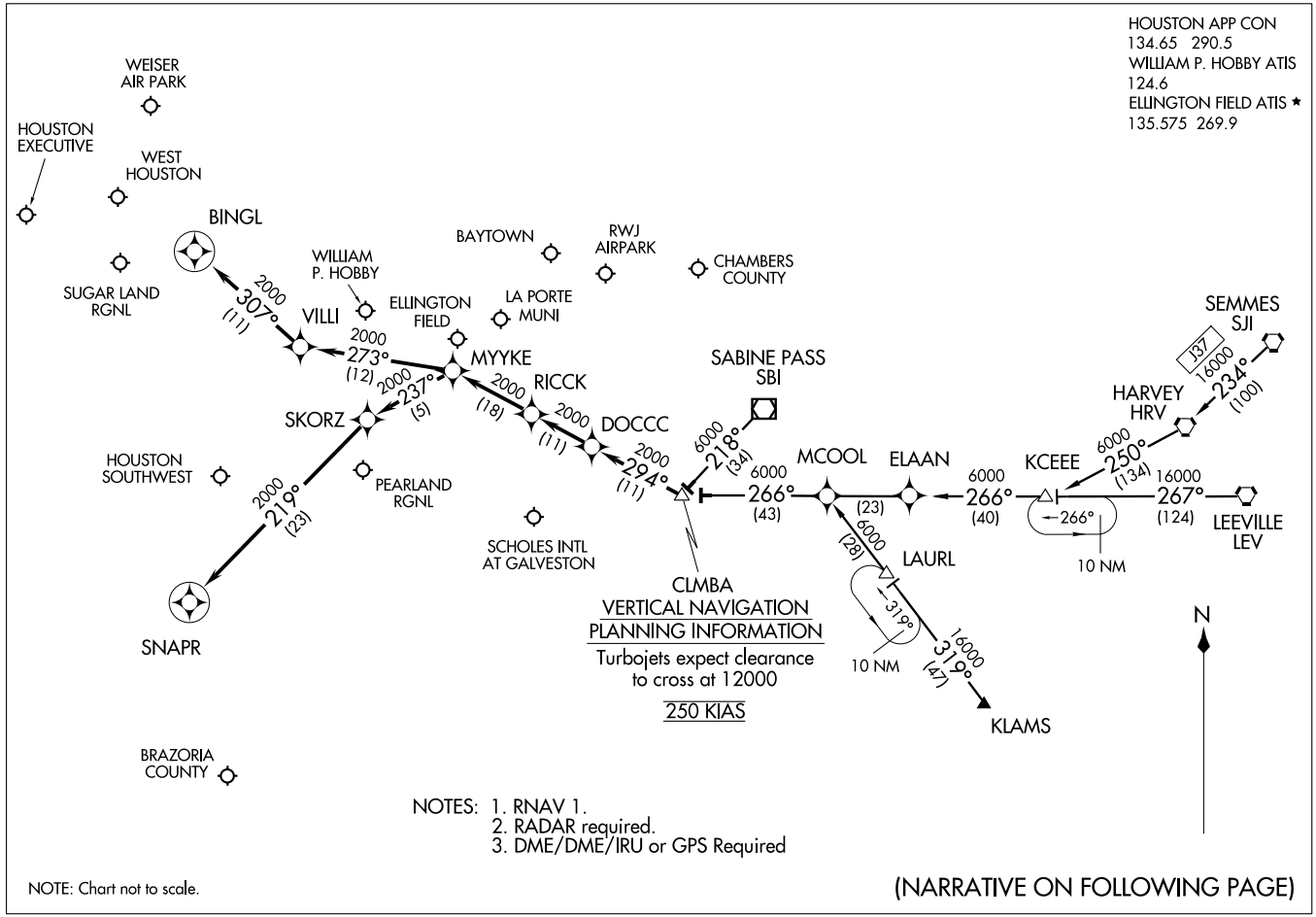
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

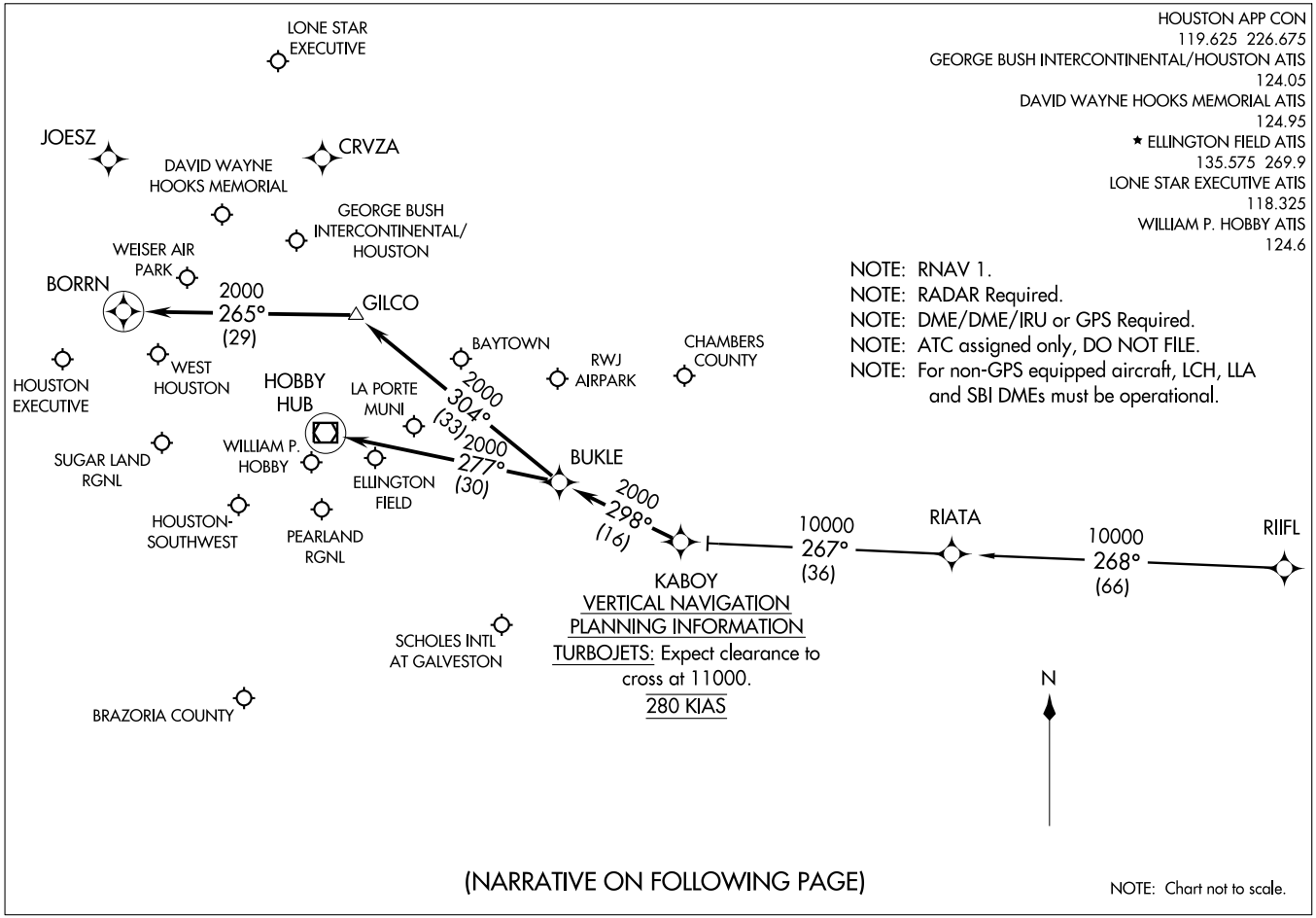
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

APP CRS	Rwy Idg	3548
140°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 14

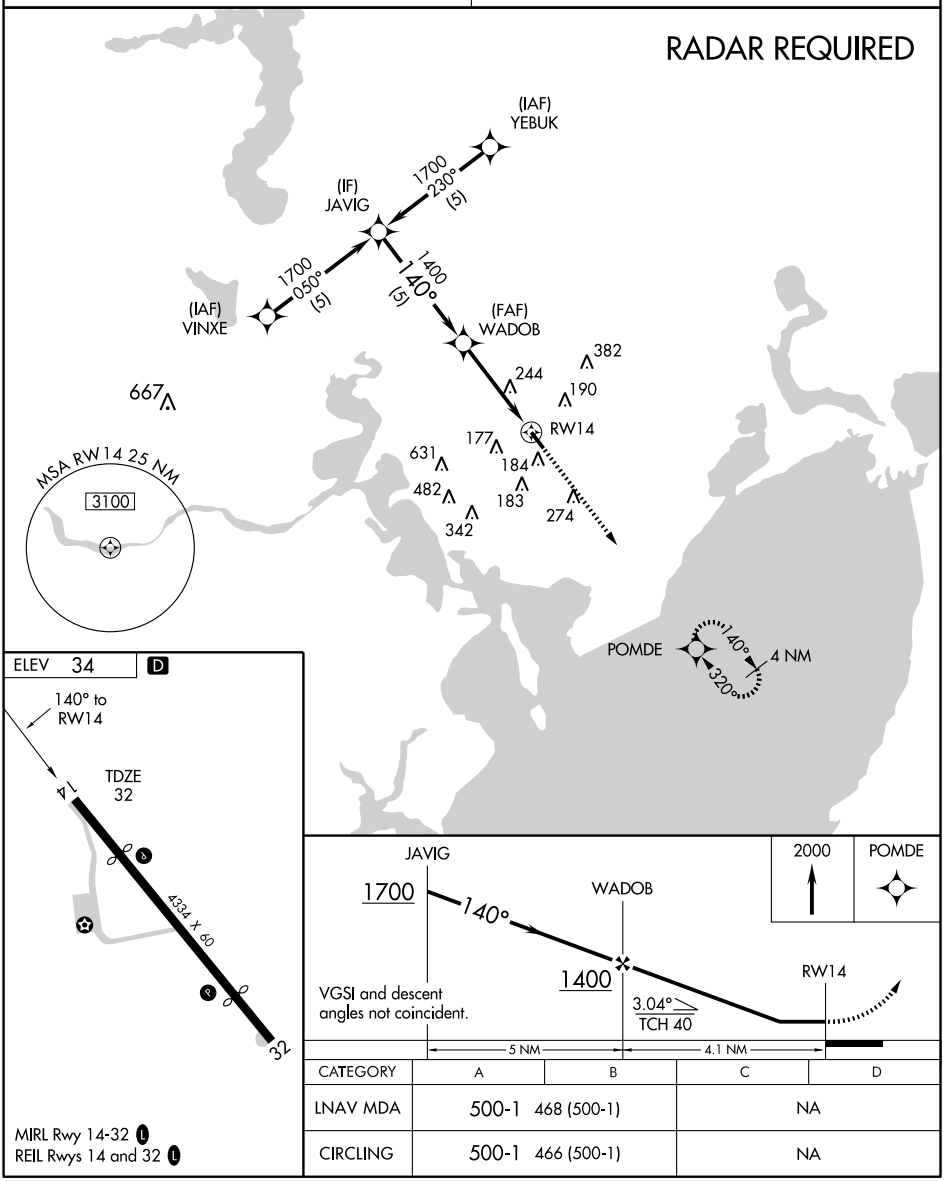
BAYTOWN (HPY)

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use William P Hobby altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct to POMDE and hold.

HOUSTON APP CON	UNICOM
134.45 281.4	122.8 (CTAF) L

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	500-1 468 (500-1)		NA	
CIRCLING	500-1 466 (500-1)		NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32

BAYTOWN (HPY)

APP CRS	Rwy Idg	3612
320°	TDZE	28
	Apt Elev	34

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use William P Hobby altimeter setting and increase all MDA 60 feet.

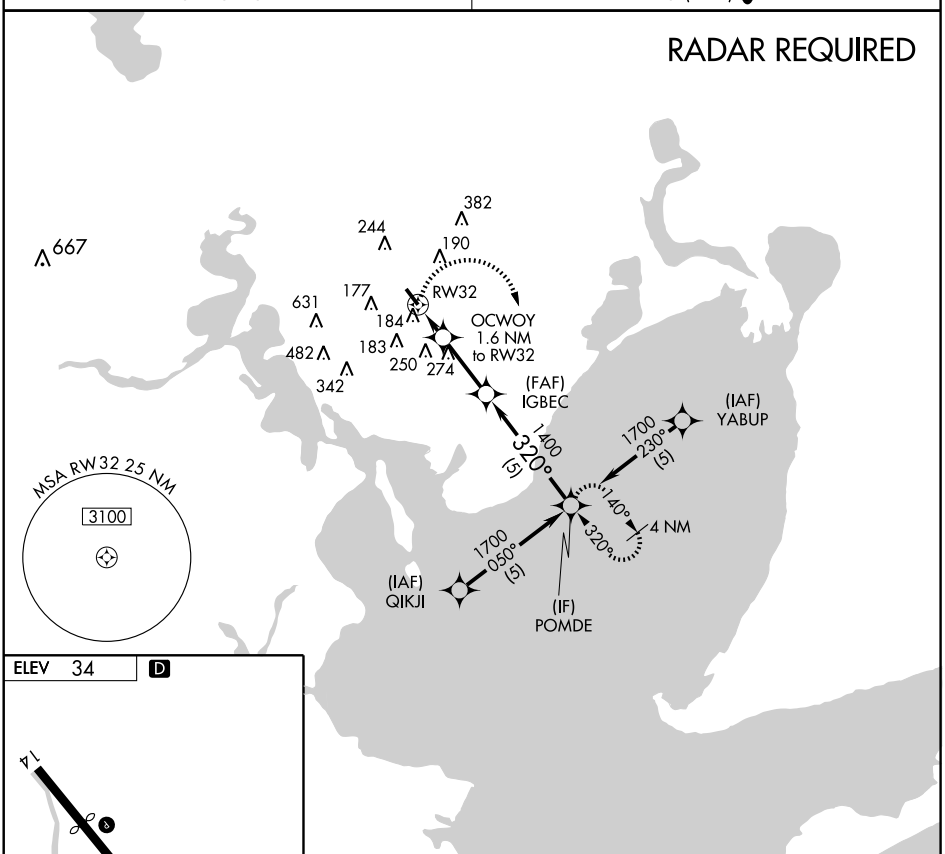
NA

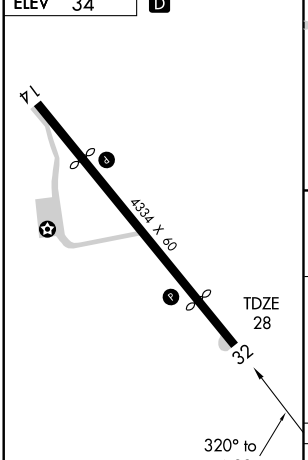
MISSED APPROACH: Climbing right turn to 2000 direct to POMDE and hold.

HOUSTON APP CON	UNICOM
134.45 281.4	122.8 (CTAF) L

SC-5, 26 AUG 2010 to 23 SEP 2010

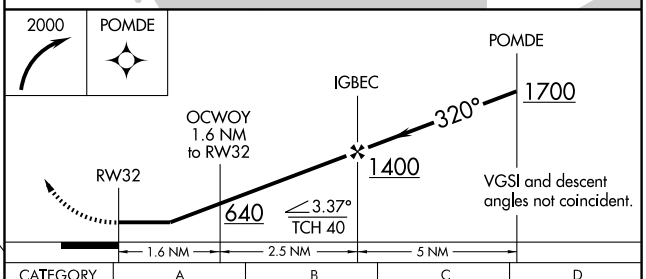
RADAR REQUIRED





MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L



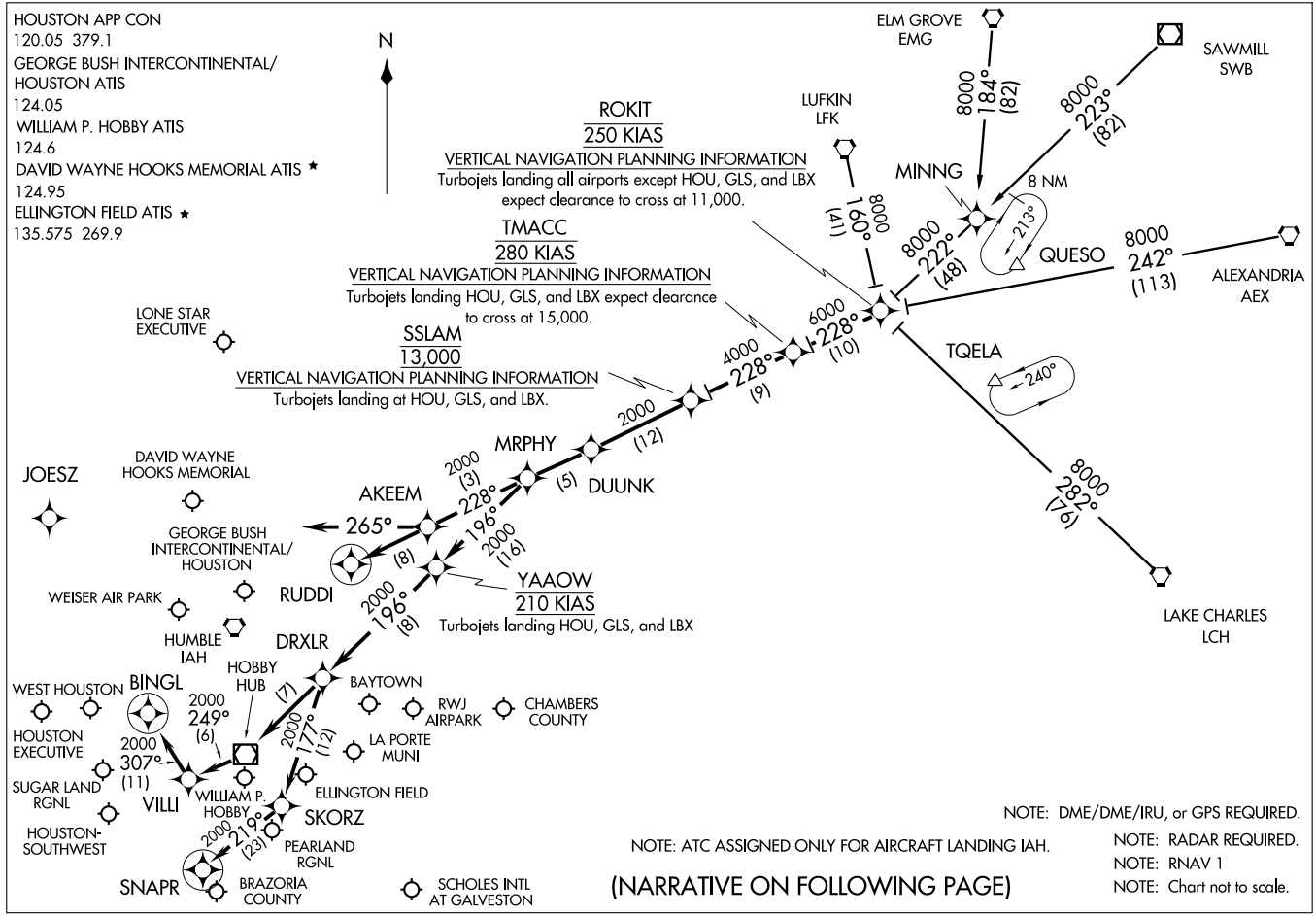
CATEGORY	A	B	C	D
LNAV MDA	440-1	412 (500-1)	NA	
CIRCLING	500-1	466 (500-1)	NA	

29°47'N - 94°57'W

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

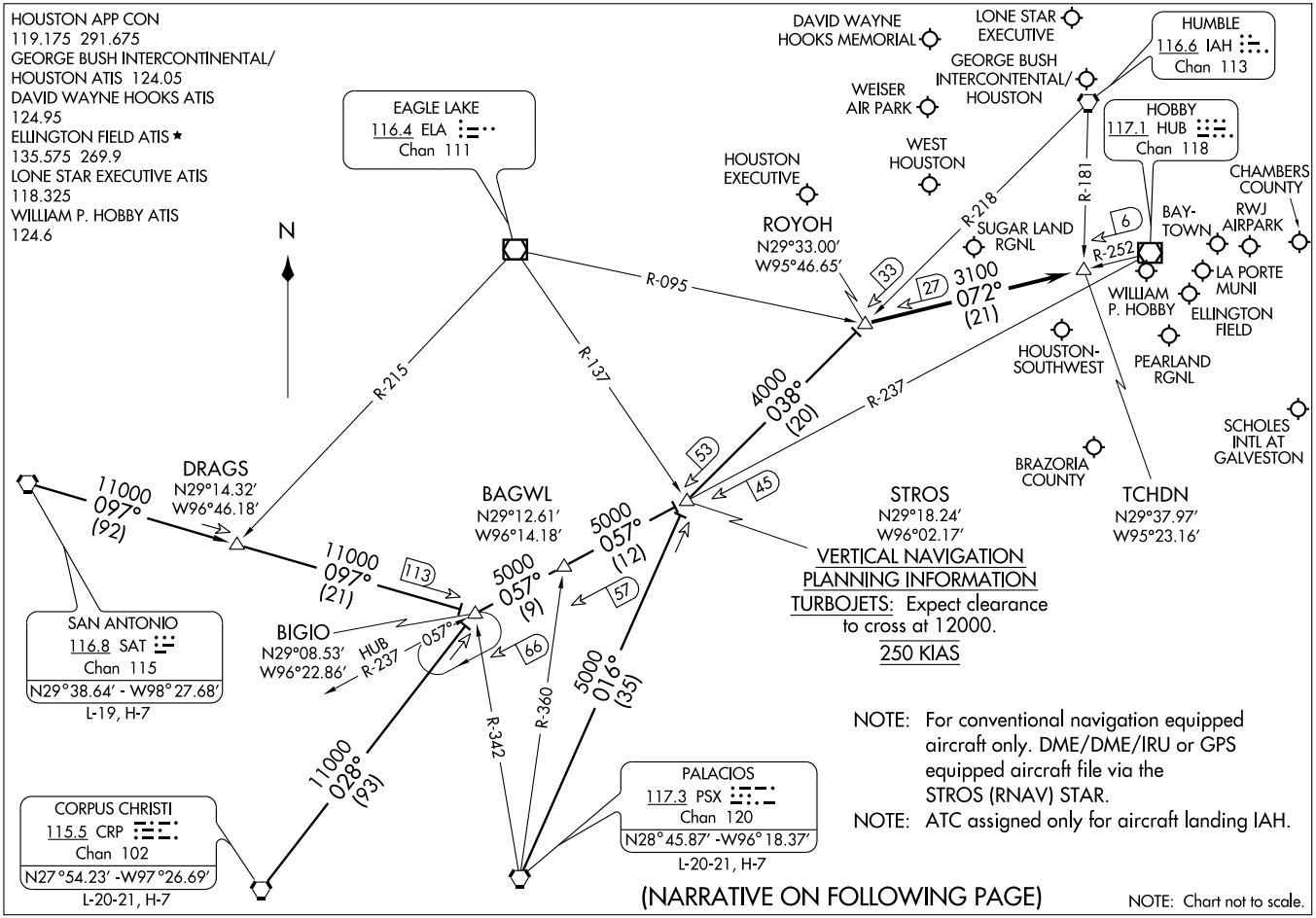
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

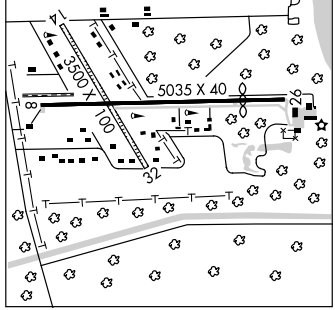
LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RWJ AIRPARK (54T) 7 E UTC−6(−5DT) N29°45.70′ W94°50.79′ **HOUSTON**
30 B S2 **FUEL** 100LL, JET A NOTAM FILE CXO **COPTER**
RWY 08–26: H5035X40 (ASPH) S–6 LIRL **H–7C, L–19E, 21A, GOMW**
RWY 08: P-lines. **RWY 26:** Thld dsplcd 939′. Pole. **IAP**
RWY 14–32: 3500X100 (TURF) S–4
RWY 14: Road. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. Rwy 08–26 East 1100′ 60′ wide. Twy too narrow for some acft, use extreme care. Twin engine acft prohibited on twy. Rwy 26 thld lgts 940′ W of rwy end. For LIRL Rwy 08–26 after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **HOUSTON APP/DEP CON** 134.45
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 331° 13.9 NM to fld. 38/7E.



BEASLEY

WARD AIRPARK (5TØ) 1 NW UTC−6(−5DT) N29°30.18′ W95°56.10′ **HOUSTON**
105 NOTAM FILE CXO
RWY 04–22: 3110X100 (TURF)
RWY 04: P-line. **RWY 22:** Trees.
AIRPORT REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9

BEAUMONT MUNI (BMT) 6 W UTC−6(−5DT) N30°04.21′ W94°12.91′ **HOUSTON**
32 B S5 **FUEL** 100LL, JET A NOTAM FILE CXO **L–19E, 21A, GOMW**
RWY 13–31: H4001X75 (ASPH) S–17 MIRL **IAP**
RWY 13: REIL. PVASI(PSIL)—GA 3.0° TCH 41′. Thld dsplcd 332′. Tree. Rgt tfc.
RWY 31: PVASI(PSIL)—GA 4.0° TCH 30′. Thld dsplcd 67′. Trees.
RWY 16–34: 2050X75 (TURF)
RWY 16: Trees. Rgt tfc. **RWY 34:** Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. 100LL avbl 24 hrs self service with credit card. MIRL Rwy 13–31 preset low intensity to increase intensity ACTIVATE—CTAF. Rwy 16–34 marked with painted tires and cones.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP/DEP CON** 121.3 **CLNC DEL** 121.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.
(L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ 306° 12.8 NM to fld. 10/7E. **HIWAS.**
GOODHUE NDB (MHW) 368 GDE N30°04.23′ W94°12.66′ at fld. NOTAM FILE CXO. VFR only, OTS indef.

APP CRS	Rwy Idg	3669
128°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 13

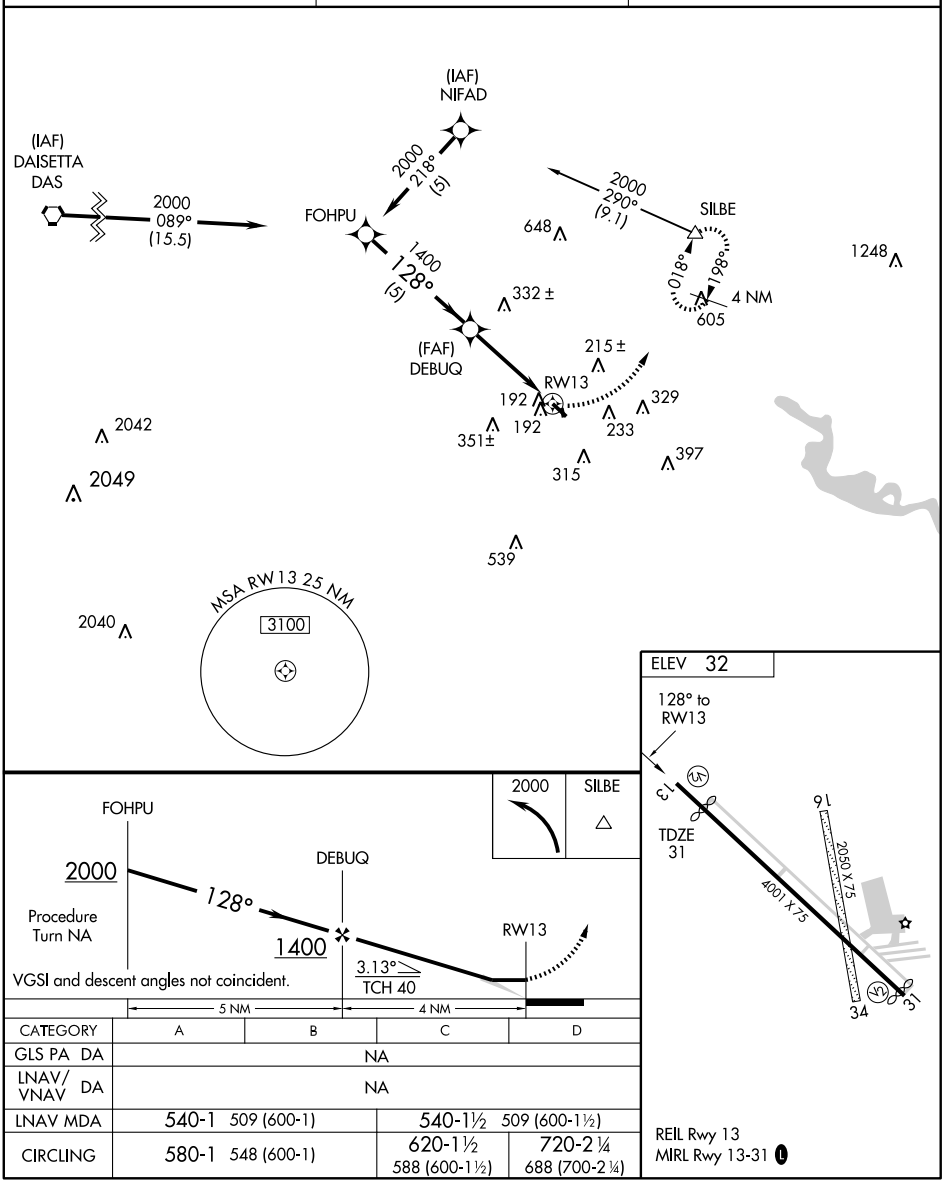
BEAUMONT MUNI (BMT)

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting.
Circling NA Rwy 16-34. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 2000 direct SILBE WP and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	540-1 509 (600-1)		540-1½ 509 (600-1½)	
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)

REIL Rwy 13
MIRL Rwy 13-31 L

RNAV (GPS) RWY 31

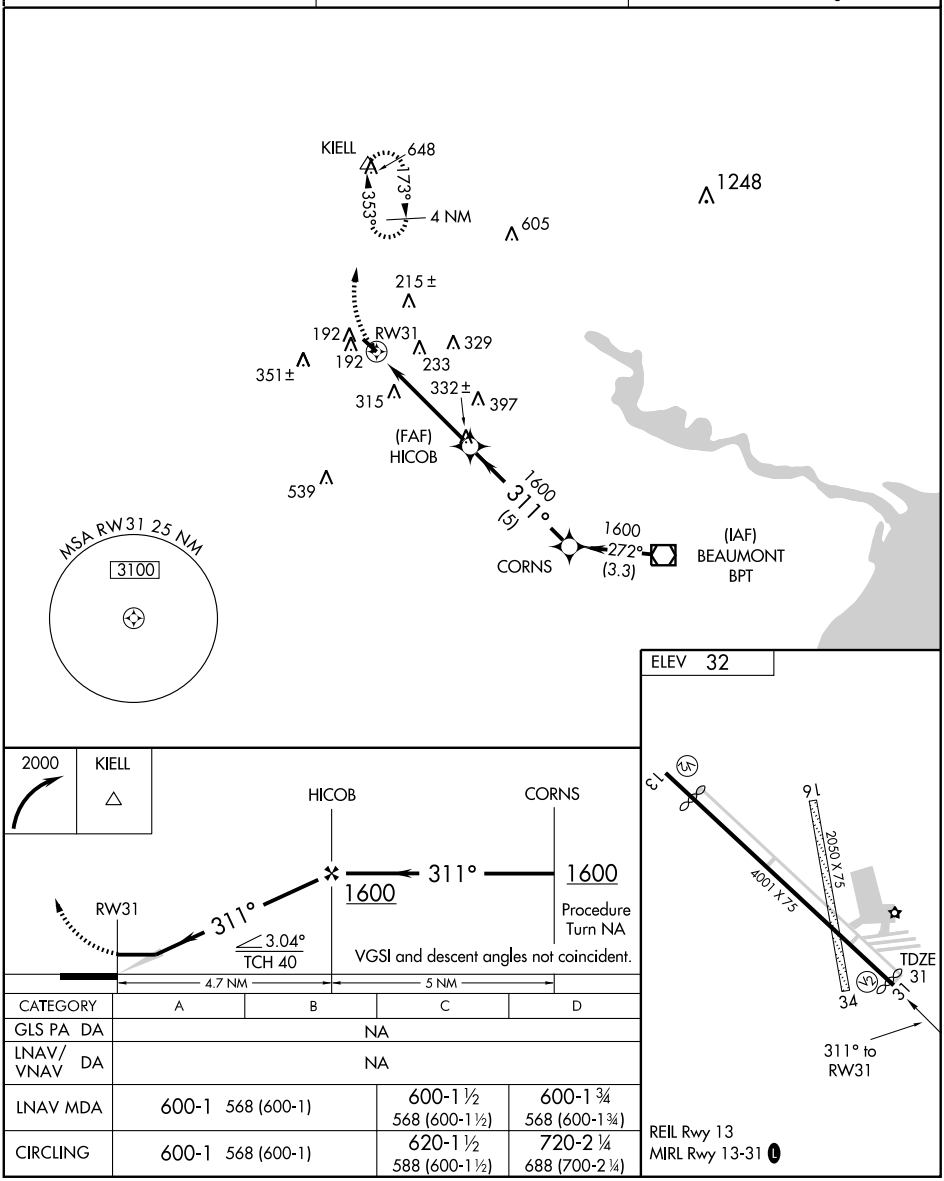
BEAUMONT MUNI (BMT)

APP CRS	Rwy Idg	3934
311°	TDZE	31
	Apt Elev	32

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA to Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct KIELL WP and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 568 (600-1)		600-1 ½ 568 (600-1 ½)	600-1 ¾ 568 (600-1 ¾)
CIRCLING	600-1 568 (600-1)		620-1 ½ 588 (600-1 ½)	720-2 ¼ 688 (700-2 ¼)

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	3669
114.5	119°	TDZE	31
Chan 92		Apt Elev	32

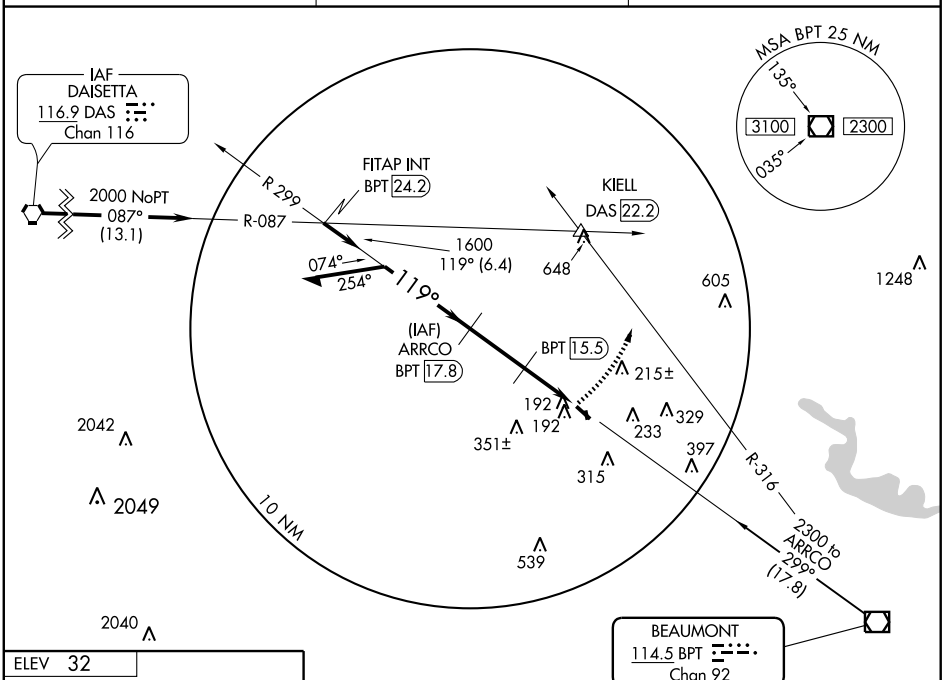
VOR/DME RWY 13

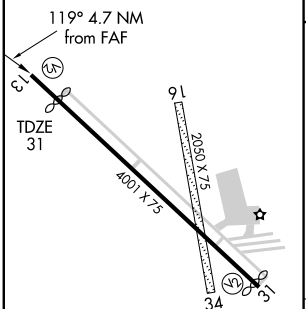
BEAUMONT MUNI (BMT)

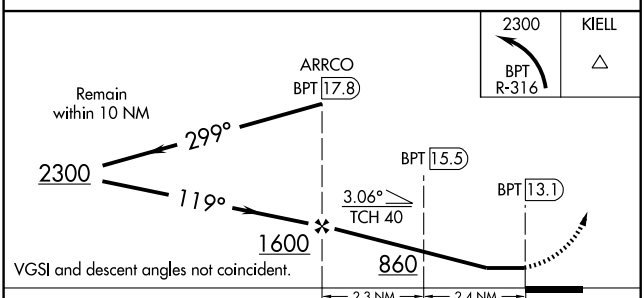
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2300 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	580-1 549 (600-1)		580-1½ 549 (600-1½)	580-1¾ 549 (600-1¾)
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2 ¼ 688 (700-2 ¼)

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	3934
114.5	299°	TDZE	32
Chan 92		Apt Elev	32

VOR/DME RWY 31

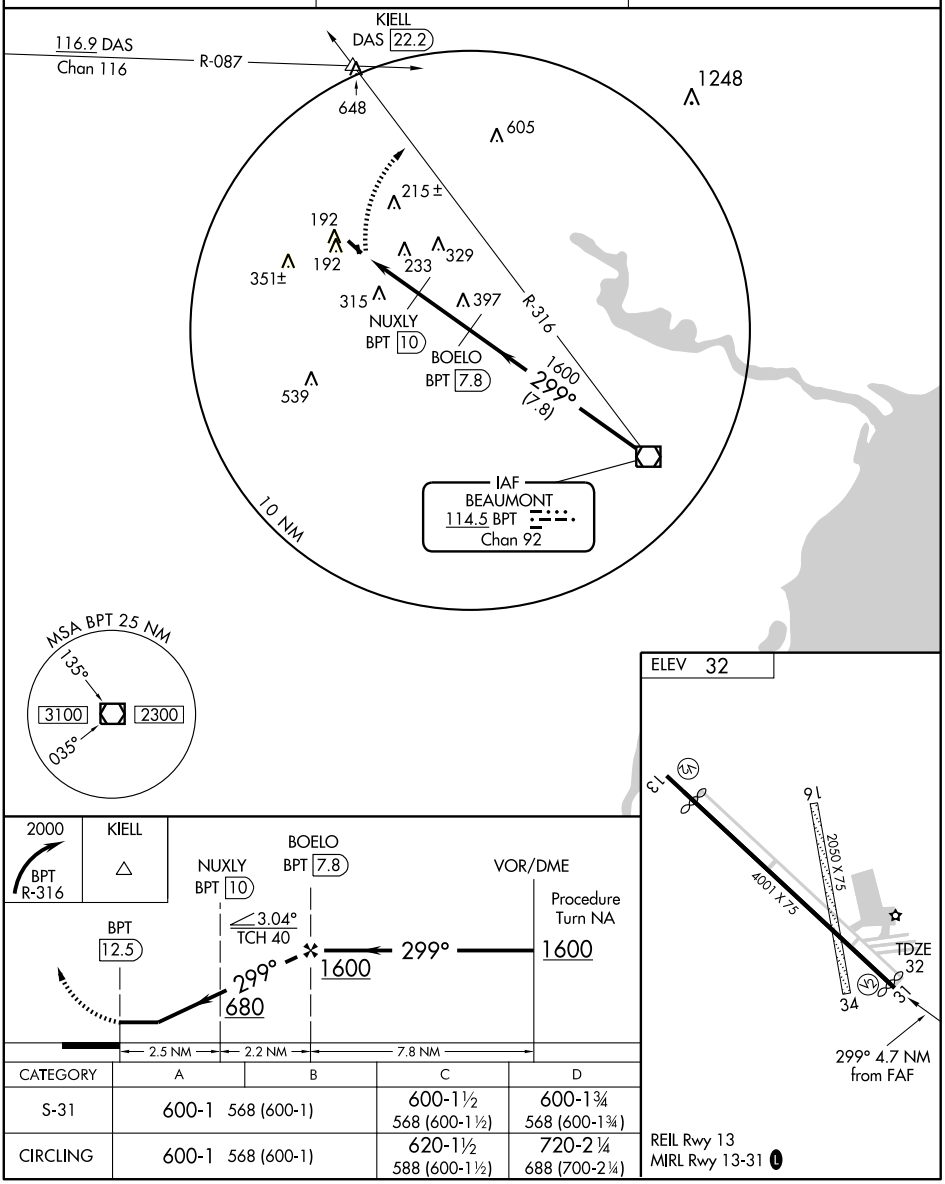
BEAUMONT MUNI (BMT)

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

NA

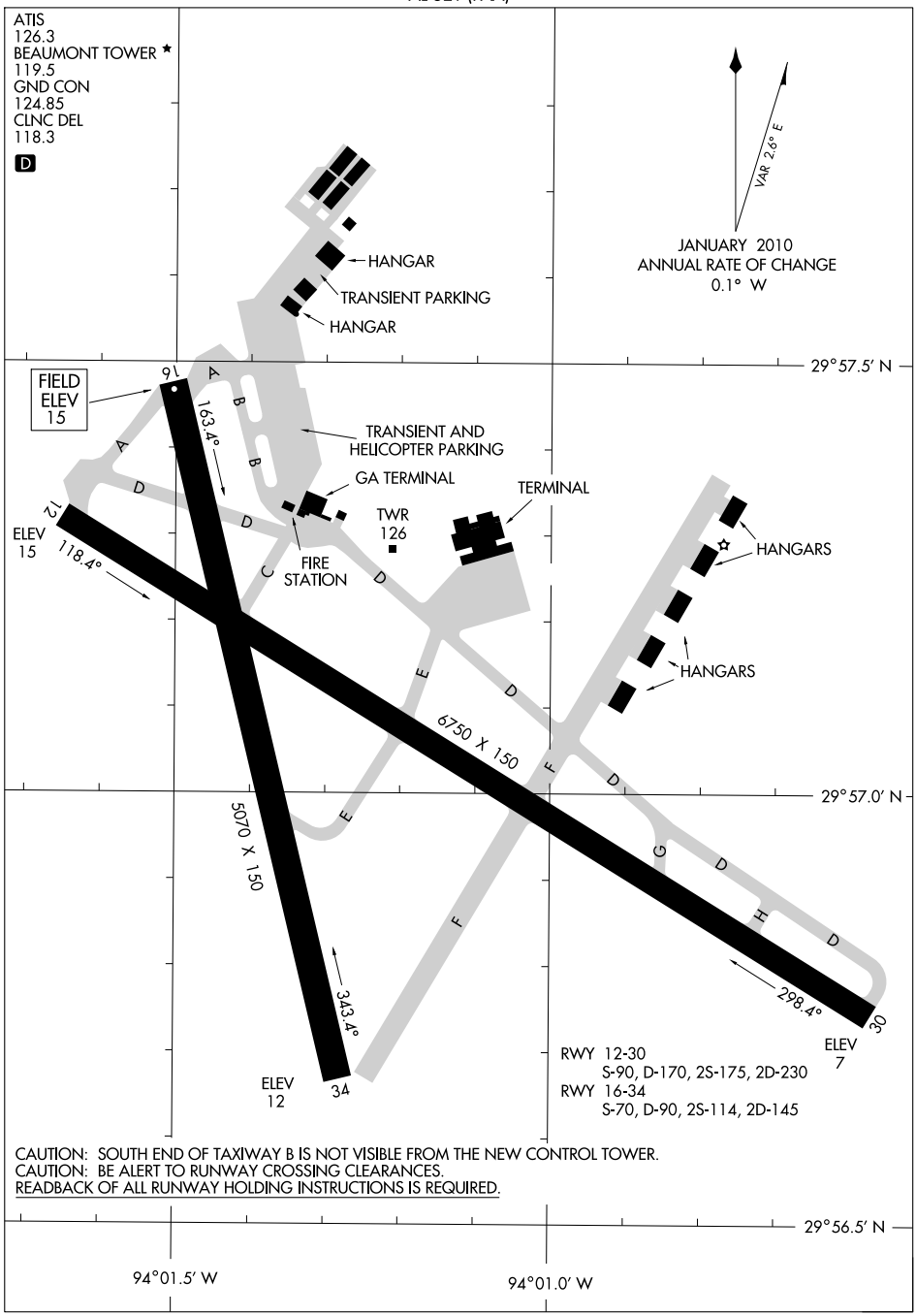
MISSED APPROACH: Climbing right turn to 2000 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-31	600-1 568 (600-1)		600-1½ 568 (600-1½)	600-1¾ 568 (600-1¾)
CIRCLING	600-1 568 (600-1)		620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

BEAUMONT/PORT ARTHUR

SOUTHEAST TEXAS RGNL (BPT) 9 SE UTC−6(−5DT) N29°57.05′ W94°01.24′ **HOUSTON**

15 B S2 **FUEL** 100LL, JET A OX 2 LRA Class I, ARFF Index A **H–7D, L–19E, 21A, GOMW**

NOTAM FILE BPT **IAP, AD**

RWY 12–30: H6750X150 (CONC–GRVD) S–90, D–170, 2S–175, 2D–230 HIRL

RWY 12: MALSR. Tree.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 54′. Tree.

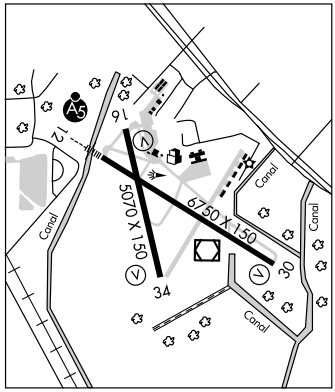
RWY 16–34: H5070X150 (CONC–ASPH–GRVD) S–70, D–90, 2S–114, 2D–145 HIRL

RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 34: REIL. VASI(V4L)—GA 3.0° TCH 53′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–6750	TODA–6750	ASDA–6750	LDA–6750
RWY 16:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070
RWY 30:	TORA–6750	TODA–6750	ASDA–6750	LDA–6750
RWY 34:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070



AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwy 16–34 first 4271′ of Rwy 34 grvd. First 1000′ Rwy 16 much darker than remainder of rwy. When twr clsd HIRL Rwy 12–30, REIL Rwy 30, HIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34 preset med ints. ACTIVATE MALSR Rwy 12—CTAF. Flight Notification Service (ADCUS) available. NOTE: Special Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (409) 722–3408.

COMMUNICATIONS: CTAF 119.5 **ATIS** 126.3 **UNICOM** 122.95

BEAUMONT RCO 122.2 (MONTGOMERY COUNTY RADIO)

Ⓡ **HOUSTON APP/DEP CON** 121.3

BEAUMONT TOWER 119.5 (1200–0400Z‡) **GND CON** 124.85 **CLNC DEL** 118.3

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

TRSA svc ctc **APP CON** 25 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.

BEAUMONT (L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ at fld. 10/7E. **HIWAS.**

SABINE PASS (L) VORW/DME 115.4 SBI Chan 101 N29°41.20′ W94°02.28′ 356° 15.8 NM to fld. 10/7E. NOTAM FILE CXO.

ILS/DME 110.15 I–BPT Chan 38(Y) Rwy 12. ILS unmonitored when twr closed.

BEEVILLE MUNI (BEA) 3 SW UTC−6(−5DT) N28°21.71′ W97°47.46′ **SAN ANTONIO**

268 B **FUEL** 100LL, JET A NOTAM FILE BEA **L–20H, 21A, GOMW**

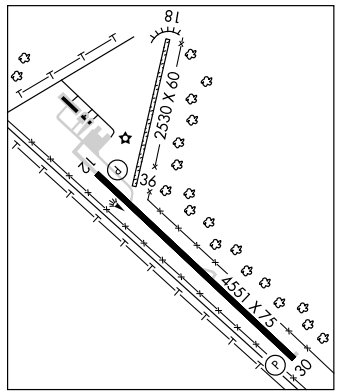
RWY 12–30: H4551X75 (ASPH) S–25 MIRL 0.5% up NW **IAP**

RWY 12: PAPI(P2L)—GA 3.0° TCH 20′. Road.

RWY 30: PAPI(P2L)—GA 3.0° TCH 26′. Road.

RWY 18–36: 2530X60 (TURF)

RWY 18: P-line. **RWY 36:** P-line.



AIRPORT REMARKS: Unattended. For svc after hrs call 361–358–0410. Rwy 18–36 thlds marked with reflective traffic cones. ACTIVATE MIRL Rwy 12–30—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (361) 362–7627.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 106° 20.9 NM to fld. 270/8E.

LOC/DME I-BPT	APP CRS	Rwy Idg	6750
110.15	116°	TDZE	15
Chan 38(Y)		Apt Elev	15

ILS or LOC RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 12 Cat A visibility to RVR 4000, Cat C to 2 miles, Cat D to 2¼ miles, Cat E to 2½ miles and increase Circling Cat C visibility to 2½ miles, Cat D to 2¾ miles and Cat E to 3 miles. COUGS Fix minimums: increase S-LOC 12 Cat E visibility to RVR 6000 and Circling Cat E visibility to 3 miles

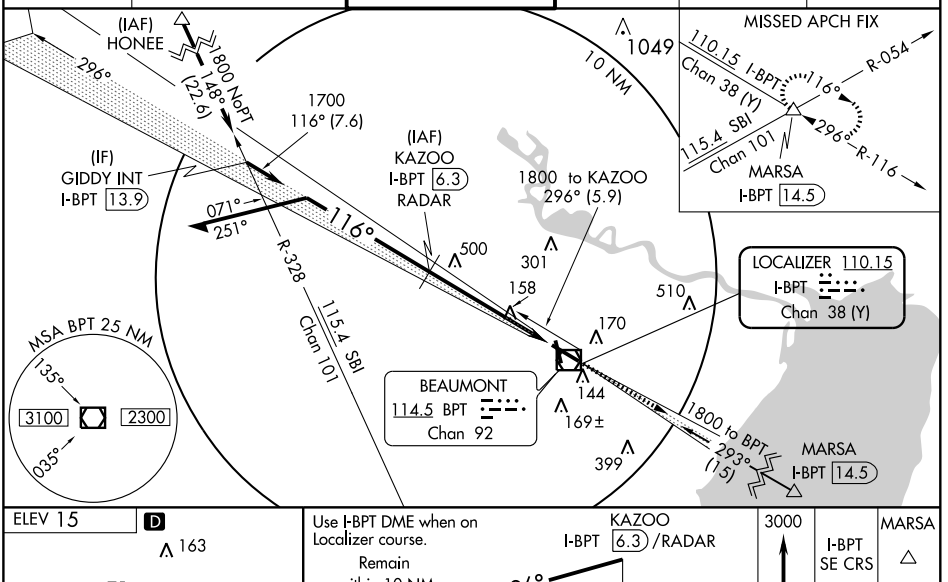
For inoperative MALSR increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat E to 2½ miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1½ miles.

For inoperative MALSR when using Orange County altimeter setting, increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat A to 1 mile, and Cat E to 3 miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting. DME or RADAR required.

MALSR

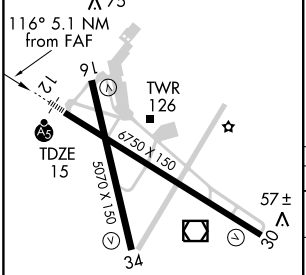
MISSED APPROACH: Climb to 3000 via I-BPT SE course to MARSA Int/I-BPT 14.5 DME and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	124.85	118.3	122.95



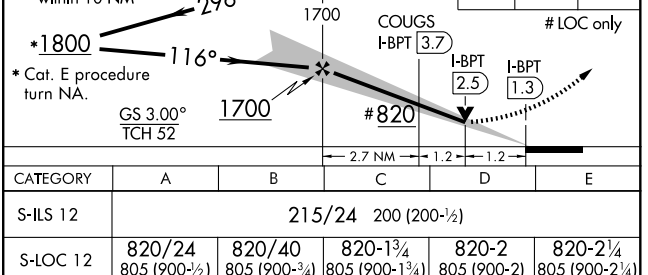
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 12	215/24 200 (200-½)				
S-LOC 12	820/24 805 (900-½)	820/40 805 (900-¾)	820-1¾ 805 (900-1¾)	820-2 805 (900-2)	820-2¼ 805 (900-2¼)
CIRCLING	820-1 805 (900-1)	820-1¼ 805 (900-1¼)	820-2¼ 805 (900-2¼)	820-2½ 805 (900-2½)	820-2¾ 805 (900-2¾)
COUGS FIX MINIMUMS					
S-LOC 12	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

LOC I-BPT	APP CRS	Rwy Idg	6750
110.15	296°	TDZE	12
Chan 38(Y)		Apt Elev	15

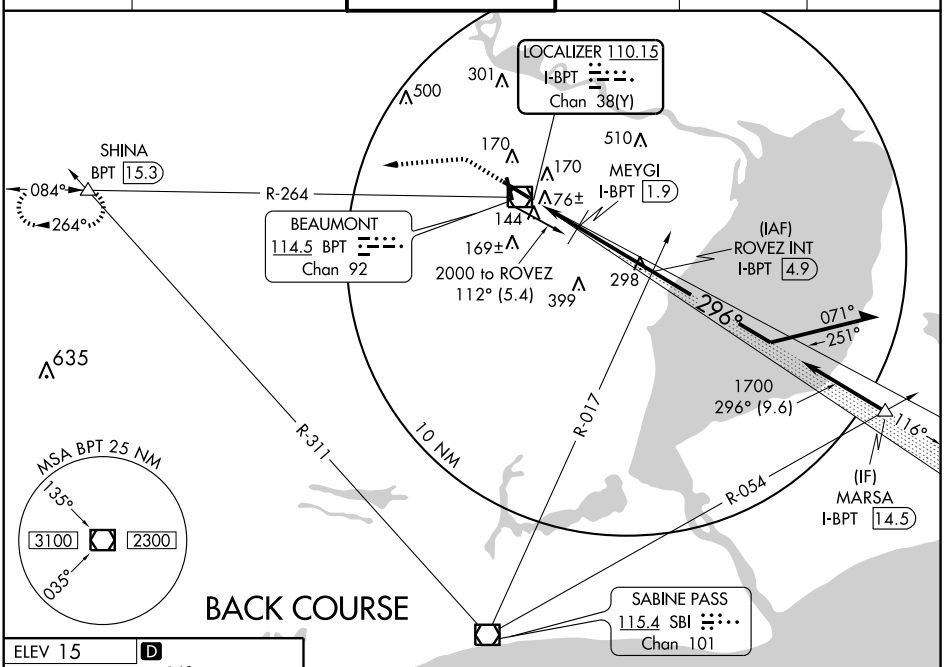
LOC BC RWY 30

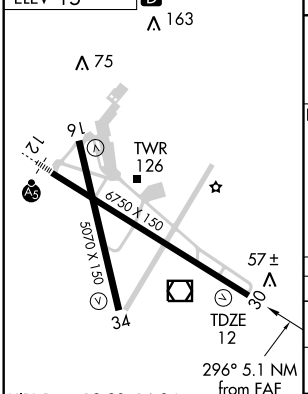
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet, increase Circling Cat E visibility ¼ mile, MEYGI fix minimums: increase S-30 Cat C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via BPT VOR/DME R-264 to SHINA Int/BPT 15.3 DME and hold.

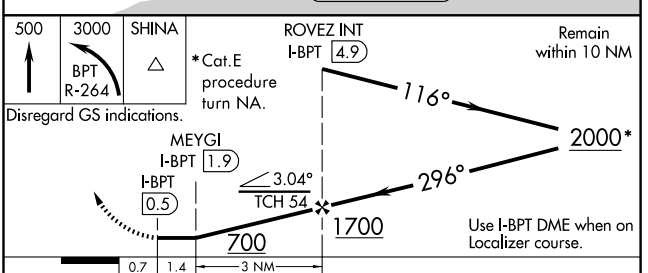
ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95





HIRL Rwys 12-30, 16-34
REIL Rwys 16, 30 and 34

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-30	700-1 688 (700-1)		700-2 688 (700-2)	700-2¼ 688 (700-2¼)	700-2½ 688 (700-2½)
CIRCLING	700-1 685 (700-1)		700-2 685 (700-2)	700-2¼ 685 (700-2¼)	820-2¾ 805 (900-2¾)
MEYGI FIX MINIMUMS					
S-30	400-1 388 (400-1)			400-1¼ 388 (400-1¼)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6750
CH 99715	116°	TDZE	15
W12A		Apt Elev	15

RNAV (GPS) RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

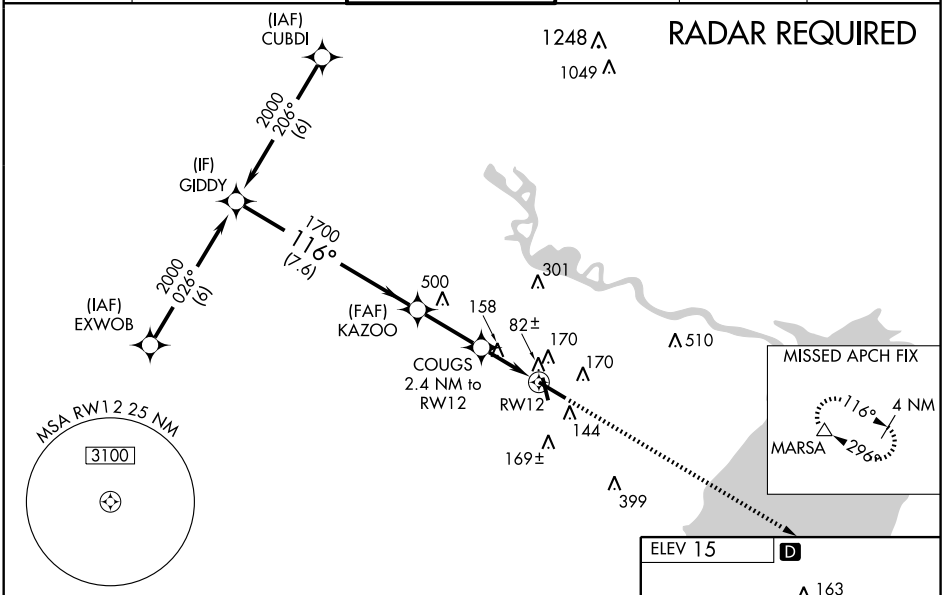
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV Cat E, LNAV Cat E and Circling Cat E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat E to 1½ miles. For inoperative MALSR when using Orange County altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 1½ miles, and LNAV Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting.

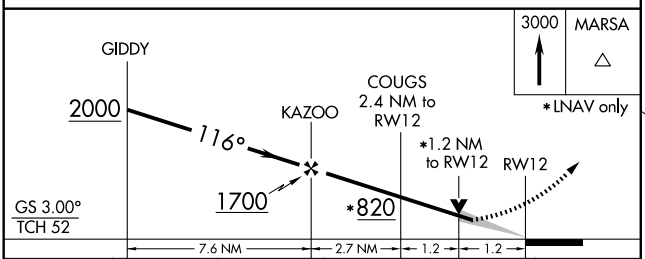
MALSR

MISSED APPROACH: Climb to 3000 direct MARSA and hold.

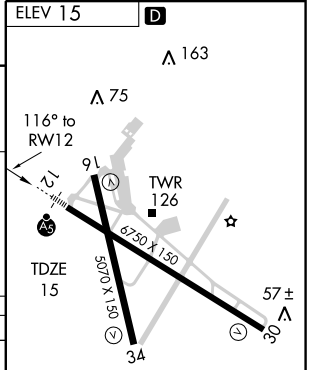
ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D	E
LPV DA	215/24 200 (200-½)				
LNAV/VNAV DA	375/40 360 (400-¾)				
LNAV MDA	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5070
CH 82316	161°	TDZE	15
W16A		Apt Elev	15

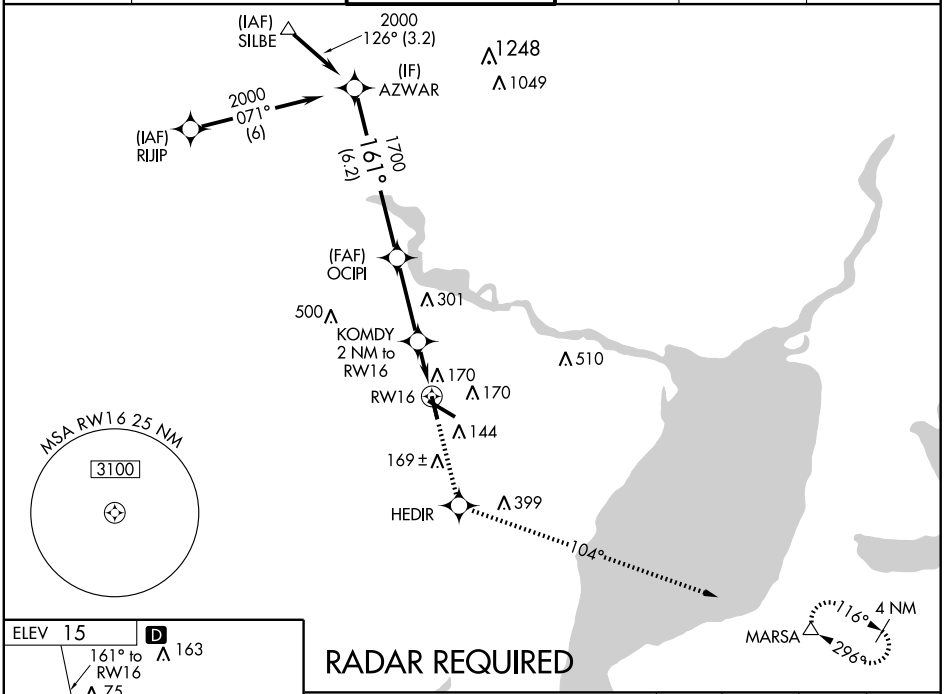
RNAV (GPS) RWY 16

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat D and Circling Cat E visibility ¼ mile. VDP NA when using Orange County altimeter setting.

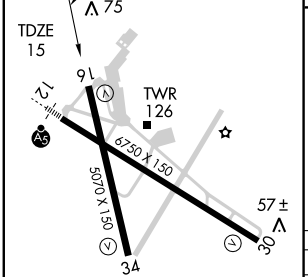
MISSED APPROACH: Climb to 3000 direct HEDIR and via track 104° to MARSA and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



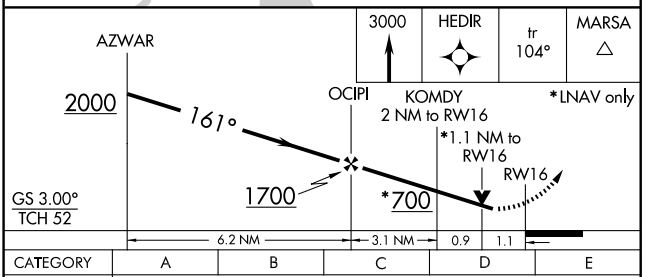
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	273-¾ 258 (300-¾)				
LNAV/VNAV DA	422-1½ 407 (500-1½)				
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)		420-1½ 405 (500-1½)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

WAAS	APP CRS	Rwy Idg	6750
CH 69216	296°	TDZE	12
W30A		Apt Elev	15

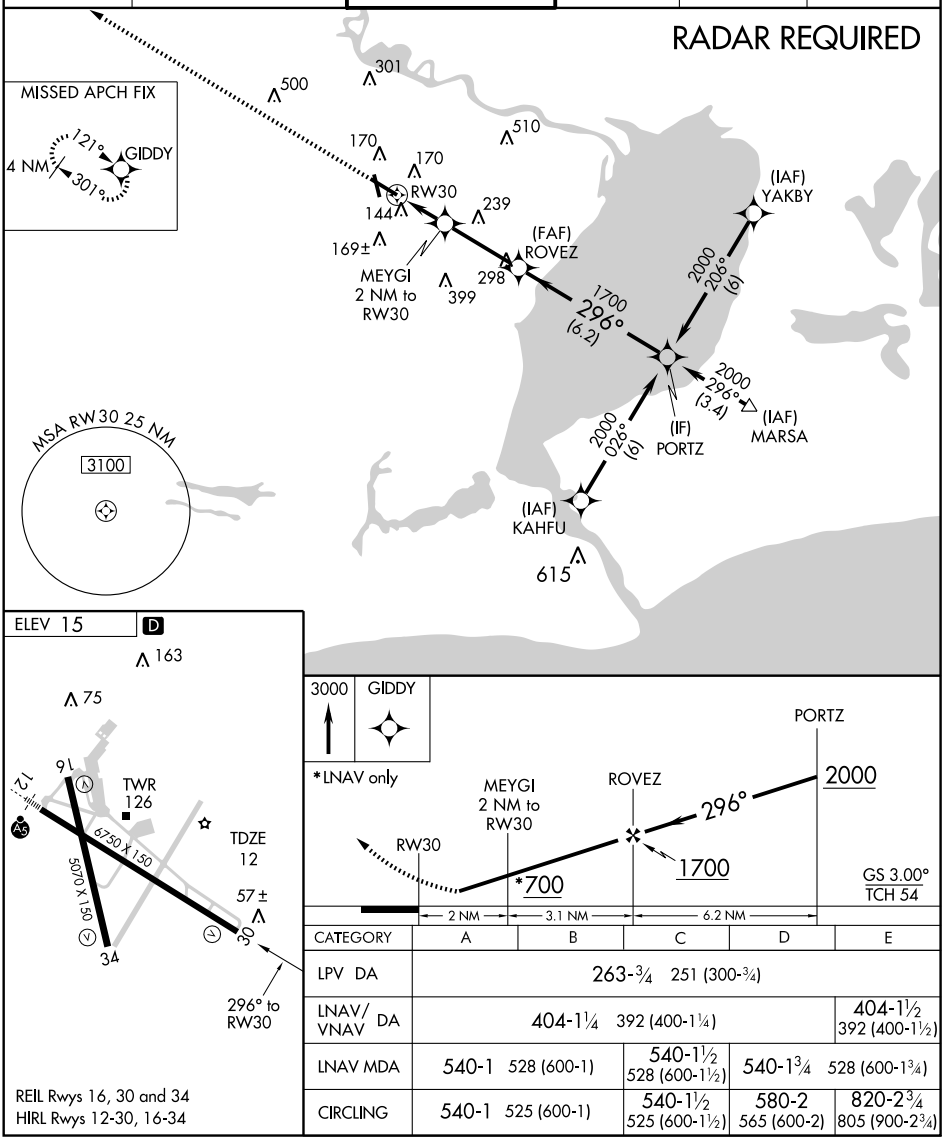
RNAV (GPS) RWY 30

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat E and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



CATEGORY	A	B	C	D	E
LPV DA	263-¾ 251 (300-¾)				
LNAV/VNAV DA	404-1¼ 392 (400-1¼)				404-1½ 392 (400-1½)
LNAV MDA	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)	
CIRCLING	540-1 525 (600-1)		540-1½ 525 (600-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5070
CH 72616	341°	TDZE	15
W34A		Apt Elev	15

RNAV (GPS) RWY 34

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV Cat C and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NUWRY and via track 283° to GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95

RADAR REQUIRED

MISSED APCH FIX

4 NM 121° GIDDY 301°

283° NUWRY 301

500 510

170 170

RW34 144

169±

HEVLO
1.7 NM to
RW34 399

(FAF)
IJOZO 299

341° (6.2) 1700

MSA RW34 25 NM
3100

(IAF)
LODIH

2000
251°
(6)

2000
071°
(6)

(IF)
EBUKY

(IAF)
HECLY

615

ELEV 15 D

163

75

16 17

TWR
126

6750 X 150

5070 X 150

57±

30

34

TDZE
15

341° to
RW34

REIL Rwys
16, 30 and 34
HIRL Rwys
12-30, 16-34

3000	NUWRY	tr 283°	GIDDY

*LNAV only

EBUKY 2000

HEVLO
1.7 NM to
RW34

IJOZO 341°

RW34 *600 1700

GS 3.00°
TCH 53

1.7 NM 3.4 NM 6.2 NM

CATEGORY	A	B	C	D	E
LPV DA	215-¾ 200 (200-¾)				
LNAV/VNAV DA	437-1½ 422 (500-1½)				
LNAV MDA	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	480-1¾ 465 (500-1¾)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	068°	TDZE	N/A
Chan 92		Apt Elev	16

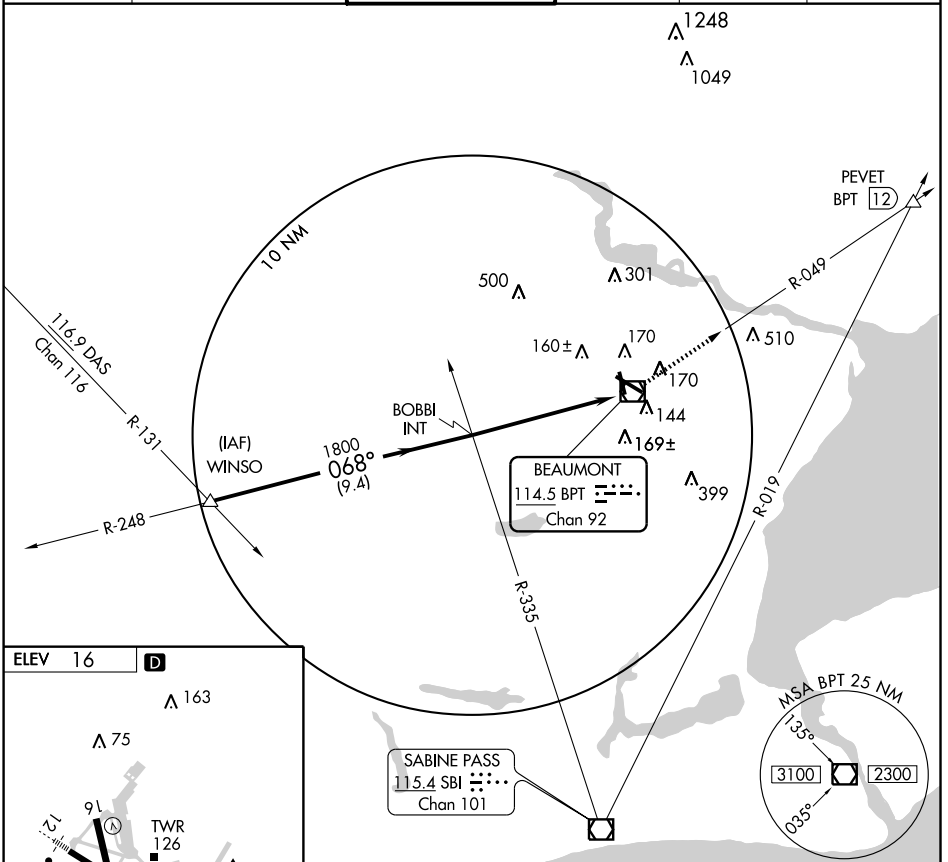
VOR-A

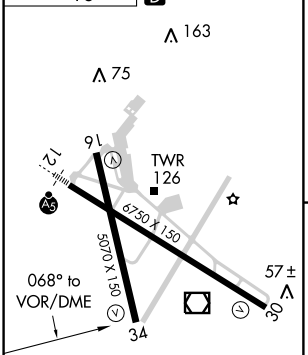
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

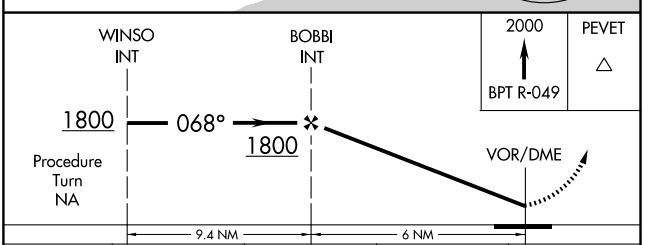
When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	249°	TDZE	N/A
Chan 92		Apt Elev	16

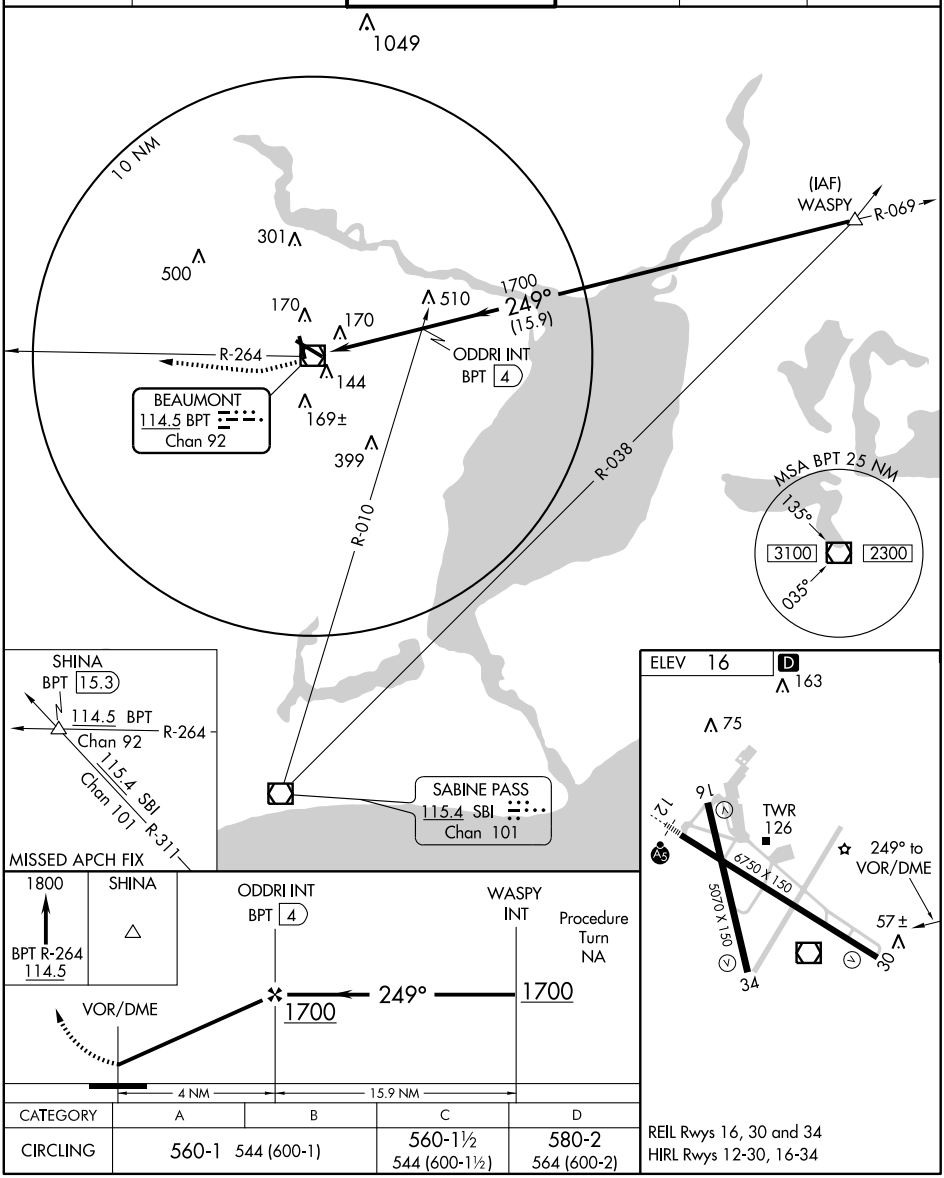
VOR-B

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1800 via BPT R-264 to SHINA Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	084°	TDZE	N/A
Chan 92		Apt Elev	16

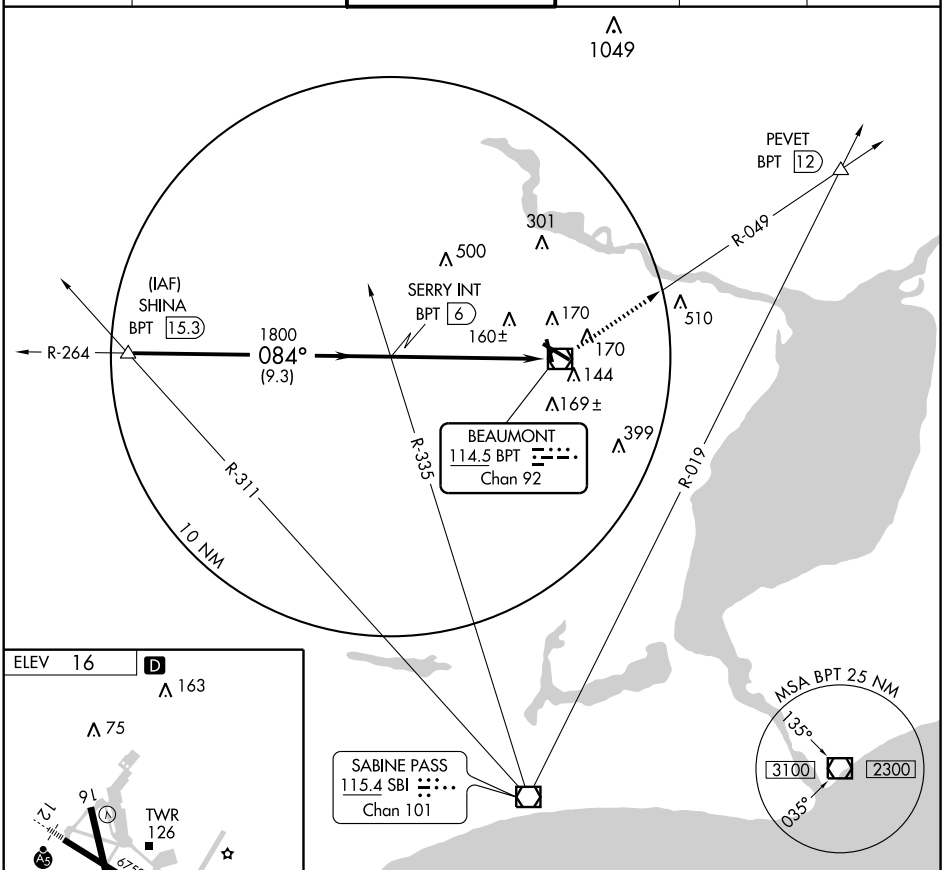
VOR-C

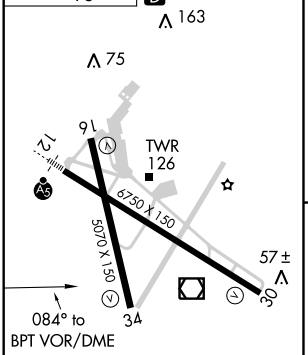
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

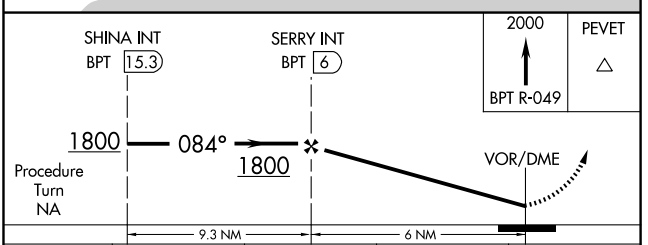
When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	151°	TDZE	N/A
Chan 92		Apt Elev	16

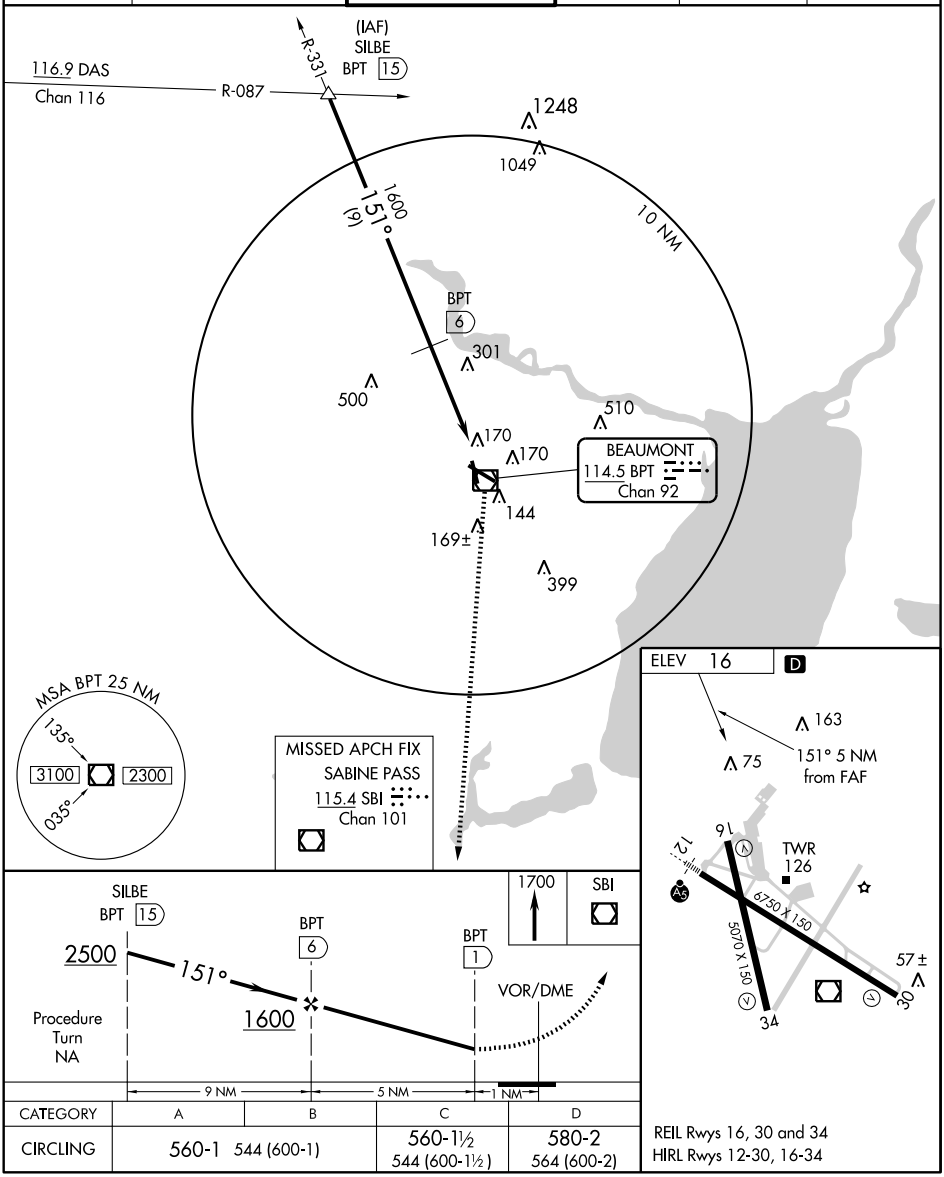
VOR/DME-D

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1700 direct SBI VOR/DME.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	5070
114.5	359°	TDZE	16
Chan 92		Apt Elev	16

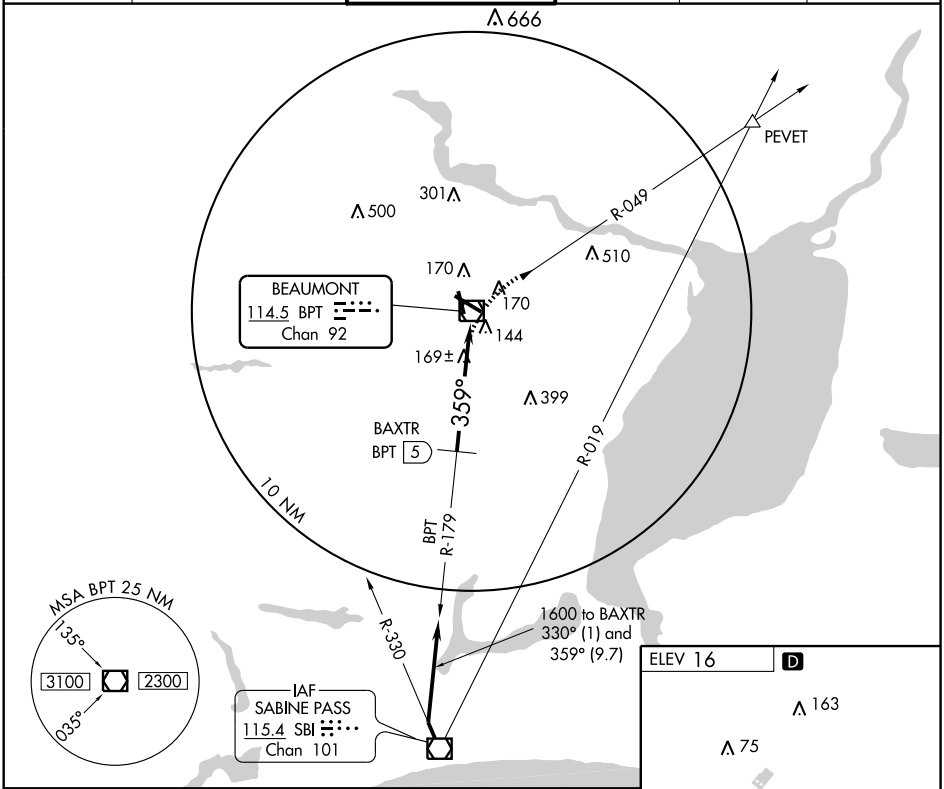
VOR/DME RWY 34

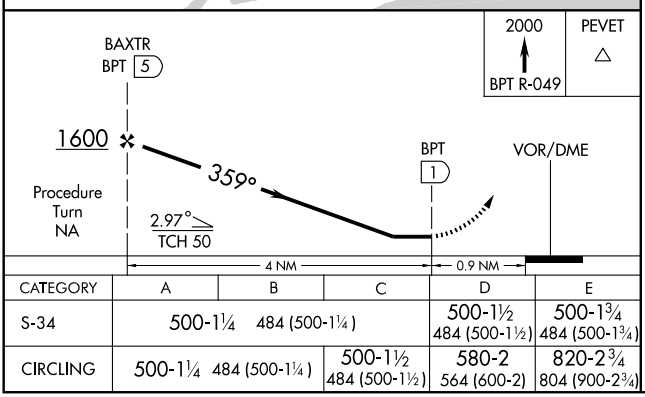
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

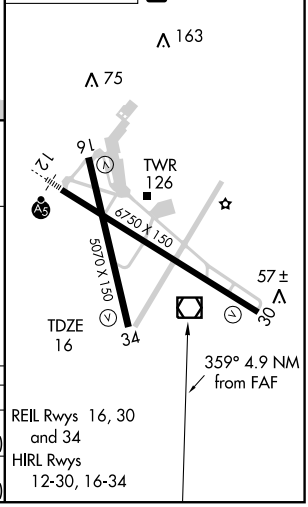
When local altimeter setting not received, use Orange County altimeter setting and increase Circling MDA 40 feet, and Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D	E
S-34	500-1¼ 484 (500-1¼)			500-1½ 484 (500-1½)	500-1¾ 484 (500-1¾)
CIRCLING	500-1¼ 484 (500-1¼)		500-1½ 484 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

REIL Rwys 16, 30 and 34

HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	6750
114.5	120°	TDZE	16
Chan 92		Apt Elev	16

VOR RWY 12

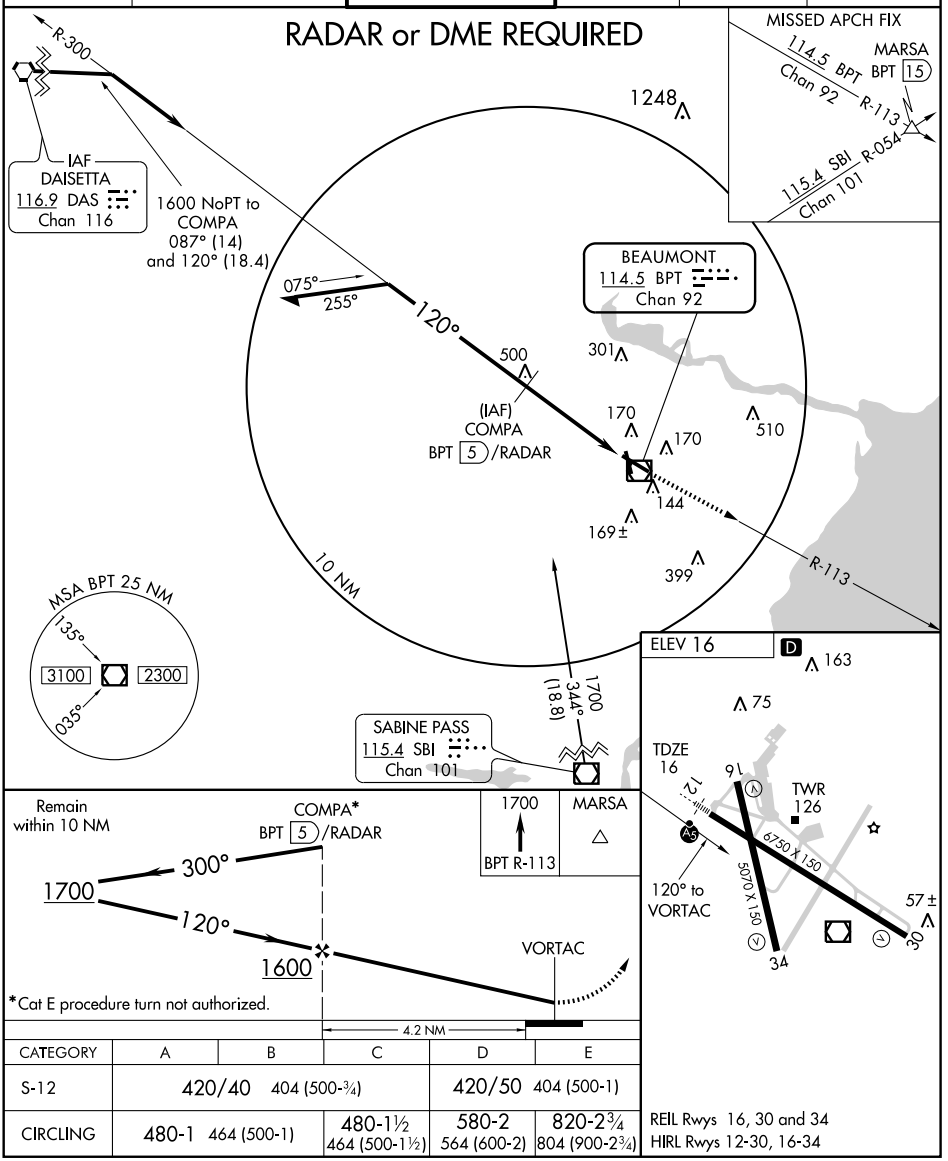
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

T A For inoperative MALSR, increase S-12 Cats A/B visibility to RVR 5000 and Cat D to RVR 6000. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet and increase Circling Cat E visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1700 via BPT R-113 to MARSA Int/BPT 15 DME.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	124.85	118.3	122.95



CATEGORY	A	B	C	D	E
S-12	420/40 404 (500-¾)			420/50 404 (500-1)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 26 AUG 2010 to 23 SEP 2010

BEAUMONT/PORT ARTHUR

SOUTHEAST TEXAS RGNL (BPT) 9 SE UTC−6(−5DT) N29°57.05′ W94°01.24′ **HOUSTON**

15 B S2 **FUEL** 100LL, JET A OX 2 LRA Class I, ARFF Index A **H–7D, L–19E, 21A, GOMW**

NOTAM FILE BPT **IAP, AD**

RWY 12–30: H6750X150 (CONC–GRVD) S–90, D–170, 2S–175, 2D–230 HIRL

RWY 12: MALSR. Tree.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 54′. Tree.

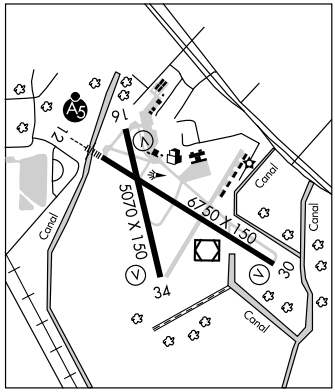
RWY 16–34: H5070X150 (CONC–ASPH–GRVD) S–70, D–90, 2S–114, 2D–145 HIRL

RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 34: REIL. VASI(V4L)—GA 3.0° TCH 53′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–6750	TODA–6750	ASDA–6750	LDA–6750
RWY 16:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070
RWY 30:	TORA–6750	TODA–6750	ASDA–6750	LDA–6750
RWY 34:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070



AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwy 16–34 first 4271′ of Rwy 34 grvd. First 1000′ Rwy 16 much darker than remainder of rwy. When twr clsd HIRL Rwy 12–30, REIL Rwy 30, HIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34 preset med ints. ACTIVATE MALSR Rwy 12—CTAF. Flight Notification Service (ADCUS) available. NOTE: Special Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (409) 722–3408.

COMMUNICATIONS: CTAF 119.5 **ATIS** 126.3 **UNICOM** 122.95

BEAUMONT RCO 122.2 (MONTGOMERY COUNTY RADIO)

Ⓡ **HOUSTON APP/DEP CON** 121.3

BEAUMONT TOWER 119.5 (1200–0400Z‡) **GND CON** 124.85 **CLNC DEL** 118.3

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

TRSA svc ctc **APP CON** 25 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.

BEAUMONT (L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ at fld. 10/7E. **HIWAS.**

SABINE PASS (L) VORW/DME 115.4 SBI Chan 101 N29°41.20′ W94°02.28′ 356° 15.8 NM to fld. 10/7E. NOTAM FILE CXO.

ILS/DME 110.15 I–BPT Chan 38(Y) Rwy 12. ILS unmonitored when twr closed.

BEEVILLE MUNI (BEA) 3 SW UTC−6(−5DT) N28°21.71′ W97°47.46′ **SAN ANTONIO**

268 B **FUEL** 100LL, JET A NOTAM FILE BEA **L–20H, 21A, GOMW**

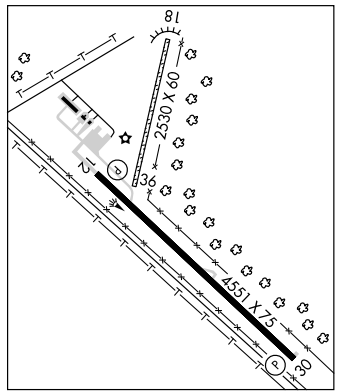
RWY 12–30: H4551X75 (ASPH) S–25 MIRL 0.5% up NW **IAP**

RWY 12: PAPI(P2L)—GA 3.0° TCH 20′. Road.

RWY 30: PAPI(P2L)—GA 3.0° TCH 26′. Road.

RWY 18–36: 2530X60 (TURF)

RWY 18: P-line. **RWY 36:** P-line.



AIRPORT REMARKS: Unattended. For svc after hrs call 361–358–0410. Rwy 18–36 thlds marked with reflective traffic cones. ACTIVATE MIRL Rwy 12–30—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (361) 362–7627.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 106° 20.9 NM to fld. 270/8E.

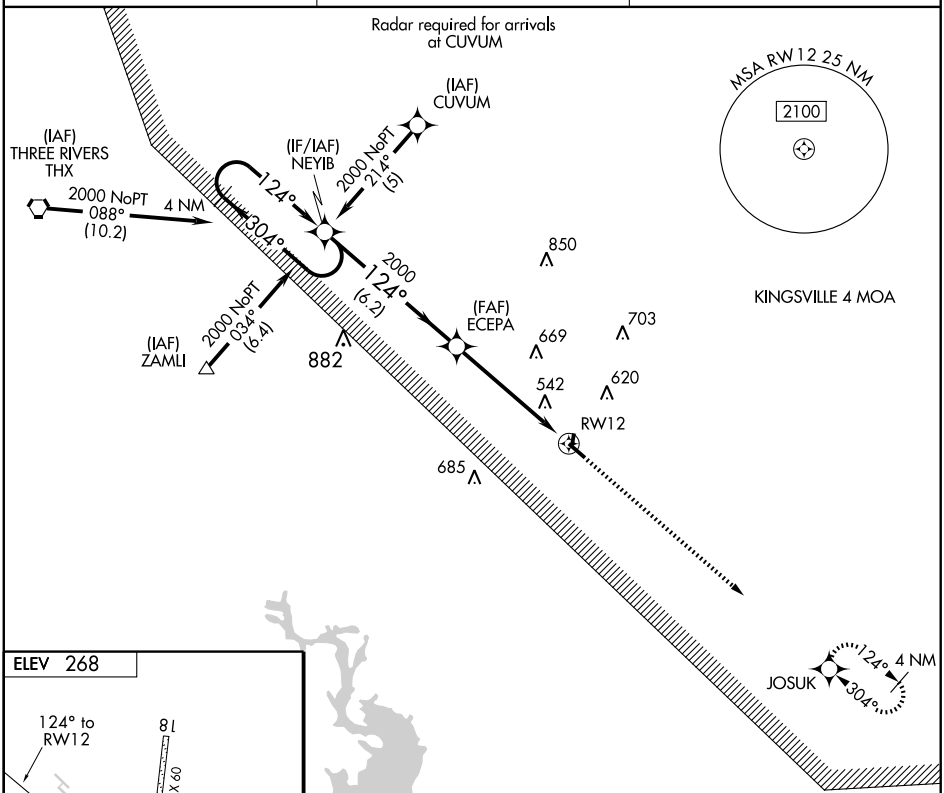
APP CRS	Rwy Idg	4551
124°	TDZE	268
	Apt Elev	268

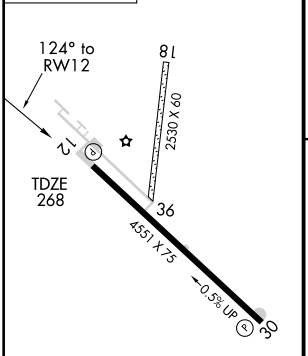
RNAV (GPS) RWY 12
BEEVILLE MUNI (BEA)

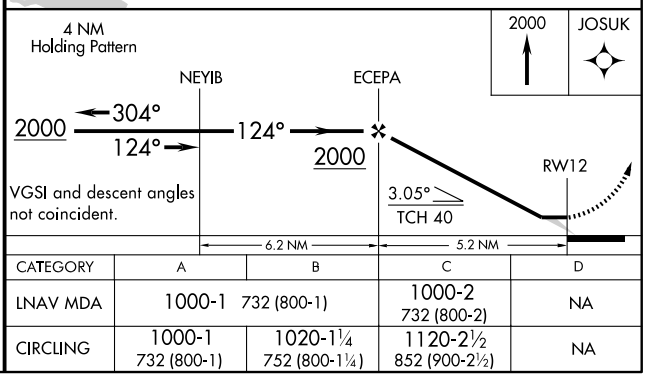
Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JOSUK and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1000-1 732 (800-1)		1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 30

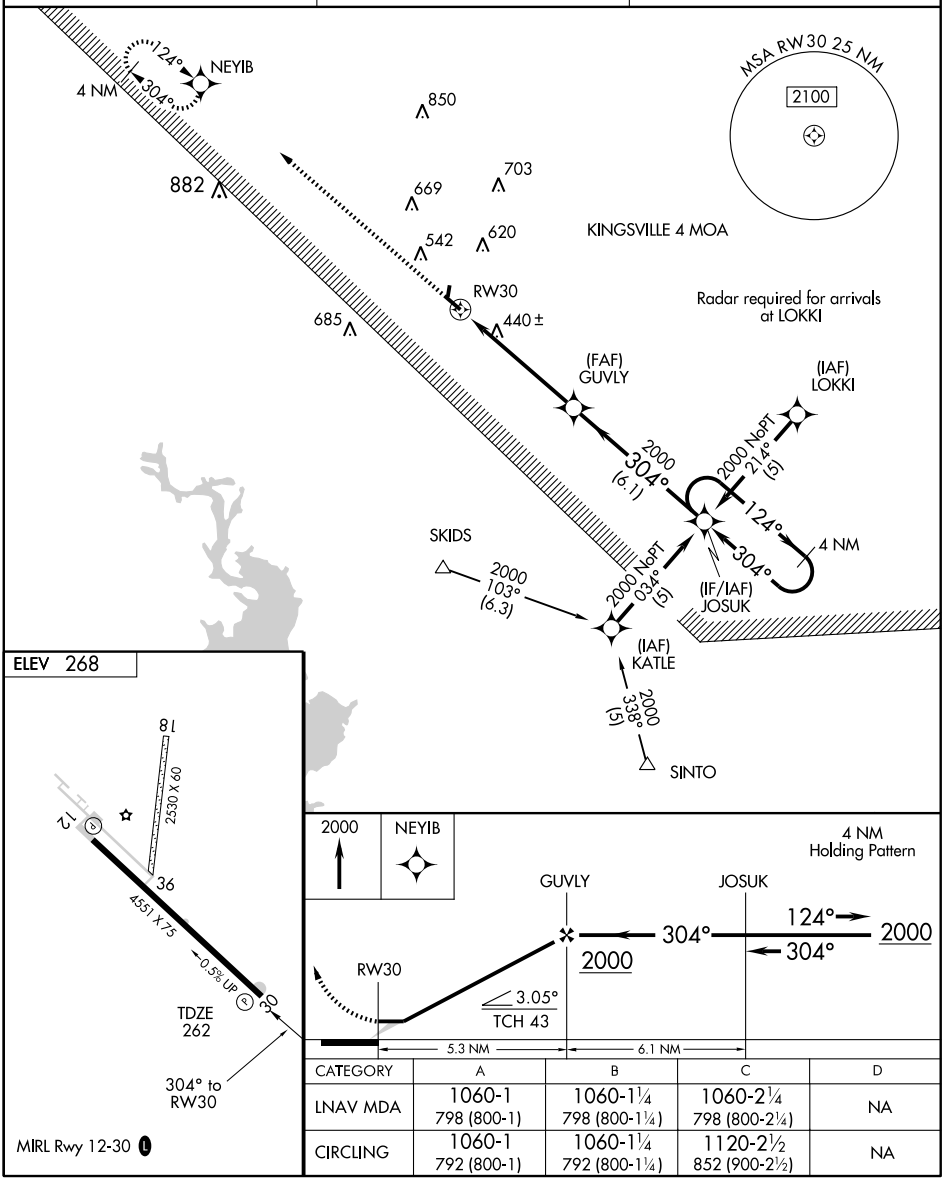
BEEVILLE MUNI (BEA)

APP CRS	Rwy Idg	4551
304°	TDZE	262
	Apt Elev	268

Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct NEYIB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1060-1 798 (800-1)	1060-1¼ 798 (800-1¼)	1060-2¼ 798 (800-2¼)	NA
CIRCLING	1060-1 792 (800-1)	1060-1¼ 792 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC THX 111.4 Chan 51	APP CRS 106°	Rwy Idg 4551 TDZE 268 Apt Elev 268

VOR/DME RWY 12

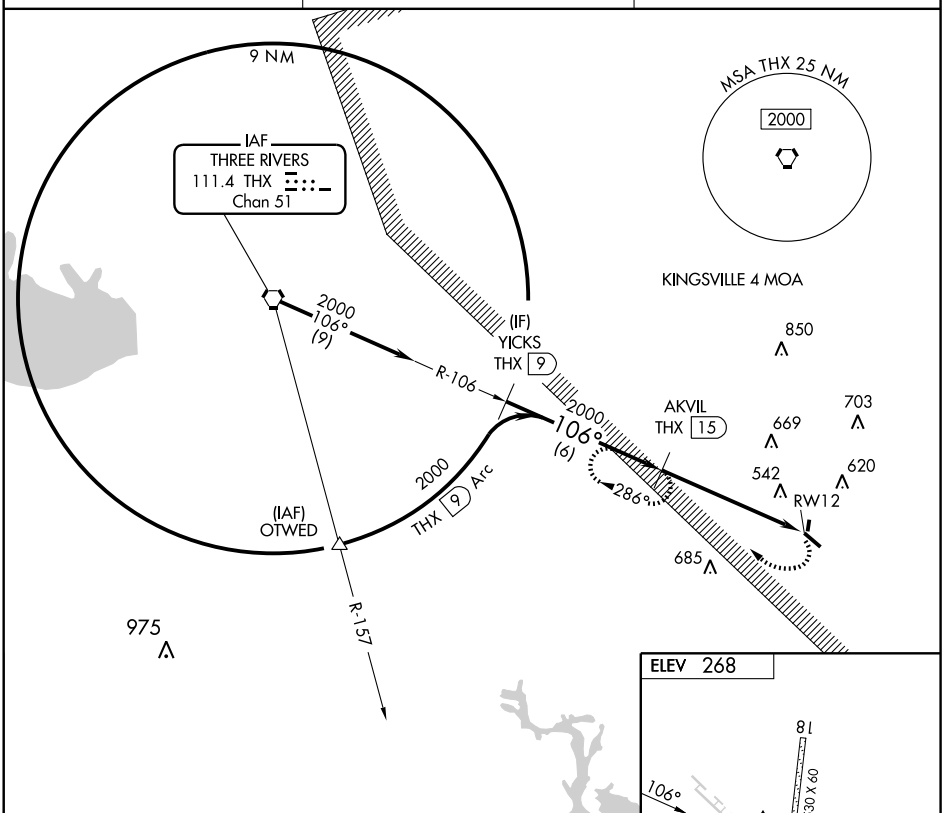
BEEVILLE MUNI (BEA)

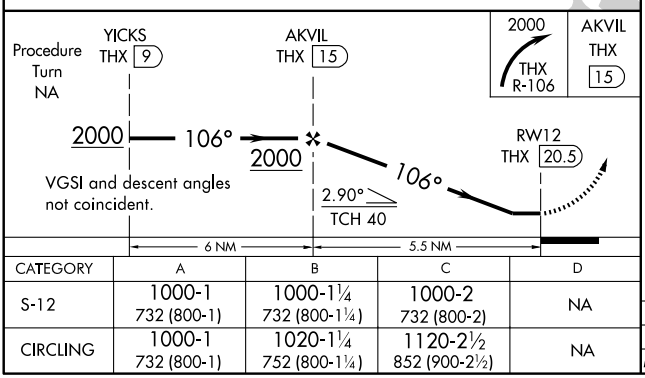
Use Corpus Christi Intl altimeter setting.

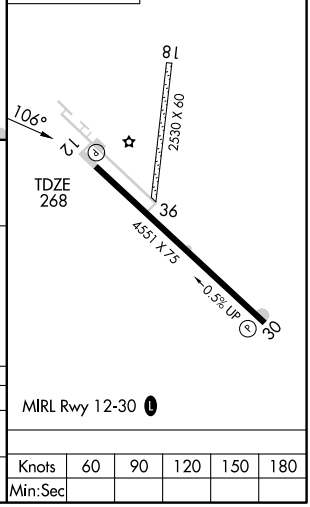
NA

MISSED APPROACH: Climbing right turn to 2000 via THX VORTAC R-106 to AKVIL THX VORTAC 15 DME and hold. Continue climb-in-hold to 2000.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
S-12	1000-1 732 (800-1)	1000-1¼ 732 (800-1¼)	1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

BIG LAKE

REAGAN CO (E41) 1 W UTC−6(−5DT) N31°11.93′ W101°28.35′ — SAN ANTONIO, L–19A, IAP

2706 B **FUEL** 100LL NOTAM FILE SJT

RWY 16–34: H4031X50 (ASPH) S–14 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 30′. Brush. Rgt tfc.

RWY 34: PAPI(P2L)—GA 3.5° TCH 40′. Pole.

RWY 09–27: 3460X80 (DIRT)

RWY 09: Brush. **RWY 27:** Brush. Rgt tfc.

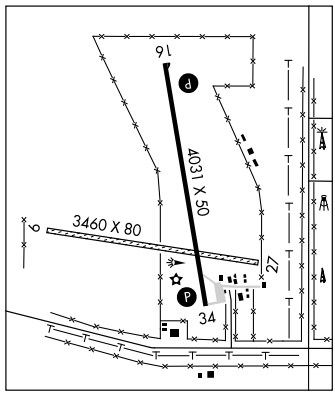
AIRPORT REMARKS: Unattended. For fuel call 325–884–2576 or 325–650–3133. Deer on and invof rwys. Rwy 27 4 ft fence 75 ft from thld with 12 ft trees on fenceline across apch. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16, PAPI Rwy 34—CTAF.

COMMUNICATIONS: CTAF 122.9

FORT WORTH CENTER APP/DEP CON 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 249° 53.4 NM to fld. 1890/10E.



BIG SPRING McMAHON–WRINKLE (BPG) 2 SW UTC−6(−5DT) N32°12.76′ W101°31.30′ — DALLAS–FT WORTH, H–6G, L–6H, IAP

2573 B S4 **FUEL** 100LL, JET A NOTAM FILE BPG

RWY 17–35: H8802X100 (ASPH–CONC) S–44, D–62, 2D/2D2–101 MIRL

RWY 17: SSALS. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.

RWY 35: PAPI(P4L)—GA 3.0° TCH 36′.

RWY 06–24: H4601X75 (ASPH) MIRL 0.6% up NE

RWY 06: PVASI(PSIL)—GA 2.97° TCH 31′. Rgt tfc.

RWY 24: PVASI(PSIL)—GA 3.55° TCH 37′. P-line.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For fuel after hours call 432–267–8952 or 432–935–3395.. Prairie dogs on rwys and twys. Extensive agricultural ops invof arpt. Sandhill Cranes crossing in the spring and fall. MIRL Rwy 06–24 and Rwy 17–35 preset low ints, to increase ints and ACTIVATE SSALS Rwy 17 and PVASI Rwy 06, Rwy 24, and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.025 (432) 263–3842.

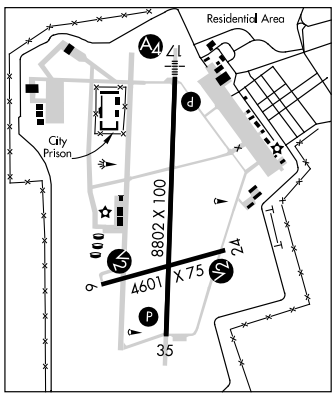
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (SAN ANGELO RADIO)

FORT WORTH CENTER APP/DEP CON 133.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.

(L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 180° 10.5 NM to fld. 2670/11E.



BISHOP'S LANDING (See CELINA)

APP CRS	Rwy Idg	4032
161°	TDZE	2706
	Apt Elev	2706

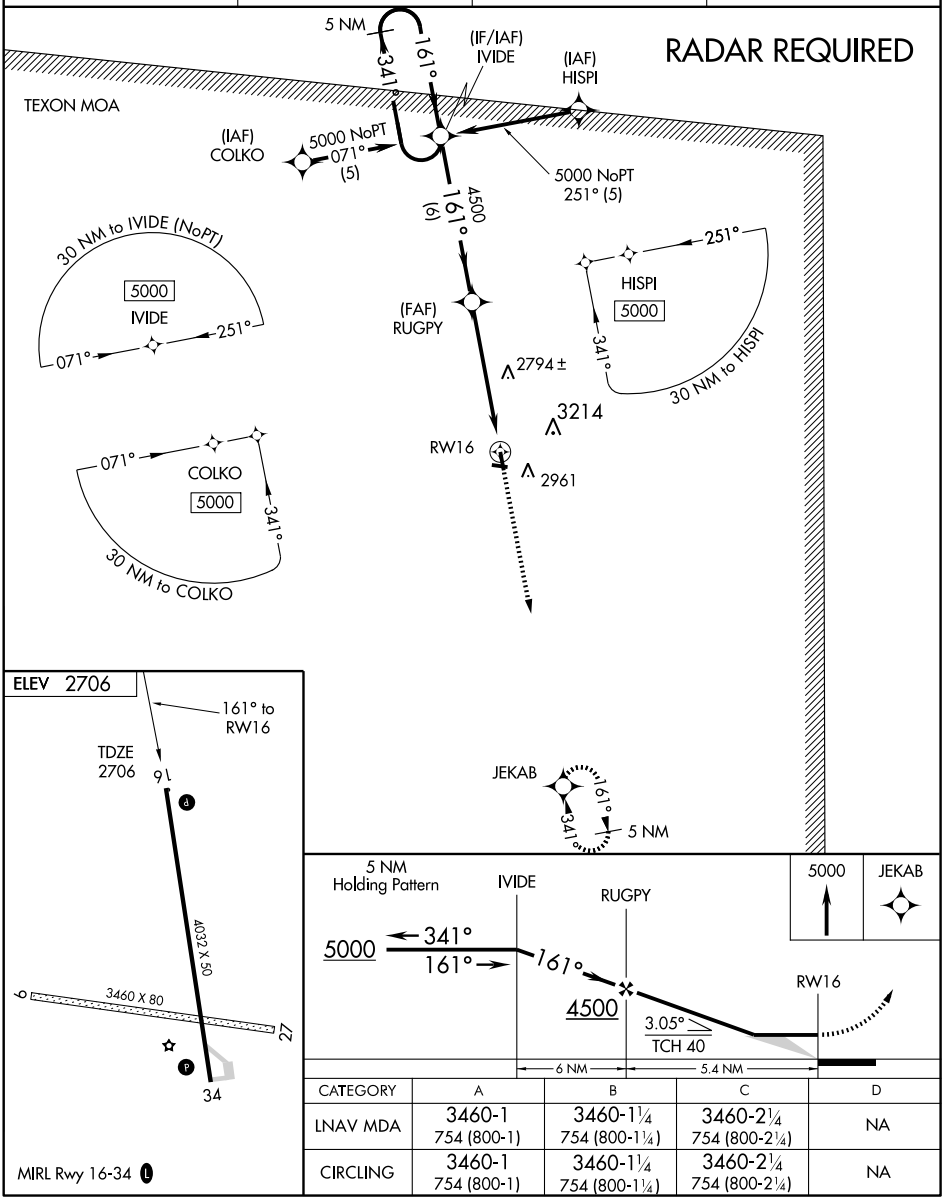
RNAV (GPS) RWY 16

BIG LAKE/ REAGAN COUNTY (E41)

Use San Angelo altimeter setting; If not received, procedure NA.
Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

SAN ANGELO ASOS	FORT WORTH CENTER	CTAF	
128.45	126.15 322.55	122.9	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA
CIRCLING	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

BIG LAKE

REAGAN CO (E41) 1 W UTC−6(−5DT) N31°11.93′ W101°28.35′ — SAN ANTONIO, L–19A, IAP

2706 B **FUEL** 100LL NOTAM FILE SJT

RWY 16–34: H4031X50 (ASPH) S–14 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 30′. Brush. Rgt tfc.

RWY 34: PAPI(P2L)—GA 3.5° TCH 40′. Pole.

RWY 09–27: 3460X80 (DIRT)

RWY 09: Brush. **RWY 27:** Brush. Rgt tfc.

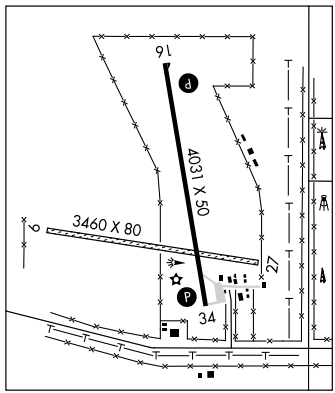
AIRPORT REMARKS: Unattended. For fuel call 325–884–2576 or 325–650–3133. Deer on and invof rwys. Rwy 27 4 ft fence 75 ft from thld with 12 ft trees on fenceline across apch. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16, PAPI Rwy 34—CTAF.

COMMUNICATIONS: CTAF 122.9

FORT WORTH CENTER APP/DEP CON 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 249° 53.4 NM to fld. 1890/10E.



BIG SPRING McMAHON–WRINKLE (BPG) 2 SW UTC−6(−5DT) N32°12.76′ W101°31.30′ — DALLAS–FT WORTH, H–6G, L–6H, IAP

2573 B S4 **FUEL** 100LL, JET A NOTAM FILE BPG

RWY 17–35: H8802X100 (ASPH–CONC) S–44, D–62, 2D/2D2–101 MIRL

RWY 17: SSALS. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.

RWY 35: PAPI(P4L)—GA 3.0° TCH 36′.

RWY 06–24: H4601X75 (ASPH) MIRL 0.6% up NE

RWY 06: PVASI(PSIL)—GA 2.97° TCH 31′. Rgt tfc.

RWY 24: PVASI(PSIL)—GA 3.55° TCH 37′. P-line.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For fuel after hours call 432–267–8952 or 432–935–3395.. Prairie dogs on rwys and twys. Extensive agricultural ops invof arpt. Sandhill Cranes crossing in the spring and fall. MIRL Rwy 06–24 and Rwy 17–35 preset low ints, to increase ints and ACTIVATE SSALS Rwy 17 and PVASI Rwy 06, Rwy 24, and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.025 (432) 263–3842.

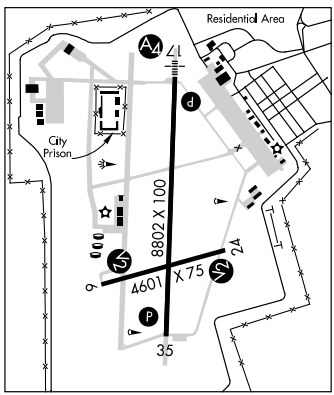
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (SAN ANGELO RADIO)

FORT WORTH CENTER APP/DEP CON 133.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.

(L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 180° 10.5 NM to fld. 2670/11E.



BISHOP'S LANDING (See CELINA)

WAAS	APP CRS	Rwy Idg	8802
CH 97618	175°	TDZE	2562
W17A		Apt Elev	2573

RNAV (GPS) RWY 17

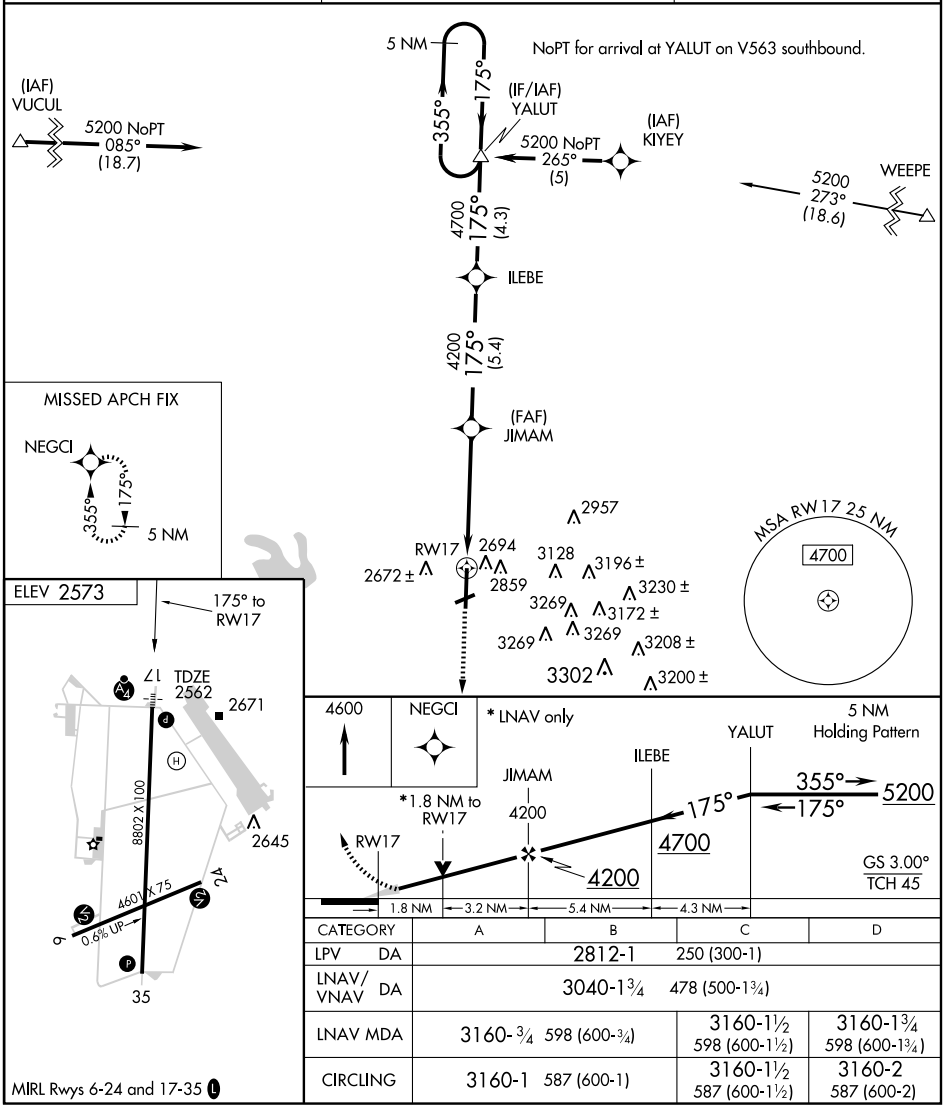
BIG SPRING McMAHON-WRINKLE (BPG)

T Circling NA east of Rwy 17-35. Inoperative table does not apply to LNAV/VNAV and LNAV A Cat C. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 130 feet and all MDA 140 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. Baro-VNAV NA when using Midland Intl altimeter setting. VDP NA with Midland Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -20°C (4°F) or above 43°C (109°F).

SSALS

MISSED APPROACH: Climb to 4600 direct NEGCI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2812-1	250 (300-1)		
LNAV/VNAV DA	3040-1¾	478 (500-1¾)		
LNAV MDA	3160-¾	598 (600-¾)	3160-1½ 598 (600-1½)	3160-1¾ 598 (600-1¾)
CIRCLING	3160-1	587 (600-1)	3160-1½ 587 (600-1½)	3160-2 587 (600-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8802
CH 99418	355°	TDZE	2563
W35A		Apt Elev	2573

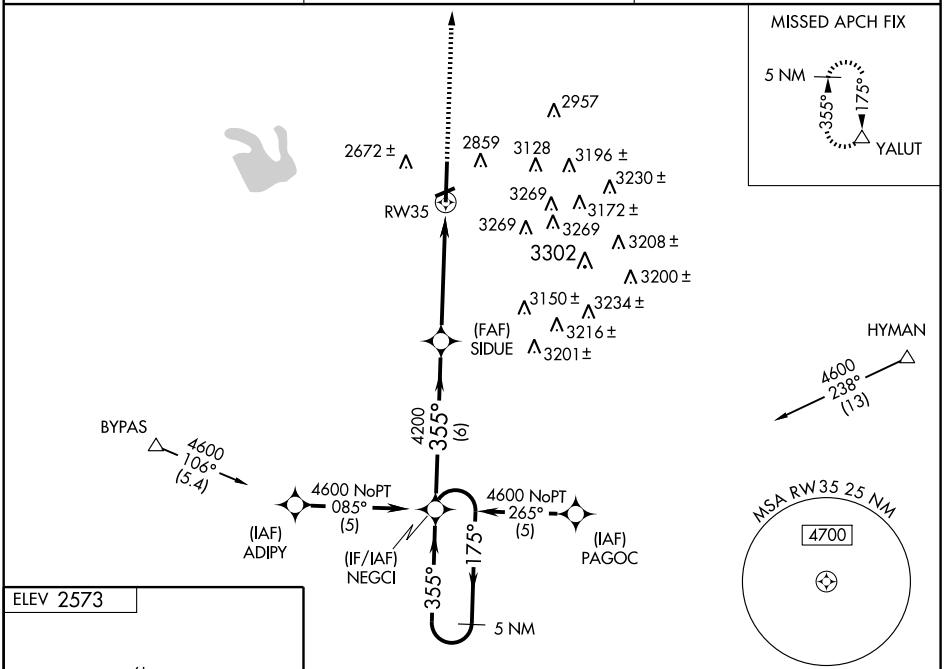
RNAV (GPS) RWY 35

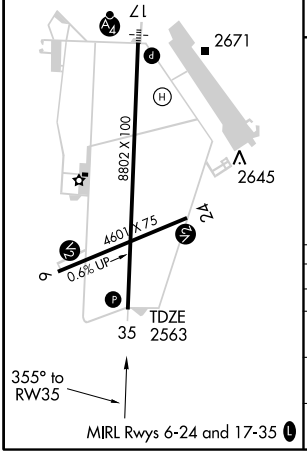
BIG SPRING McMAHON-WRINKLE (BPG)

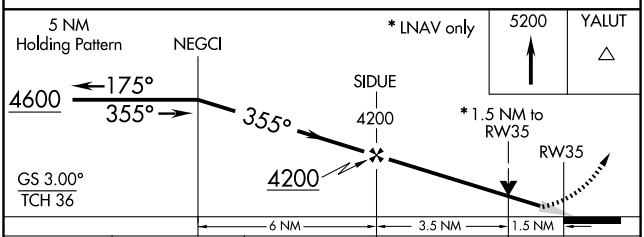
Circling NA east of Rwy 17-35. Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 130 feet and all MDA 140 feet and LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 5200 direct YALUT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2813-1		250 (300-1)	
LNAV/VNAV DA	2979-1½		416 (500-1½)	
LNAV MDA	3060-1	497 (500-1)	3060-1¼ 497 (500-1¼)	3060-1½ 497 (500-1½)
CIRCLING	3060-1	487 (500-1)	3060-1½ 487 (500-1½)	3140-2 567 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGS 114.3 Chan 90	APP CRS 180°	Rwy Idg 8802 TDZE 2562 Apt Elev 2573

VOR/DME RWY 17

BIG SPRING McMAHON-WRINKLE (BPG)

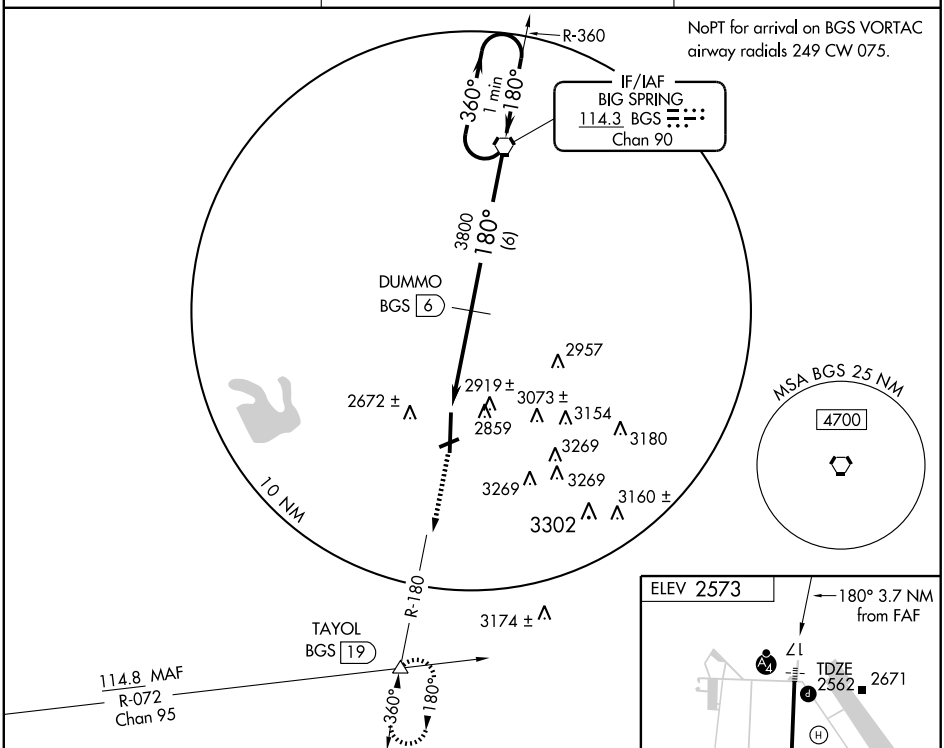
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and circling Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile.

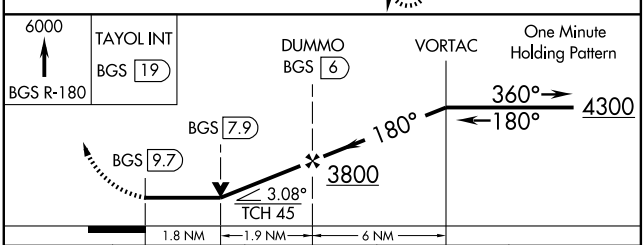
SSALS

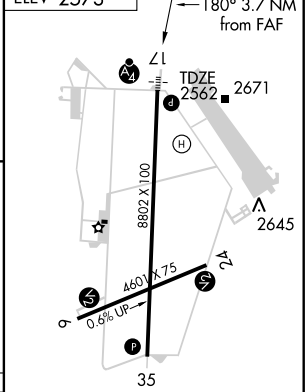
MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L

NoPT for arrival on BGS VORTAC airway radials 249 CW 075.







CATEGORY	A	B	C	D
S-17	3180-¾ 618 (700-¾)		3180-1¾ 618 (700-1¾)	3180-2 618 (700-1)
CIRCLING	3180-1 607 (700-1)		3180-1¾ 607 (700-1¾)	3180-2 607 (700-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGS	APP CRS	Rwy Idg	8802
114.3	359°	TDZE	2563
Chan 90		Apt Elev	2573

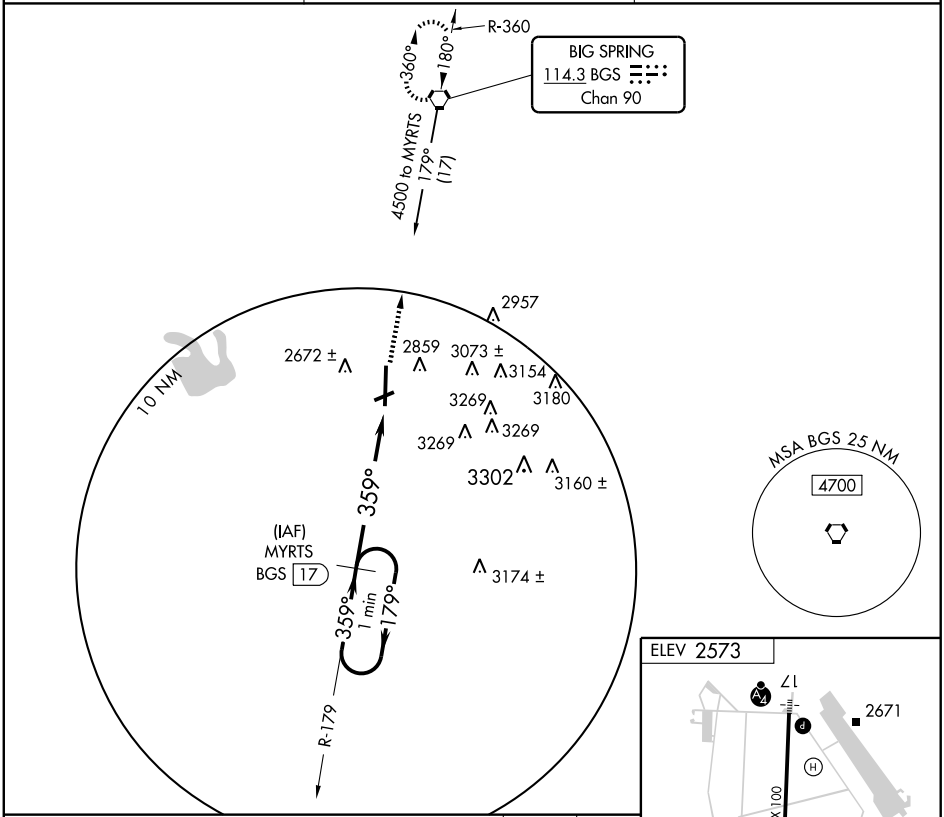
VOR/DME RWY 35

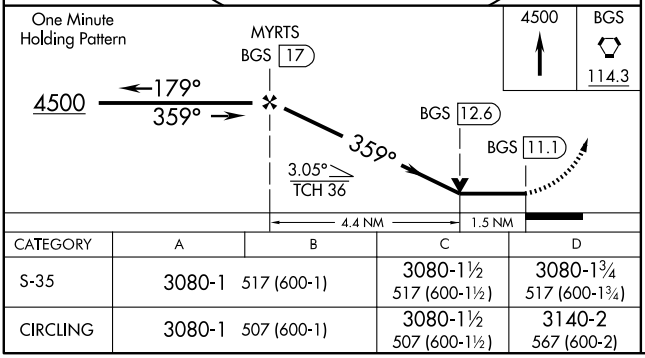
BIG SPRING McMAHON-WRINKLE (BPG)

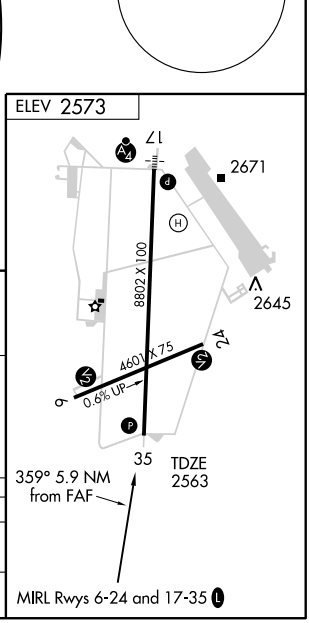
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-35 Cats C and D and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct to BGS VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L





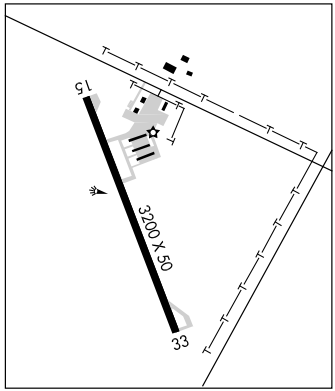


CATEGORY	A	B	C	D
S-35	3080-1	517 (600-1)	3080-1½ 517 (600-1½)	3080-1¾ 517 (600-1¾)
CIRCLING	3080-1	507 (600-1)	3080-1½ 507 (600-1½)	3140-2 567 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

BISHOP MUNI (Ø7R) 3 NE UTC−6(−5DT) N27°36.62′ W97°45.12′
55 B NOTAM FILE SJT
RWY 15–33: H3200X50 (ASPH) S–12.5 MIRL
RWY 15: Road. **RWY 33:** P-line.
AIRPORT REMARKS: Unattended. Rwy 15–33 intensive jet tfc 1300′ & above, ctc Kingsville NAS app con for instructions. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 214° 24.0 NM to fld. 60/9E. **HIWAS.**

BROWNSVILLE
L–20H, 21A



BOERNE STAGE FLD (See SAN ANTONIO)

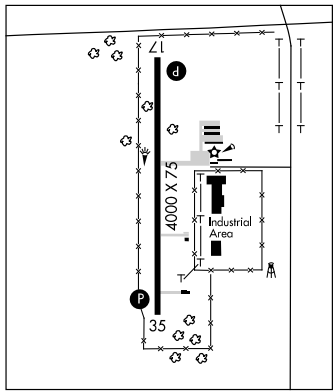
BONHAM N33°32.25′ W96°14.05′ NOTAM FILE FTW.
(H) VORTACW 114.6 BYP Chan 93 025° 5.3 NM to Jones Fld. 700/6E. **HIWAS.**

DALLAS–FT. WORTH
H–6H, L–17D, A

BONHAM

JONES FLD (FØØ) 2 N UTC−6(−5DT) N33°36.79′ W96°10.76′
618 B S2 **FUEL** 100LL NOTAM FILE FTW
RWY 17–35: H4000X75 (ASPH) S–12.5 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 35′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 35′. Fence.
AIRPORT REMARKS: Attended Tues–Sun dalgt hours. For arpt attendant on Mondays or after hours, call 903–583–2141. Fuel avbl with credit card. ACTIVATE MIRL Rwy 17–35, PAPI Rwys 17 and 35—CTAF.
WEATHER DATA SOURCES: HIWAS 114.6 BYP.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 025° 5.3 NM to fld. 700/6E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: UNICOM OTS indef.

DALLAS–FT WORTH
L–17D, A
IAP



BOOMVANG VAF N27°21.22′ W94°37.52′
AWOS–3 119.525

L–20J, 21A, GOMW

APP CRS	Rwy Idg	4000
176°	TDZE	618
	Apt Elev	618

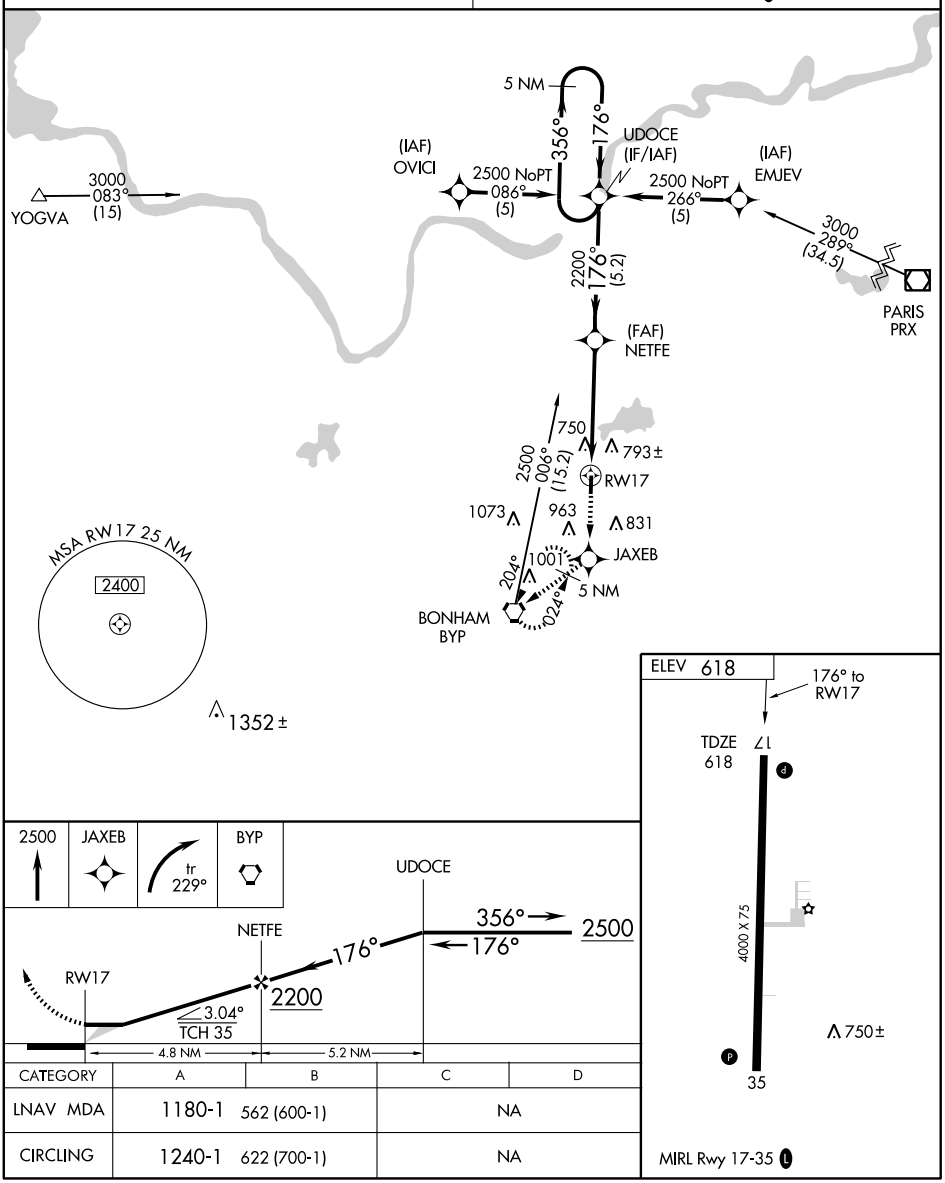
RNAV (GPS) RWY 17

BONHAM/ JONES FIELD (FØØ)

DME/DME RNP-0.3 NA. Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2500 direct JAXEB and via 229° track to BYP VORTAC and hold, continue climb-in-hold to 2500.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	562 (600-1)	NA	
CIRCLING	1240-1	622 (700-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

BONHAM/ JONES FIELD (FØØ)

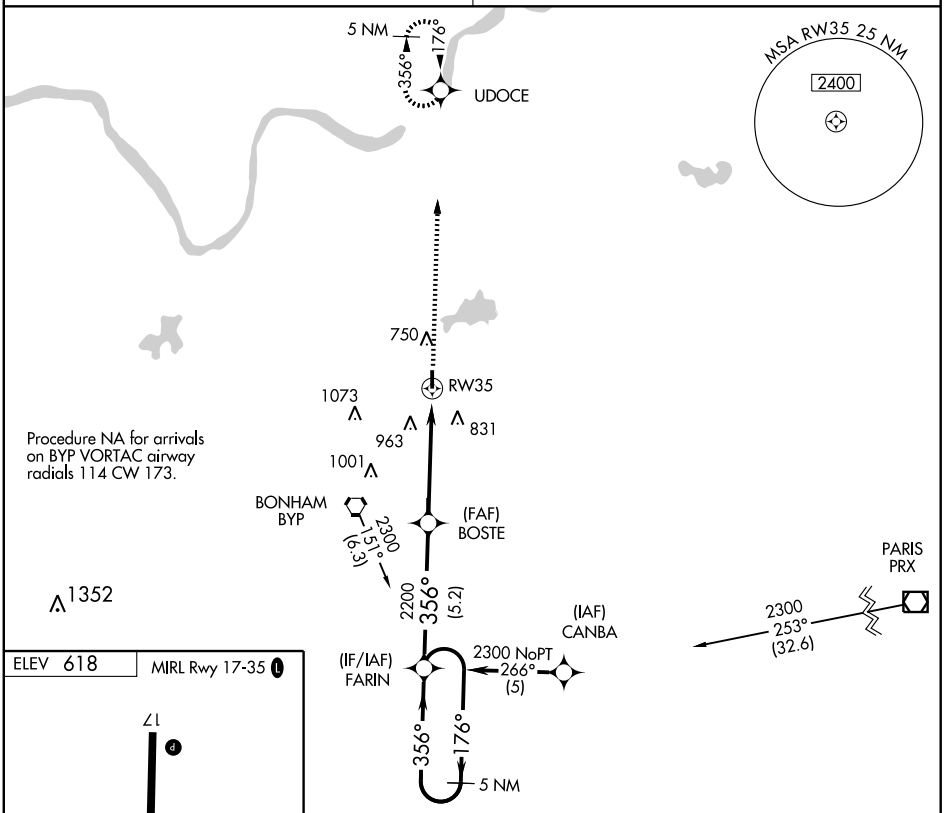
APP CRS	Rwy Idg	4000
356°	TDZE	618
	Apt Elev	618

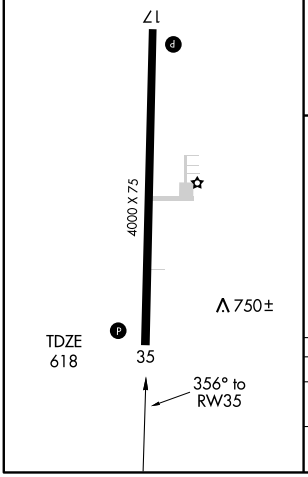
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Majors altimeter setting; if not received, use Paris altimeter setting.

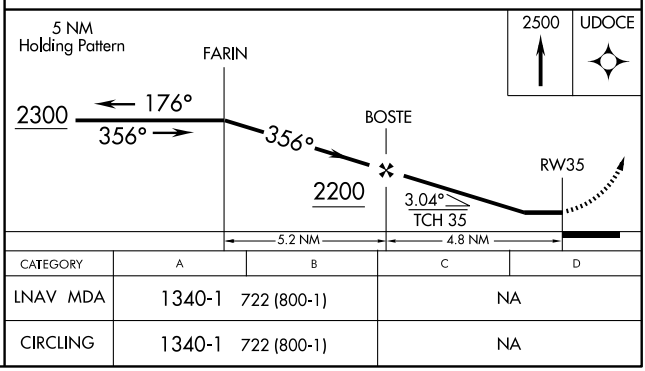
NA

MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1340-1 722 (800-1)		NA	
CIRCLING	1340-1 722 (800-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BYP 114.6 Chan 93	APP CRS 202°	Rwy Idg 4000 TDZE 618 Apt Elev 618

VOR/DME RWY 17

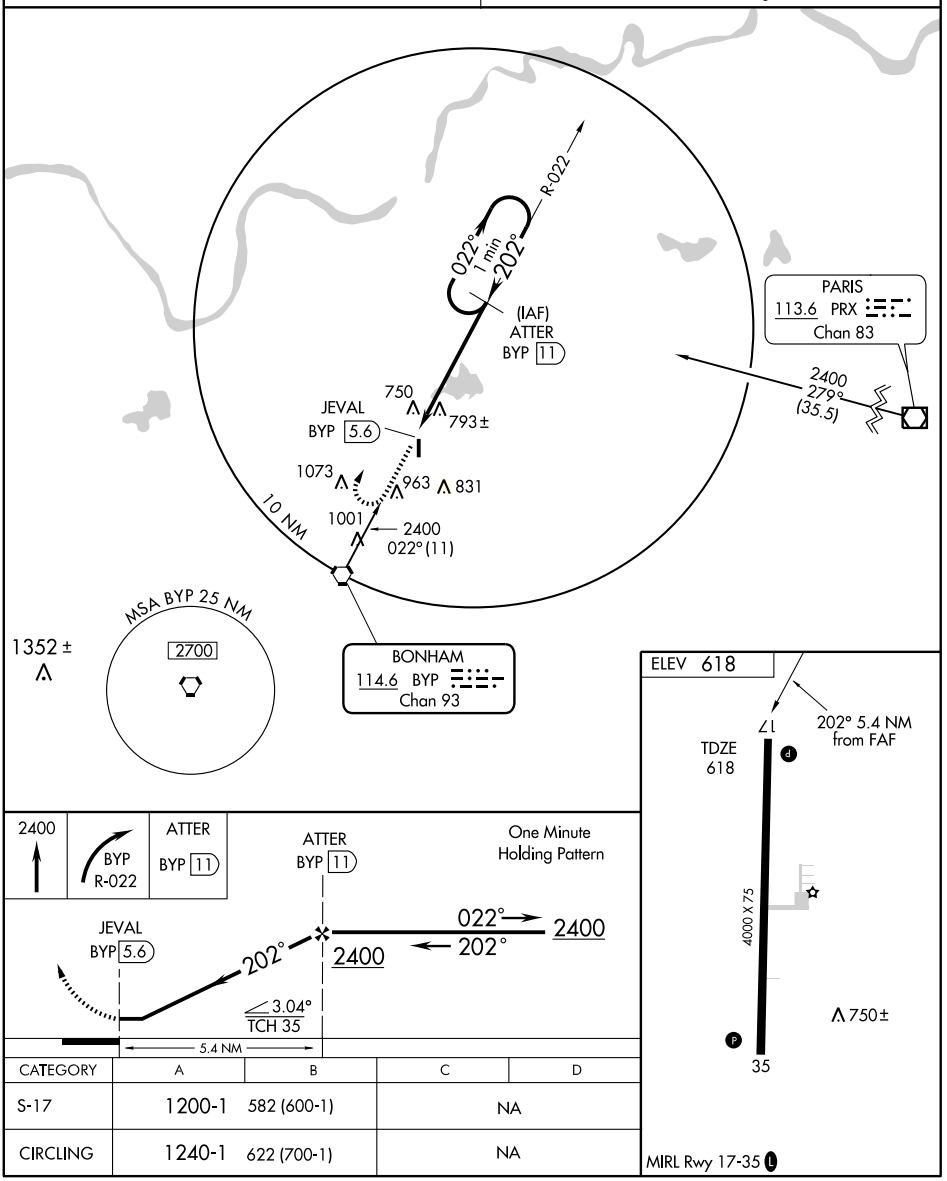
BONHAM/ JONES FIELD (FØØ)

Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L

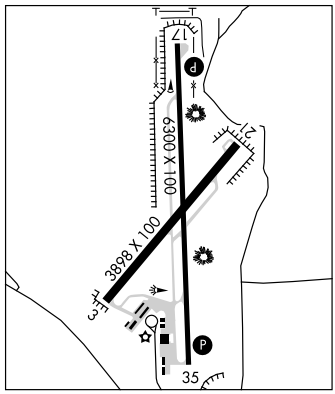


CATEGORY	A	B	C	D
S-17	1200-1	582 (600-1)	NA	
CIRCLING	1240-1	622 (700-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

BORGER

HUTCHINSON CO (BGD) 2 N UTC−6(−5DT) N35°42.05′ W101°23.62′ — DALLAS–FT. WORTH H–6G, L–15B
3055 B **FUEL** 100LL, JET A NOTAM FILE BGD — IAP
RWY 17–35: H6300X100 (ASPH) S–60, D–100 MIRL 0.9% up S
RWY 17: PAPI(P4L)—GA 3.0° TCH 36′.
RWY 35: PAPI(P4R)—GA 3.0°.
RWY 03–21: H3898X100 (ASPH) S–60, D–100 MIRL 0.5% up SW
AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1400–0100Z‡. Wildlife on and invof arpt. PAEW ramp area. ACTIVATE MIRL Rwy 03–21 and Rwy 17–35, PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (806) 274–7318.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **AMARILLO APP/DEP CON** 119.5 121.15 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 174° 6.4 NM to fld. 3130/11E.

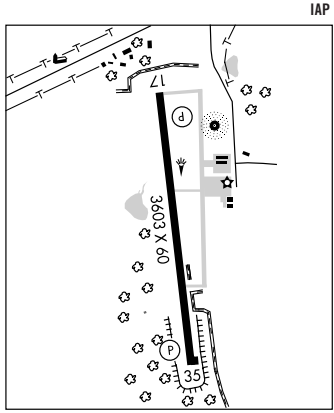


BORGER N35°48.43′ W101°22.93′ NOTAM FILE BGD. — DALLAS–FT. WORTH H–6G, L–15B
(L) VORTACW 108.6 BGD Chan 23 174° 6.4 NM to Hutchinson Co. 3130/11E.

BOURLAND FLD (See FORT WORTH)

BOWIE N33°32.15′ W97°49.28′ NOTAM FILE FTW. — DALLAS–FT. WORTH H–6H, 5B, L–17C, A
(H) VORTACW 112.4 UKW Chan 71 024° 4.6 NM to Bowie Muni. 1100/6E. **HIWAS.**

BOWIE MUNI (ØF2) 4 NE UTC−6(−5DT) N33°36.10′ W97°46.53′ — DALLAS–FT. WORTH L–17C, A
1101 B **FUEL** 100LL, JET A NOTAM FILE FTW — IAP
RWY 17–35: H3603X60 (ASPH) S–12.5 MIRL 0.5% up N
RWY 17: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1400–1800Z‡. Ultralight activity on and invof arpt. Rwy 17–35 surface adjacent to the pavement is more than 1.5 inches below rwy in various places. ACTIVATE MIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.75 (940) 872–2366.
HIWAS 112.4 UKW.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
(H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 024° 4.6 NM to fld. 1100/6E. **HIWAS.**
GRINDSTONE MOUNTAIN NDB (MHW) 356 GMZ N33°36.32′ W97°46.40′ at fld.



BRADY N31°10.67′ W99°19.36′. NOTAM FILE SJT. — SAN ANTONIO L–19B
NDB (MHW) 380 BBD at Curtis Fld.

APP CRS	Rwy Idg	6300
171°	TDZE	3013
	Apt Elev	3055

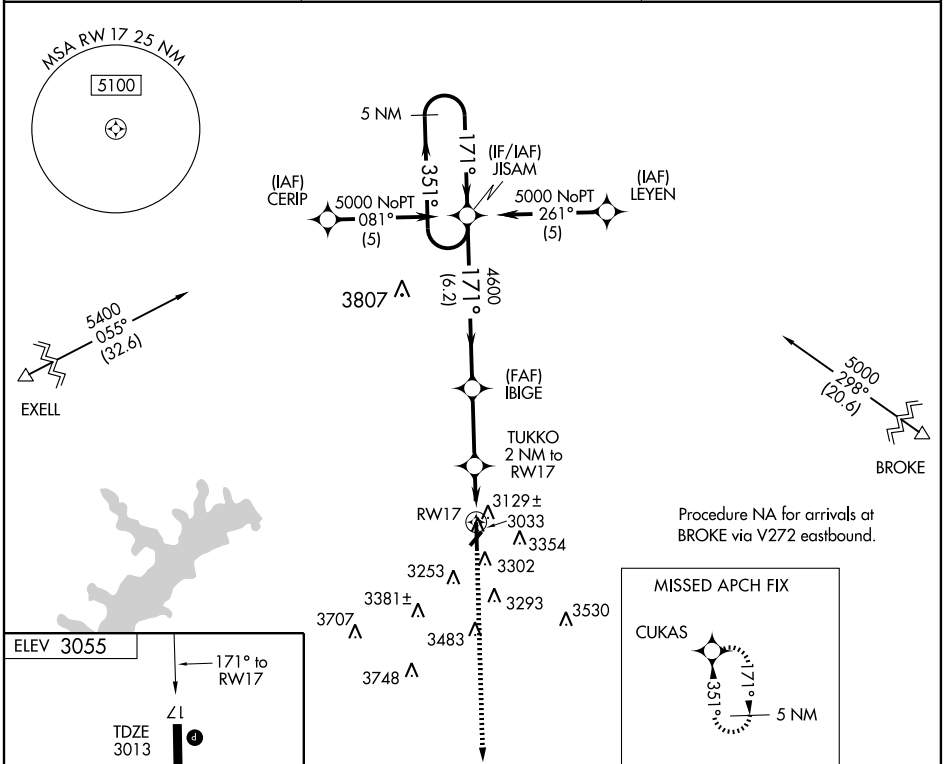
RNAV (GPS) RWY 17

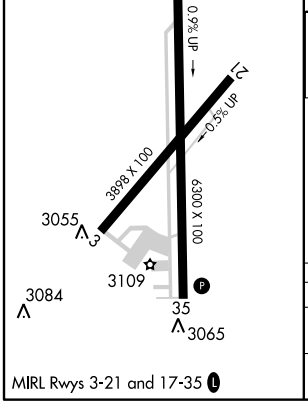
BORGER/HUTCHINSON COUNTY (BGD)

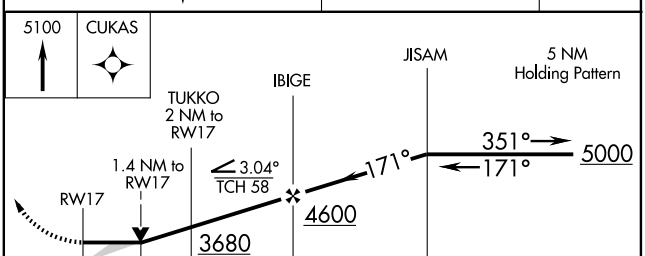
When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV and circling Cat C and D visibilities ¼ mile. VDP NA when using Pampa altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3500-1 487 (500-1)		3500-1¼ 487 (500-1¼)	3500-1½ 487 (500-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS		
351°	Rwy Idg	6300
	TDZE	3055
	Apt Elev	3055

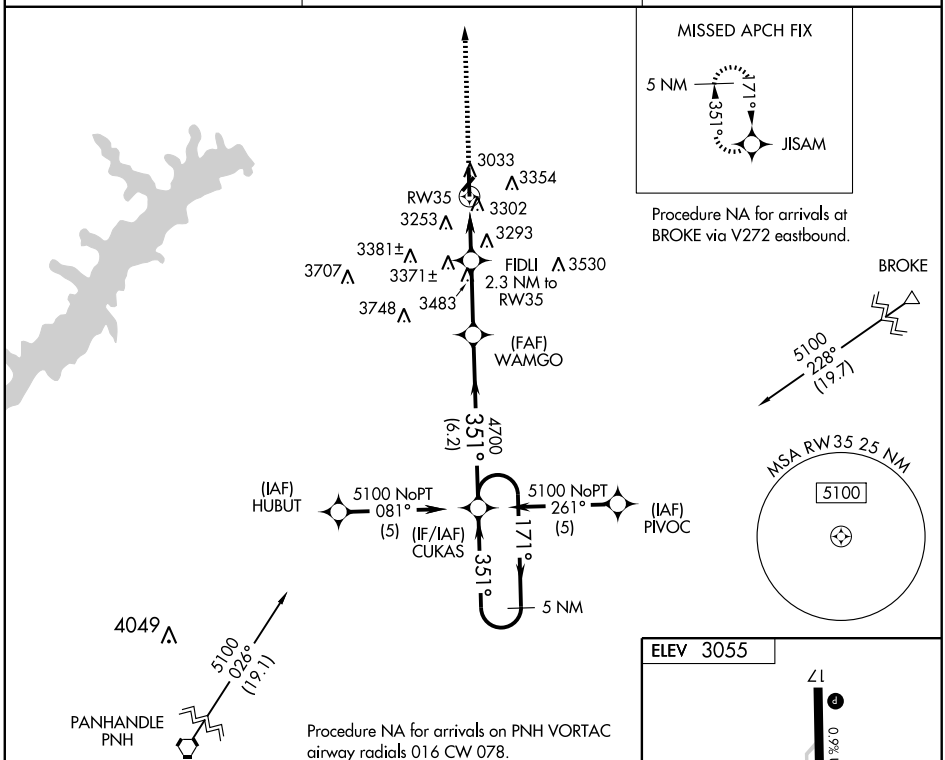
RNAV (GPS) RWY 35

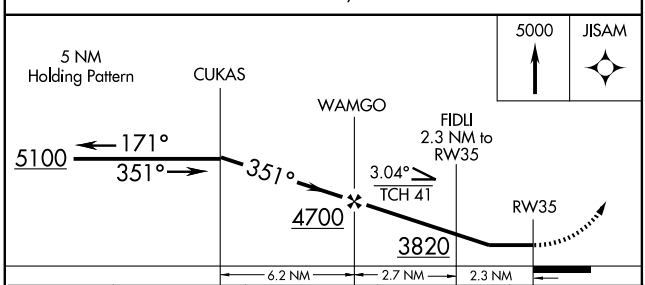
BORGER/HUTCHINSON COUNTY (BGD)

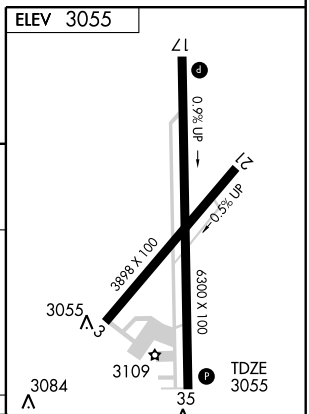
When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV Cat D and circling Cat C, D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct JISAM and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3560-1 505 (600-1)		3560-1½ 505 (600-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGD 108.6 Chan 23	APP CRS 355°	Rwy Idg 6300 TDZE 3055 Apt Elev 3055

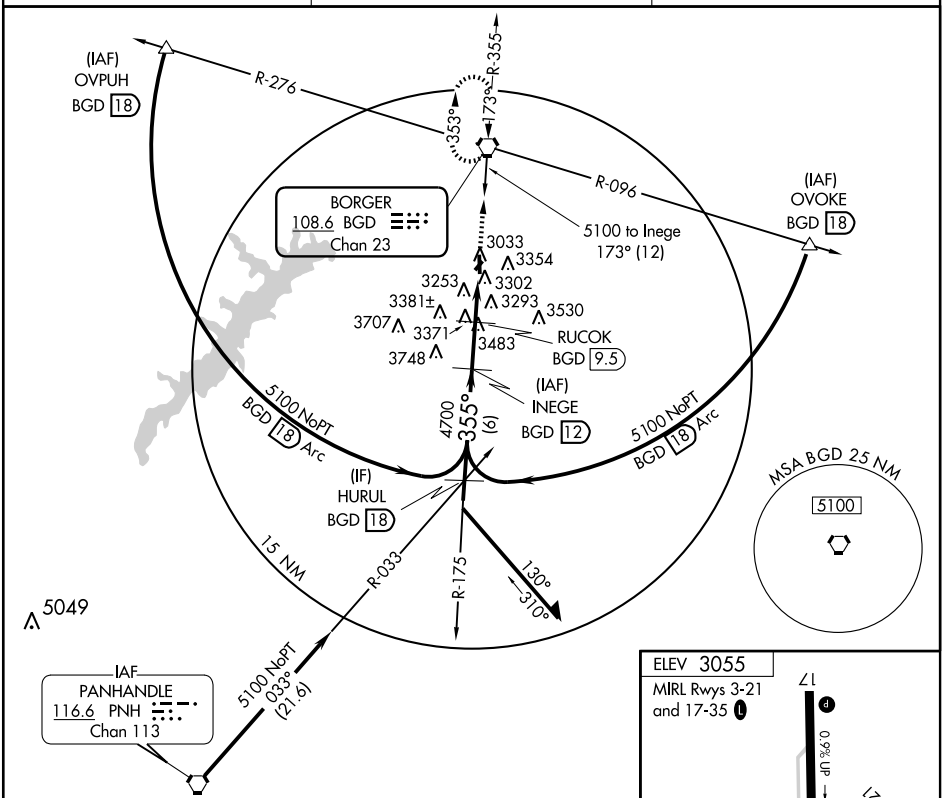
VOR/DME RWY 35

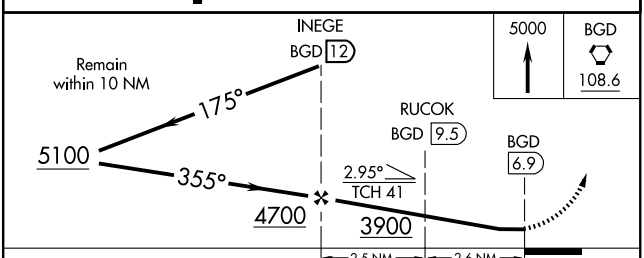
BORGER/ HUTCHINSON COUNTY (BGD)

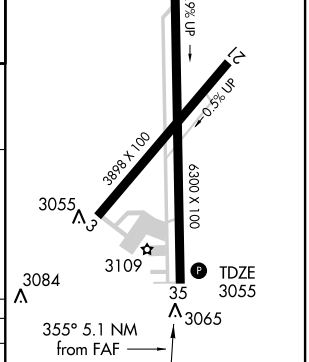
Visibility reduction by helicopters NA. When local altimeter setting not received, use Perry Lefors Field altimeter setting; increase all MDA 80 feet and increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)
CIRCLING	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGD 108.6 Chan 23	APP CRS 175°	Rwy Idg 6300 TDZE 3013 Apt Elev 3055

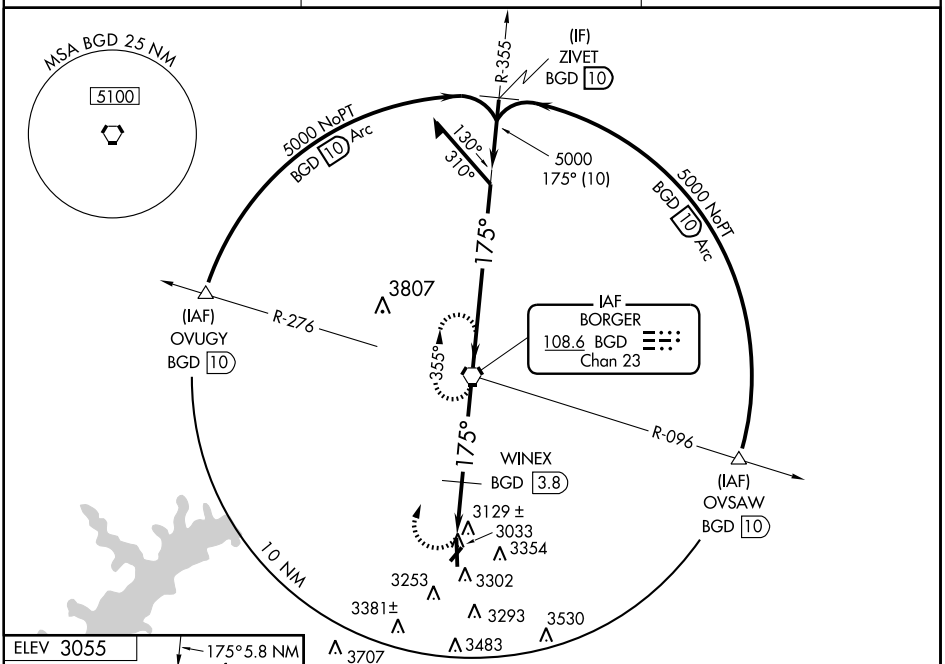
VOR RWY 17

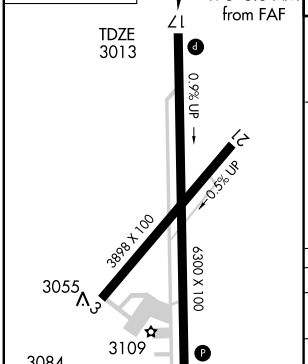
BORGER/HUTCHINSON COUNTY (BGD)

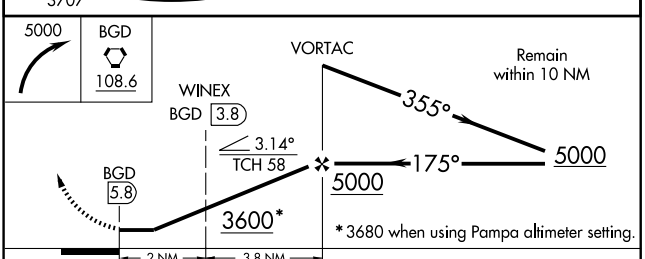
Visibility reduction by helicopters NA. When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet and S-17 Cat C, D visibility and circling Cat C, D visibility ¼ mile, increase WINEX fix minimums S-17 Cat D visibility ¼ mile and circling Cat C, D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







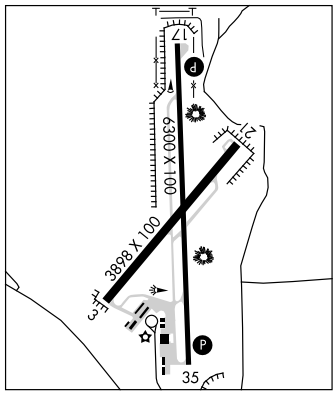
CATEGORY	A	B	C	D
S-17	3600-1 587 (600-1)		3600-1½ 587 (600-1½)	3600-1¾ 587 (600-1¾)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)
WINEX FIX MINIMUMS				
S-17	3520-1 507 (500-1)		3520-1½ 507 (500-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

BORGER

HUTCHINSON CO (BGD) 2 N UTC−6(−5DT) N35°42.05′ W101°23.62′ — DALLAS–FT. WORTH H–6G, L–15B
3055 B **FUEL** 100LL, JET A NOTAM FILE BGD — IAP
RWY 17–35: H6300X100 (ASPH) S–60, D–100 MIRL 0.9% up S
RWY 17: PAPI(P4L)—GA 3.0° TCH 36′.
RWY 35: PAPI(P4R)—GA 3.0°.
RWY 03–21: H3898X100 (ASPH) S–60, D–100 MIRL 0.5% up SW
AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1400–0100Z‡. Wildlife on and invof arpt. PAEW ramp area. ACTIVATE MIRL Rwy 03–21 and Rwy 17–35, PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (806) 274–7318.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **AMARILLO APP/DEP CON** 119.5 121.15 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 174° 6.4 NM to fld. 3130/11E.

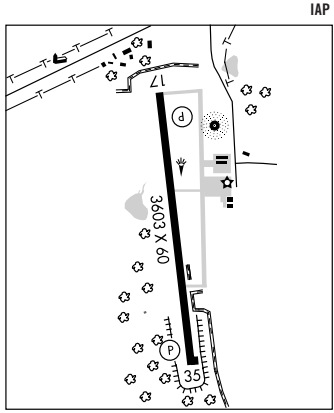


BORGER N35°48.43′ W101°22.93′ NOTAM FILE BGD. — DALLAS–FT. WORTH H–6G, L–15B
(L) VORTACW 108.6 BGD Chan 23 174° 6.4 NM to Hutchinson Co. 3130/11E.

BOURLAND FLD (See FORT WORTH)

BOWIE N33°32.15′ W97°49.28′ NOTAM FILE FTW. — DALLAS–FT. WORTH H–6H, 5B, L–17C, A
(H) VORTACW 112.4 UKW Chan 71 024° 4.6 NM to Bowie Muni. 1100/6E. **HIWAS.**

BOWIE MUNI (ØF2) 4 NE UTC−6(−5DT) N33°36.10′ W97°46.53′ — DALLAS–FT. WORTH L–17C, A
1101 B **FUEL** 100LL, JET A NOTAM FILE FTW — IAP
RWY 17–35: H3603X60 (ASPH) S–12.5 MIRL 0.5% up N
RWY 17: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1400–1800Z‡. Ultralight activity on and invof arpt. Rwy 17–35 surface adjacent to the pavement is more than 1.5 inches below rwy in various places. ACTIVATE MIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.75 (940) 872–2366.
HIWAS 112.4 UKW.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
(H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 024° 4.6 NM to fld. 1100/6E. **HIWAS.**
GRINDSTONE MOUNTAIN NDB (MHW) 356 GMZ N33°36.32′ W97°46.40′ at fld.



BRADY N31°10.67′ W99°19.36′. NOTAM FILE SJT. — SAN ANTONIO L–19B
NDB (MHW) 380 BBD at Curtis Fld.

NDB GMZ 356	APP CRS 160°	Rwy Idg 3603 TDZE 1101 Apt Elev 1101

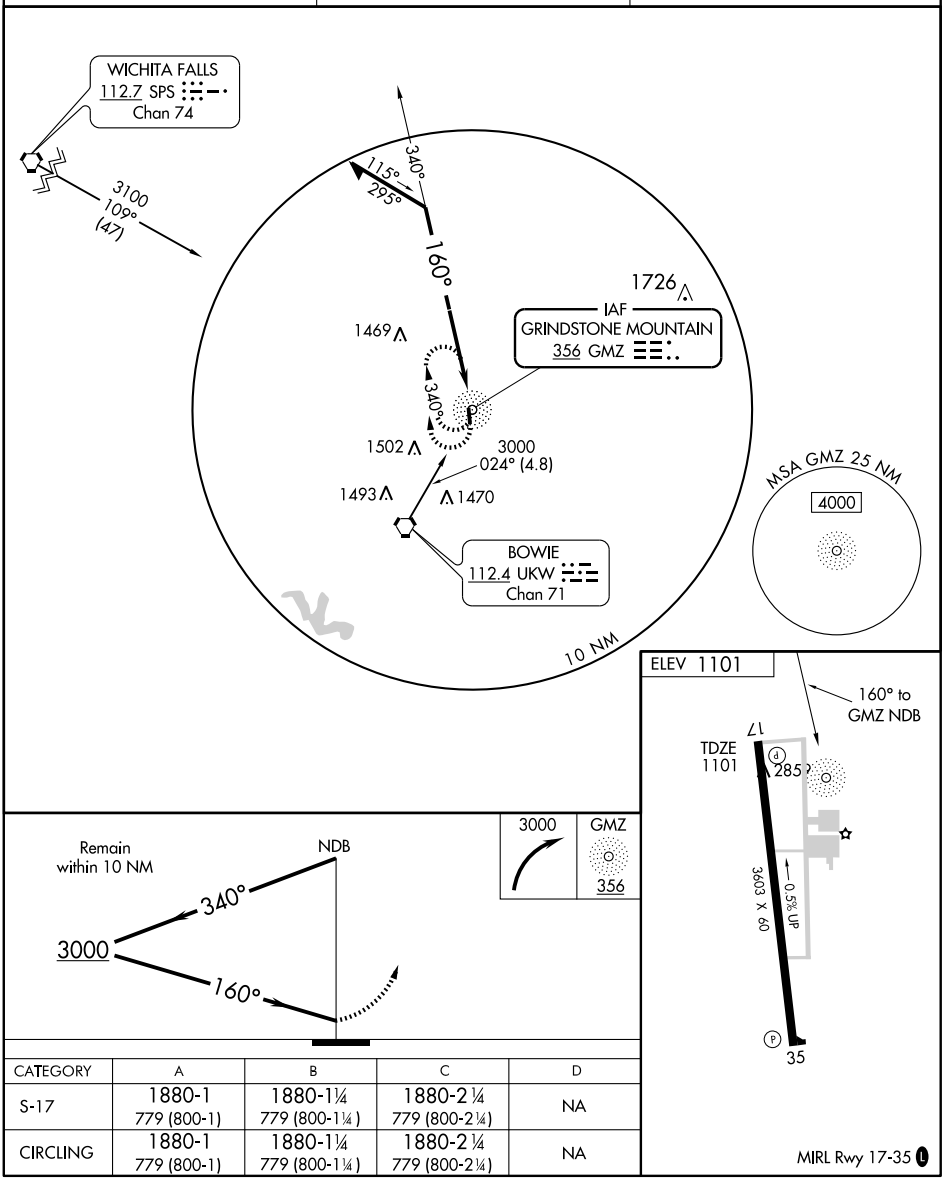
NDB RWY 17
BOWIE MUNI (ØF2)

Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA
CIRCLING	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA

MIRL Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB GMZ 356	APP CRS 353°	Rwy Idg 3603 TDZE 1098 Apt Elev 1101

NDB RWY 35

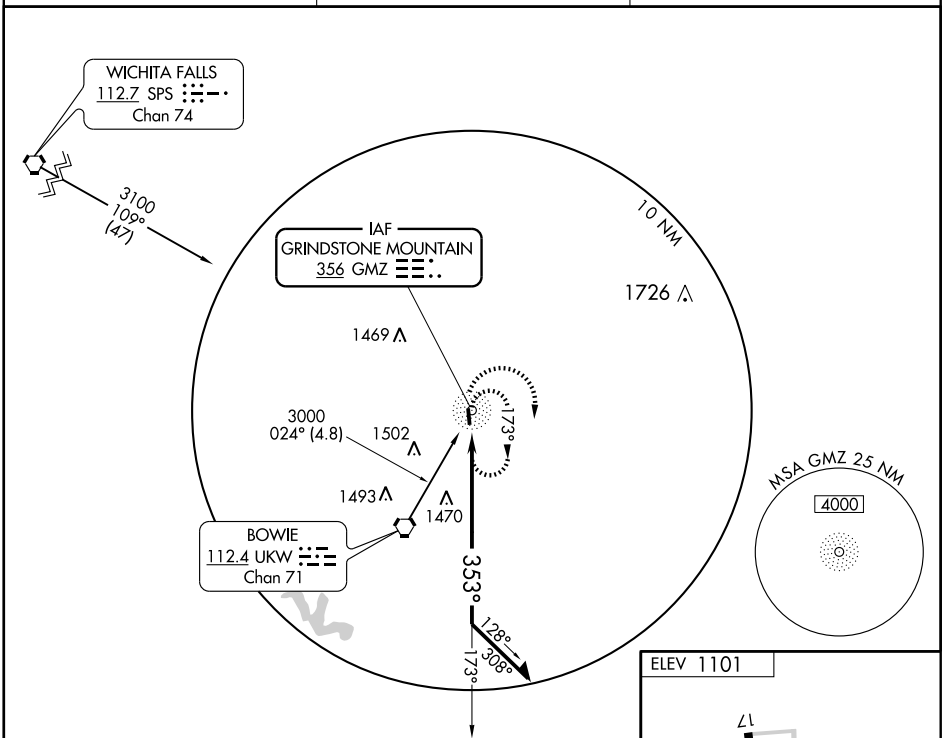
BOWIE MUNI (ØF2)

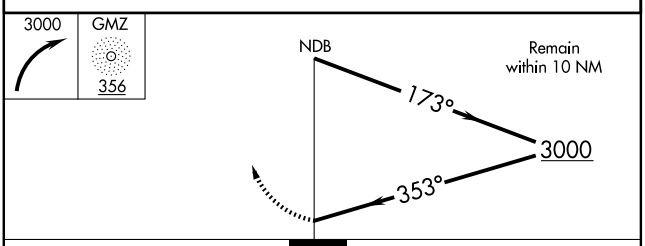
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

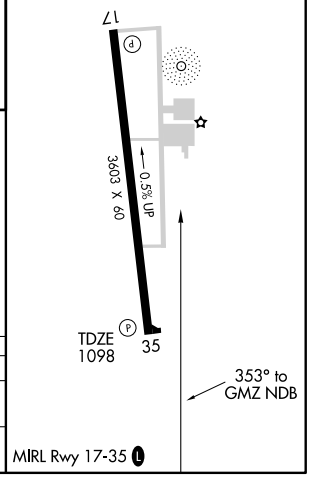
NA

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1¼ 882 (900-1¼)		1980-2¾ 882 (900-2¾)	NA
CIRCLING	1980-1¼ 879 (900-1¼)		1980-2¾ 879 (900-2¾)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

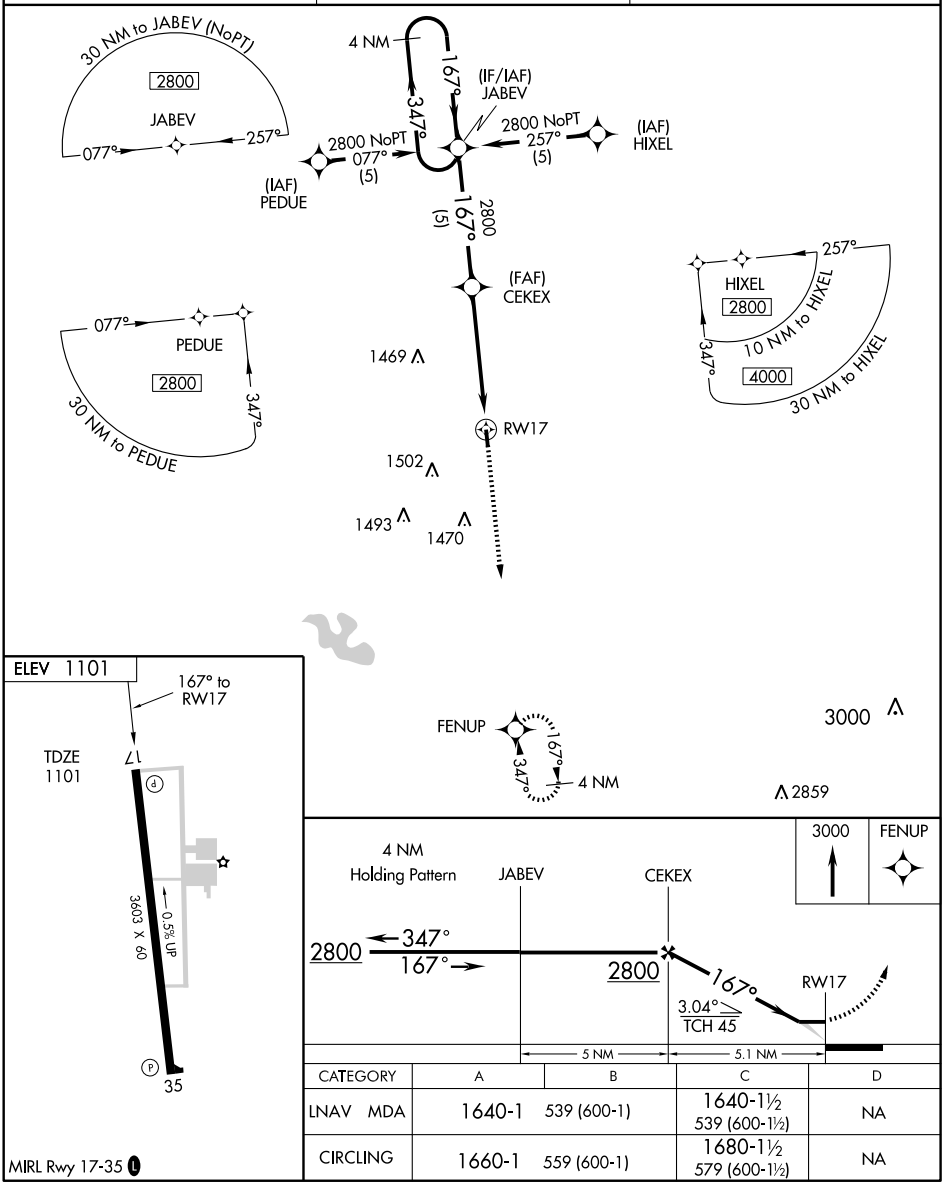
BOWIE MUNI (ØF2)

APP CRS	Rwy Idg	3603
167°	TDZE	1101
	Apt Elev	1101

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Sheppard AFB/Wichita Falls Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct to FENUP WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	539 (600-1)	1640-1½ 539 (600-1½)	NA
CIRCLING	1660-1	559 (600-1)	1680-1½ 579 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

BOWIE MUNI (ØF2)

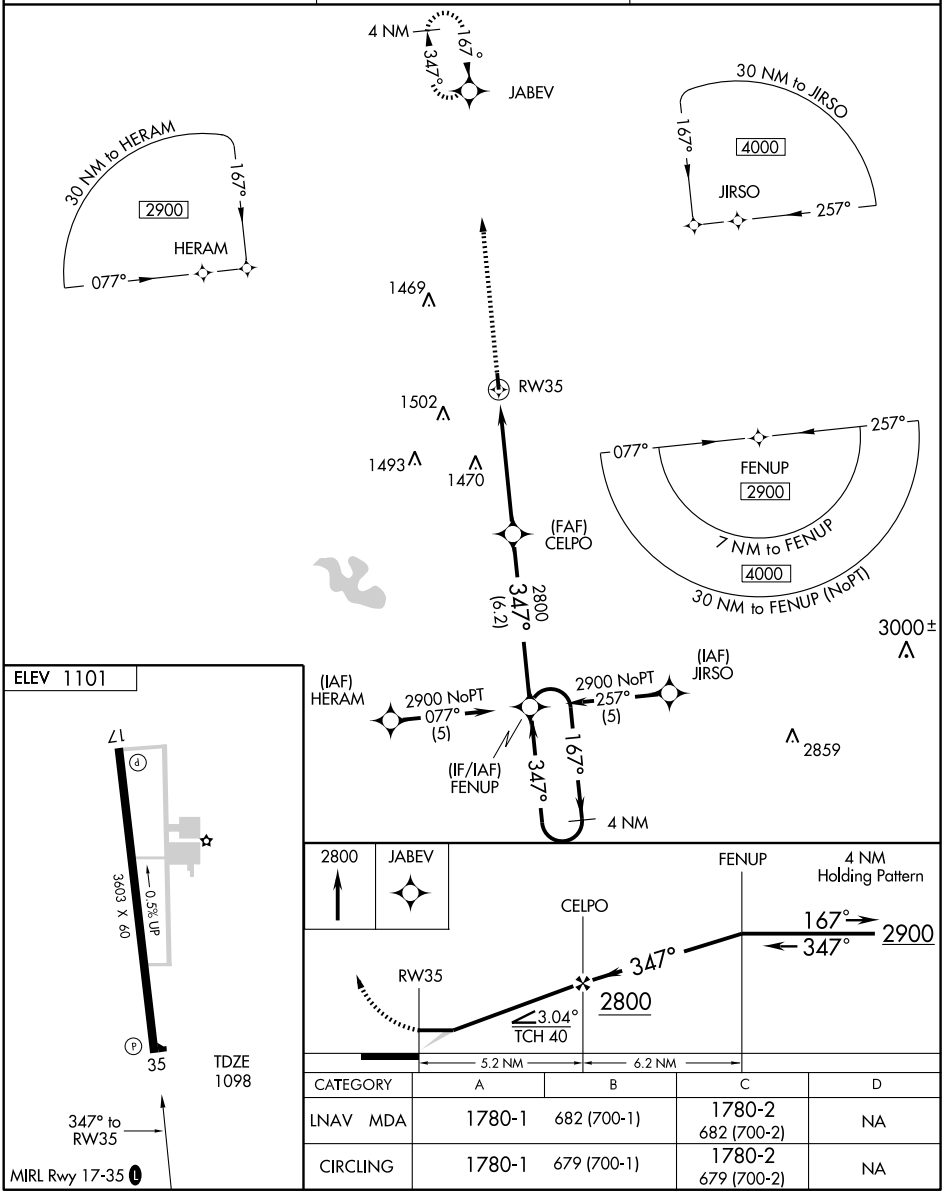
APP CRS	Rwy Idg	3603
347°	TDZE	1098
	Apt Elev	1101

T
NA

DME/DME RNP-0.3 NA. Use Decatur altimeter setting; when not received, use Gainsville altimeter setting and increase all MDA 60 feet, increase Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L

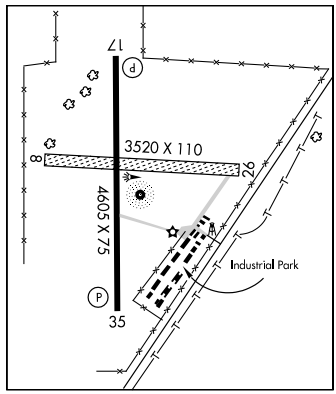


CATEGORY	A	B	C	D
LNAV MDA	1780-1	682 (700-1)	1780-2 682 (700-2)	NA
CIRCLING	1780-1	679 (700-1)	1780-2 679 (700-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

BRADY

CURTIS FLD (BBD) 3 NE UTC−6(−5DT) N31°10.76′ W99°19.44′ — SAN ANTONIO
1827 B S2 **FUEL** 100LL, JET A NOTAM FILE SJT — L–19B
RWY 17–35: H4605X75 (ASPH) S–21 MIRL 0.7% up N — IAP
RWY 17: PAPI (P2L)—GA 3.0° TCH 40′.
RWY 35: PAPI (P2L)—GA 3.0 TCH 40′.
RWY 08–26: 3520X110 (TURF) 0.3% up E
RWY 08: Fence. **RWY 26:** Fence.
AIRPORT REMARKS: Attended dalgt hrs. For fuel or attendant after hours call 325–597–2445. Rwy 08–26 CLOSED except for tailwheel acft and helicopter. Deer on and invof arpt. Rwy 08–26 W end very rough. Rwy 08–26 marked with white tires. Overnight tiedown fee. ACTIVATE MIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (325) 597–9139 or 1–800–510–1996.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
LLANO (L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 302° 35.9 NM to fld. 1200/8E. **HIWAS.**
BRADY NDB (MHW) 380 BBD N31°10.67′ W99°19.36′ at fld. NOTAM FILE SJT.



BRAZORIA CO (See ANGLETON/LAKE JACKSON)

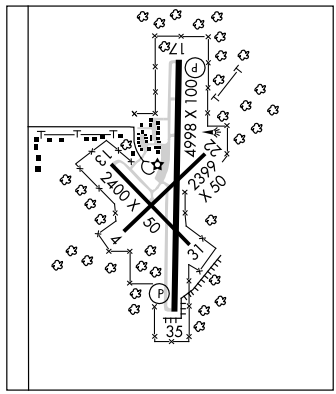
BRAZOS 133 BBF N27°50.10′ W96°00.78′ — L–20I, 21A, GOMW
AWOS–3 118.825

BRAZOS 451 BQX N28°29.62′ W95°43.47′ — L–20I, 21A, GOMW
AWOS–3 118.375

BRAZOS RIVER N32°57.09′ W98°24.79′ — DALLAS–FT WORTH
NDB (MHW) 280 GZV 208° 2.1 NM to Possum Kingdom. Unmonitored 2300–1300Z‡. — L–17B

BRECKENRIDGE

STEPHENS CO (BKD) 2 S UTC−6(−5DT) N32°43.13′ W98°53.50′ — DALLAS–FT. WORTH
1284 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW — L–17B
RWY 17–35: H4998X100 (ASPH) S–19 MIRL 0.5% up S — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 13–31: H2400X50 (ASPH) S–4 1.1% up SE
RWY 13: Road. **RWY 31:** Fence.
RWY 04–22: H2399X50 (ASPH) S–4 0.4% up SW
RWY 04: Tree. **RWY 22:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 17 PAPI OTS indef. Rwy 35 PAPI OTS indef.
WEATHER DATA SOURCES: AWOS–3 120.175 (254) 559–5525.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRECKENRIDGE RCO 122.5 (FORT WORTH RADIO).
FORT WORTH CENTER APP/DEP CON 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 261° 45.3 NM to fld. 900/9E.



BRECKENRIDGE N32°43.02′ W98°53.59′ — DALLAS–FT WORTH
RCO 122.5 (FORT WORTH RADIO) — L–17B

NDB BBD 380	APP CRS 167°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

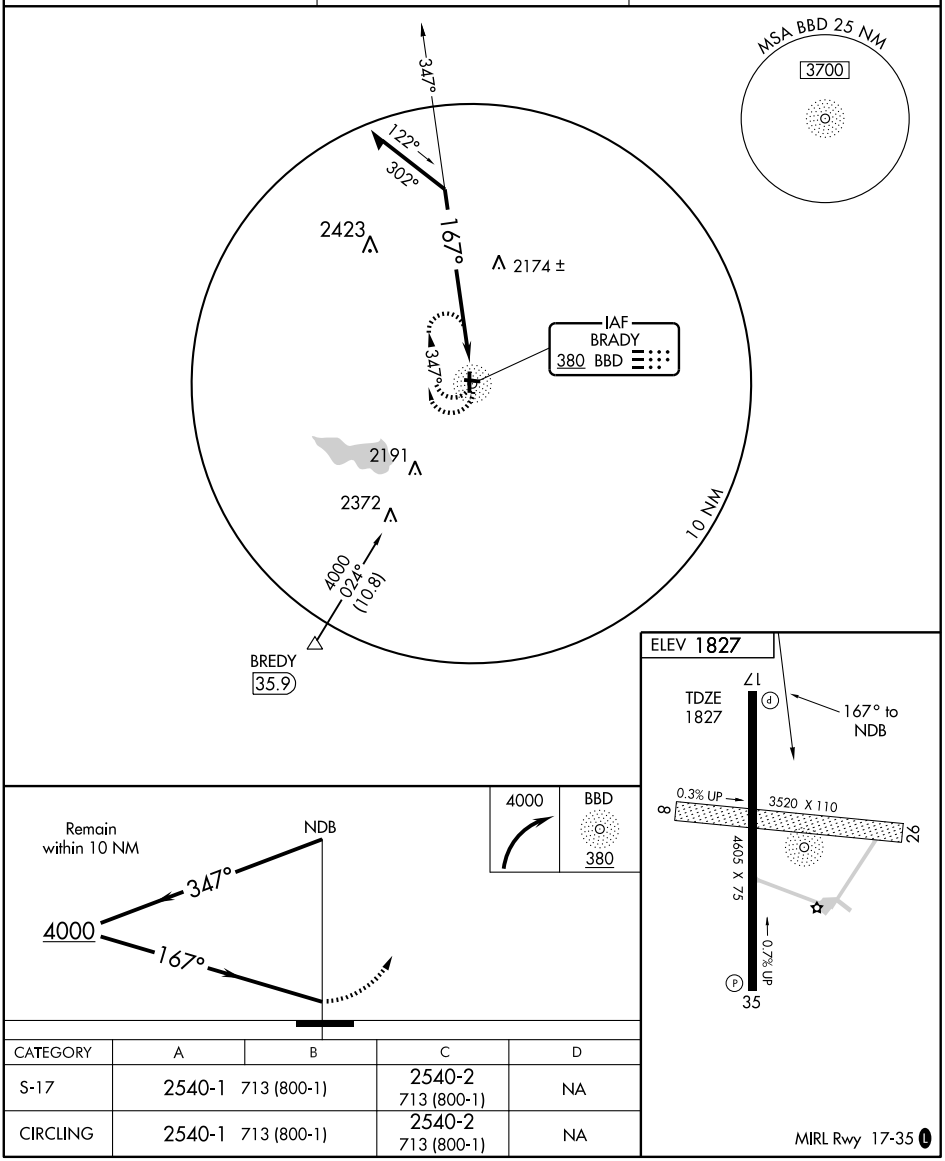
NDB RWY 17

BRADY/CURTIS FIELD (BBD)

Circling to Rwy 35 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Junction altimeter setting and increase all MDAs 120 feet and increase S-17 and circling Cat B visibility ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 in BBD NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	2540-1	713 (800-1)	2540-2 713 (800-1)	NA
CIRCLING	2540-1	713 (800-1)	2540-2 713 (800-1)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 53608 W17A	APP CRS 173°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

RNAV (GPS) RWY 17

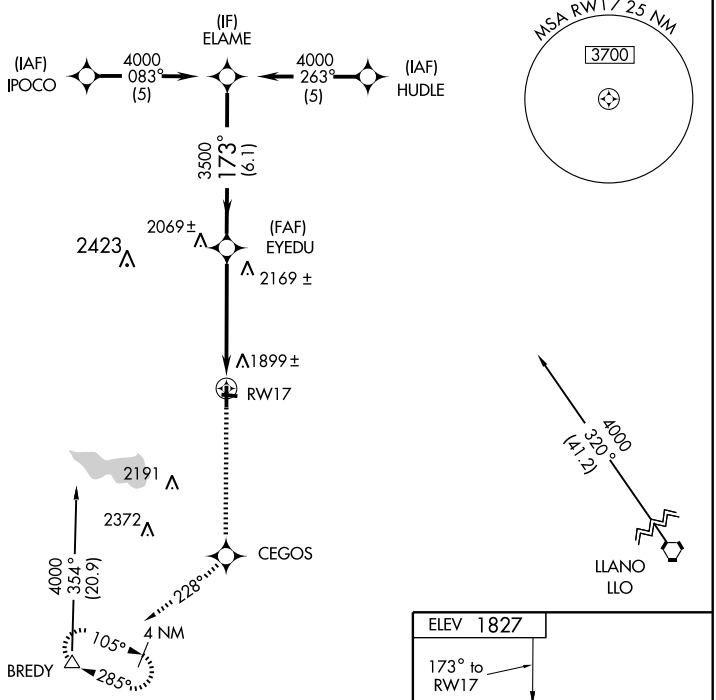
BRADY/ CURTIS FIELD (BBD)

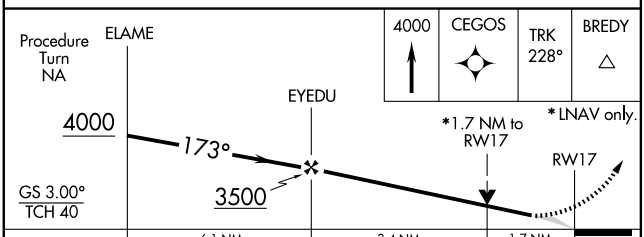
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV and circling Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEGOS and via 228° track to BREDY and hold.

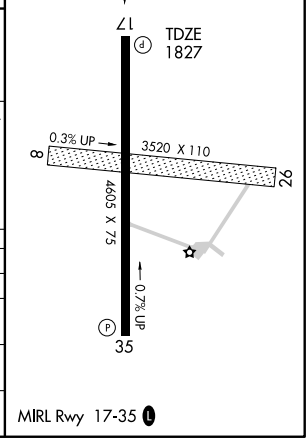
AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L

Procedure NA for arrivals at LLO Vortac via V161-568 southbound.





CATEGORY	A	B	C	D
LPV DA	2077-1	250 (300-1)		NA
LNAV/ VNAV DA	2191-1¼	364 (400-1¼)		NA
LNAV MDA	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA
CIRCLING	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA



MIRL Rwy 17-35 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 49108 W35A	APP CRS 353°	Rwy Idg 4605 TDZE 1823 Apt Elev 1827

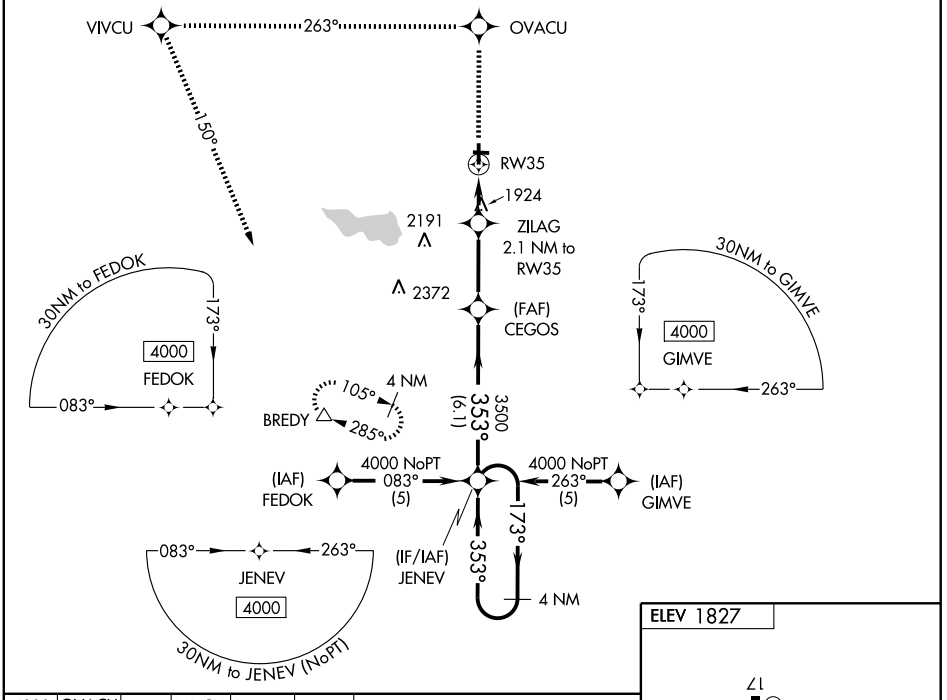
RNAV (GPS) RWY 35

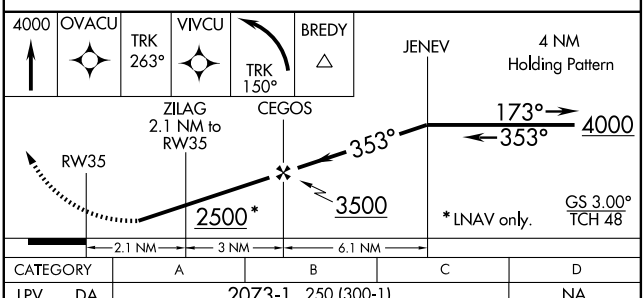
BRADY/ CURTIS FIELD (BBD)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Junction altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

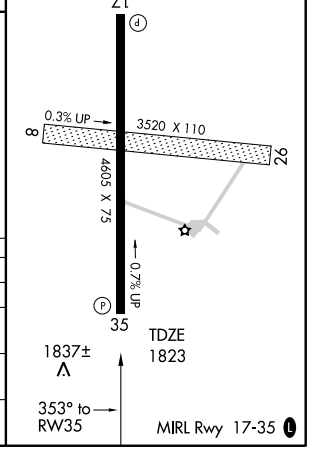
MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L





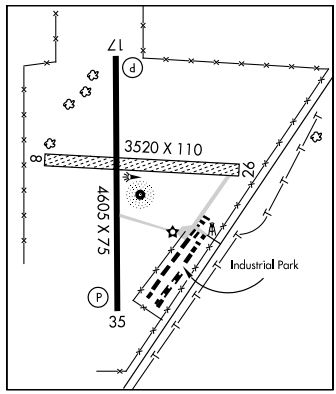
CATEGORY	A	B	C	D
LPV DA	2073-1 250 (300-1)			NA
LNAV/VNAV DA	2107-1 284 (300-1)			NA
LNAV MDA	2240-1 417 (500-1)		2240-1¼ 417 (500-1¼)	NA
CIRCLING	2240-1 413 (500-1)	2280-1 453 (500-1)	2280-1½ 453 (500-1½)	NA



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

BRADY

CURTIS FLD (BBD) 3 NE UTC−6(−5DT) N31°10.76′ W99°19.44′ — SAN ANTONIO
1827 B S2 **FUEL** 100LL, JET A NOTAM FILE SJT — L–19B
RWY 17–35: H4605X75 (ASPH) S–21 MIRL 0.7% up N — IAP
RWY 17: PAPI (P2L)—GA 3.0° TCH 40′.
RWY 35: PAPI (P2L)—GA 3.0 TCH 40′.
RWY 08–26: 3520X110 (TURF) 0.3% up E
RWY 08: Fence. **RWY 26:** Fence.
AIRPORT REMARKS: Attended dalgt hrs. For fuel or attendant after hours call 325–597–2445. Rwy 08–26 CLOSED except for tailwheel acft and helicopter. Deer on and invof arpt. Rwy 08–26 W end very rough. Rwy 08–26 marked with white tires. Overnight tiedown fee. ACTIVATE MIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (325) 597–9139 or 1–800–510–1996.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
LLANO (L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 302° 35.9 NM to fld. 1200/8E. **HIWAS.**
BRADY NDB (MHW) 380 BBD N31°10.67′ W99°19.36′ at fld. NOTAM FILE SJT.



BRAZORIA CO (See ANGLETON/LAKE JACKSON)

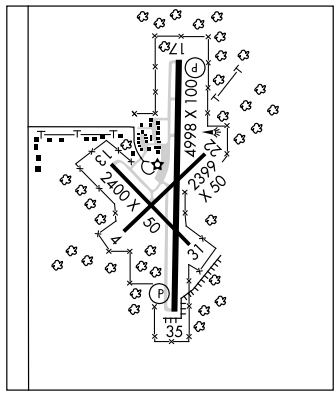
BRAZOS 133 BBF N27°50.10′ W96°00.78′ — L–20I, 21A, GOMW
AWOS–3 118.825

BRAZOS 451 BQX N28°29.62′ W95°43.47′ — L–20I, 21A, GOMW
AWOS–3 118.375

BRAZOS RIVER N32°57.09′ W98°24.79′ — DALLAS–FT WORTH
NDB (MHW) 280 GZV 208° 2.1 NM to Possum Kingdom. Unmonitored 2300–1300Z‡. — L–17B

BRECKENRIDGE

STEPHENS CO (BKD) 2 S UTC−6(−5DT) N32°43.13′ W98°53.50′ — DALLAS–FT. WORTH
1284 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW — L–17B
RWY 17–35: H4998X100 (ASPH) S–19 MIRL 0.5% up S — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 13–31: H2400X50 (ASPH) S–4 1.1% up SE
RWY 13: Road. **RWY 31:** Fence.
RWY 04–22: H2399X50 (ASPH) S–4 0.4% up SW
RWY 04: Tree. **RWY 22:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 17 PAPI OTS indef. Rwy 35 PAPI OTS indef.
WEATHER DATA SOURCES: AWOS–3 120.175 (254) 559–5525.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRECKENRIDGE RCO 122.5 (FORT WORTH RADIO).
FORT WORTH CENTER APP/DEP CON 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 261° 45.3 NM to fld. 900/9E.



BRECKENRIDGE N32°43.02′ W98°53.59′ — DALLAS–FT WORTH
RCO 122.5 (FORT WORTH RADIO) — L–17B

APP CRS	Rwy Idg	4998
338°	TDZE	1283
	Apt Elev	1283

GPS RWY 35

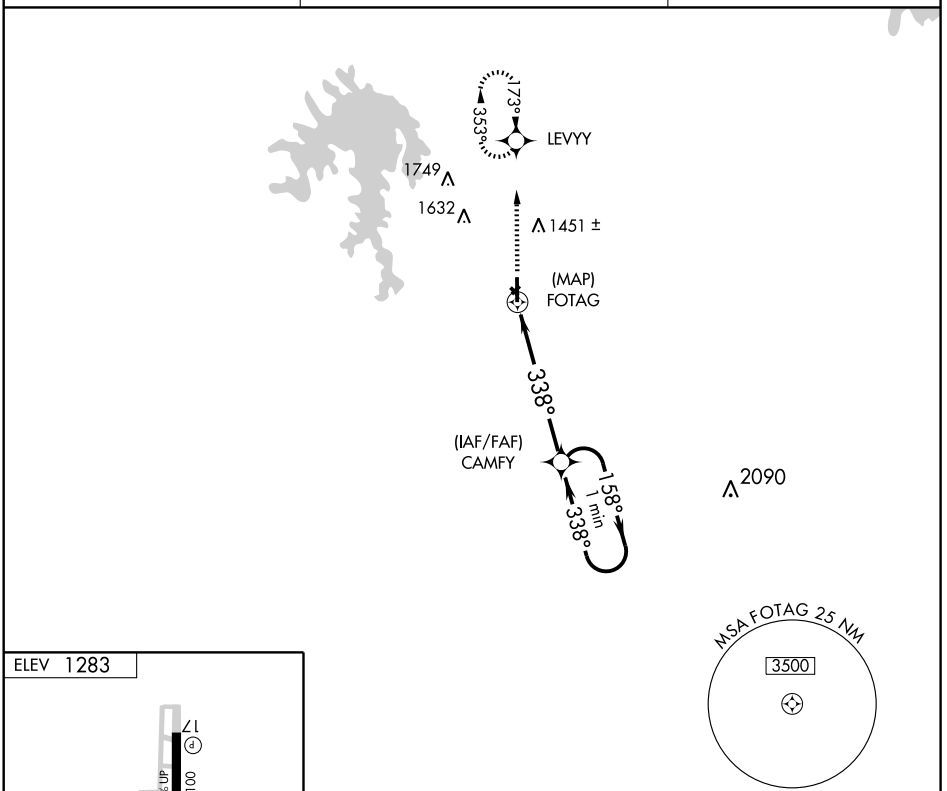
BRECKENRIDGE/STEPHENS COUNTY (BKD)

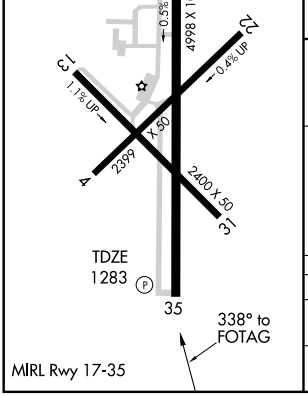
NA

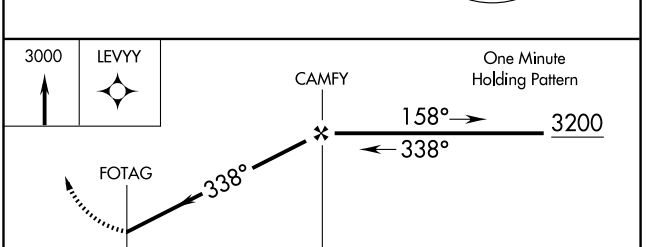
Use Abilene Regional altimeter setting.

MISSED APPROACH: Climb to 3000 direct LEVYY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.175	127.0 360.6	122.8 (CTAF)



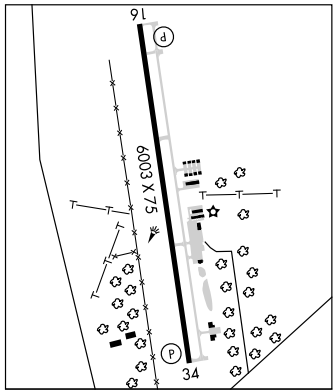




CATEGORY	A	B	C	D
S-35	1900-1	617 (700-1)	1900-1¾ 617 (700-1¾)	1900-2 617 (700-2)
CIRCLING	1900-1	617 (700-1)	1900-1¾ 617 (700-1¾)	1940-2 657 (700-2)

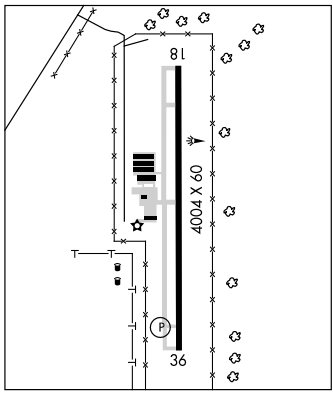
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

BRENHAM MUNI (11R) 3 NE UTC−6(−5DT) N30°13.18′ W96°22.46′ HOUSTON
318 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE 11R H–7C, L–19D, 21A, 60MW
RWY 16–34: H6003X75 (ASPH) S–30 MIRL 1.0% up N IAP
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 36′.
RWY 34: REIL. PAPI (P4L)—GA 3.0° TCH 35′. Tree.
AIRPORT REMARKS: Attended 1300–0100Z‡. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 121.125 (979) 836–2303.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 166° 23.2 NM to fld. 275/8E.
HIWAS.



BREWSTER CO N30°27.49′ W103°38.81′ NOTAM FILE SJT. EL PASO
NDB (MHW) 412 BWR 194° 4.8 NM to Alpine–Casparis Muni. L–6J

BRIDGEPORT MUNI (XBP) 4 SW UTC−6(−5DT) N33°10.52′ W97°49.70′ DALLAS–FT. WORTH
852 B S4 **FUEL** 100LL NOTAM FILE XBP L–17C, A
RWY 18–36: H4004X60 (ASPH) S–12.5 MIRL 1.1% up S IAP
RWY 18: Tree. **RWY 36:** PAPI(P2L). Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self service with major credit cards.
WEATHER DATA SOURCES: AWOS–3 119.225 (940) 683–8027.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BOWIE (H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 175° 21.6 NM to fld. 1100/6E. **HIWAS.**



BROOKS CO (See FALFURRIAS)

WAAS	APP CRS	Rwy Idg	6003
CH 86316	165°	TDZE	318
W16A		Apt Elev	318

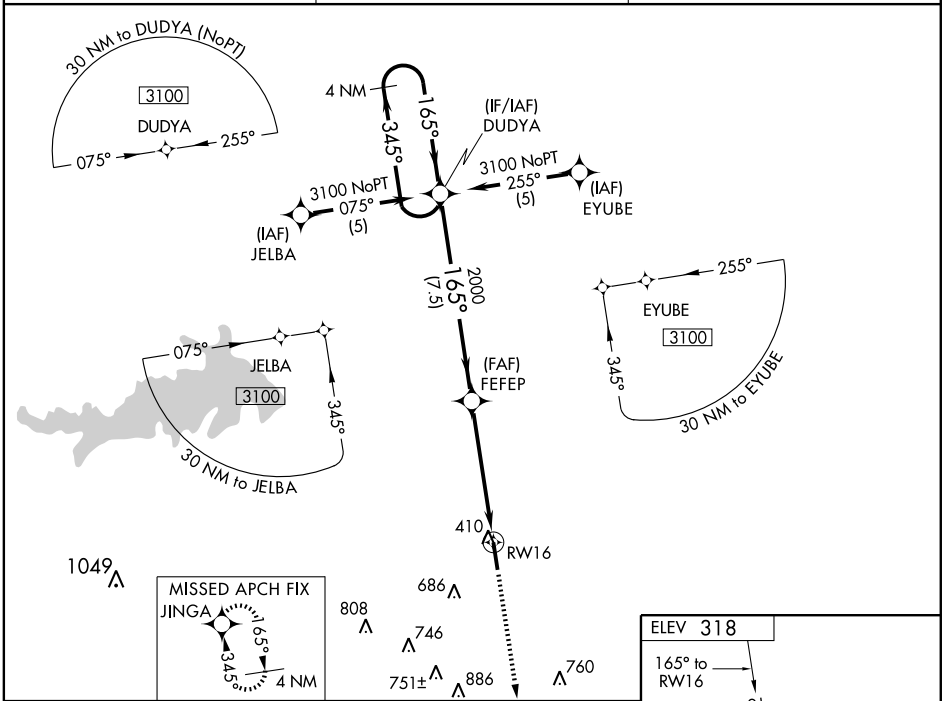
RNAV (GPS) RWY 16

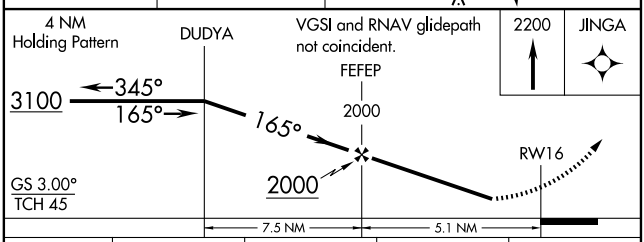
BRENHAM MUNI (11R)

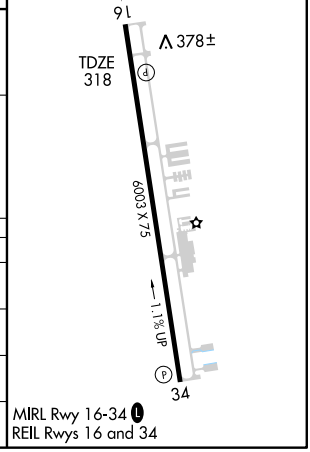
T A Baro-VNAV NA when using College Station altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use College Station altimeter setting and increase all DA 53 feet, all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct JINGA and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	594-1	276 (300-1)		
LNAV/VNAV DA	680-1¼	362 (400-1¼)		
LNAV MDA	880-1	562 (600-1)	880-1½ 562 (600-1½)	880-1¾ 562 (600-1¾)
CIRCLING	880-1	562 (600-1)	880-1½ 562 (600-1½)	1040-2¼ 722 (800-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6003
CH 77616	345°	TDZE	269
W34A		Apt Elev	318

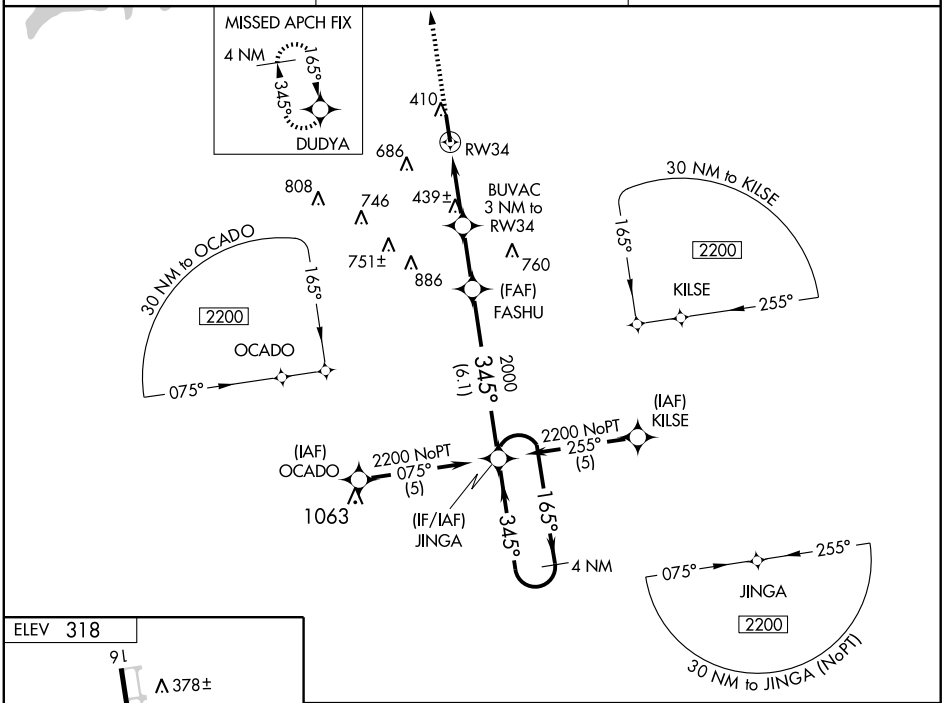
RNAV (GPS) RWY 34

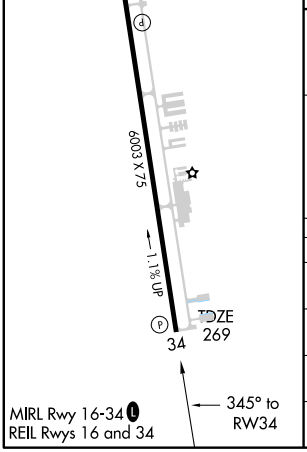
BRENHAM MUNI (11R)

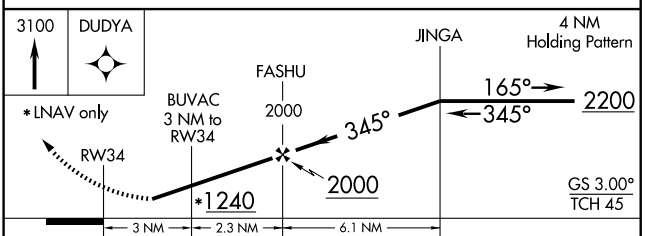
T A Baro-VNAV NA when using College Station altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use College Station altimeter setting and increase all DA 53 feet, all MDA 60 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct DUDYA and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	519-1 250 (300-1)			
LNAV/VNAV DA	718-1¾ 449 (400-1¾)			
LNAV MDA	700-1 431 (400-1)		700-1¼ 431 (400-1¼)	700-1½ 431 (400-1½)
CIRCLING	780-1 462 (500-1)		800-1½ 482 (500-1½)	1040-2¼ 722 (800-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC CLL 113.3 Chan 80	APP CRS 166°	Rwy Idg 6003 TDZE 318 Apt Elev 318

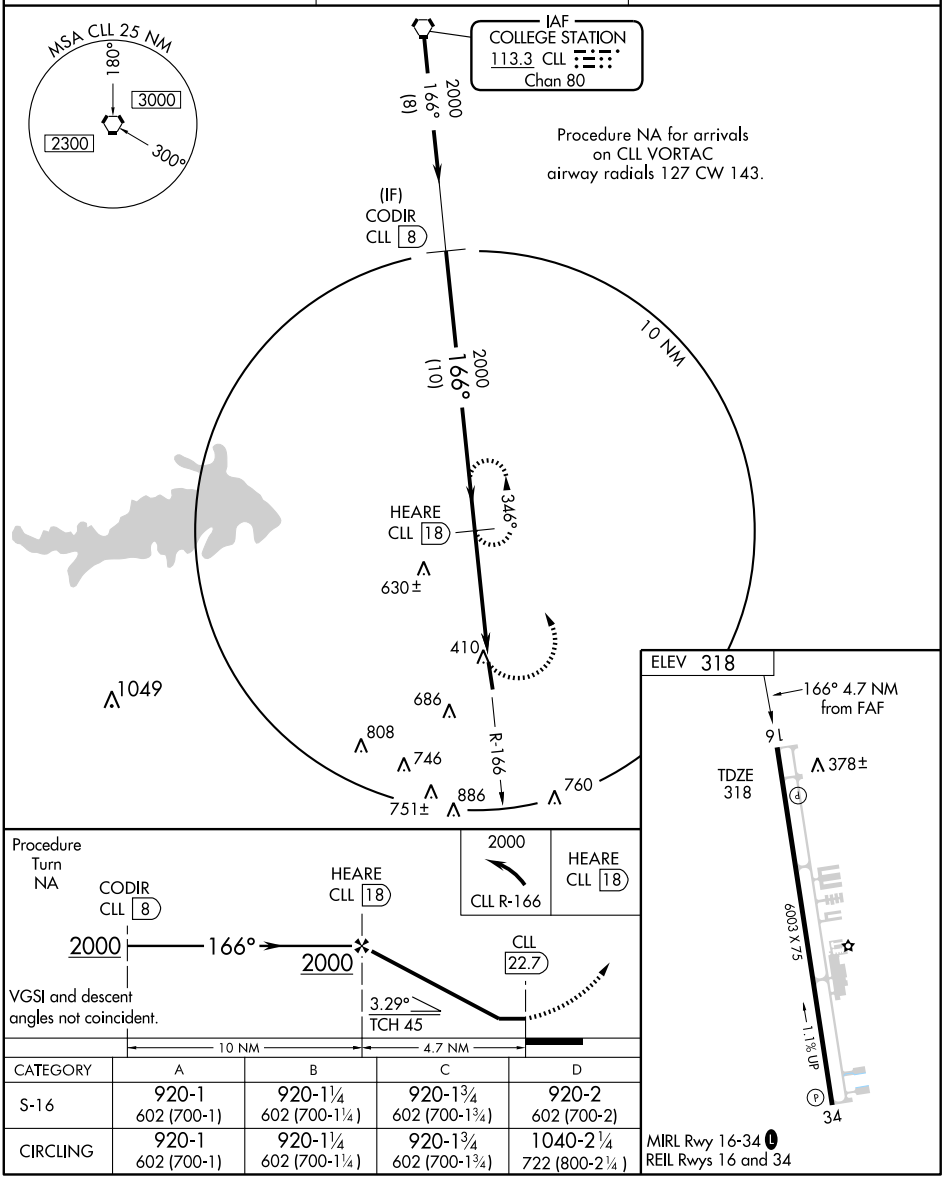
VOR/DME RWY 16

BRENHAM MUNI (11R)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use College Station altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via CLL VORTAC R-166 to HEARE/18 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
121.125	120.4 371.9	123.075 (CTAF) L

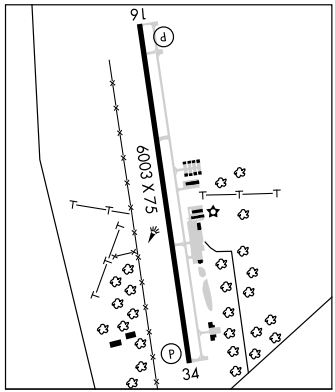


CATEGORY	A	B	C	D
S-16	920-1 602 (700-1)	920-1¼ 602 (700-1¼)	920-1¾ 602 (700-1¾)	920-2 602 (700-2)
CIRCLING	920-1 602 (700-1)	920-1¼ 602 (700-1¼)	920-1¾ 602 (700-1¾)	1040-2¼ 722 (800-2¼)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

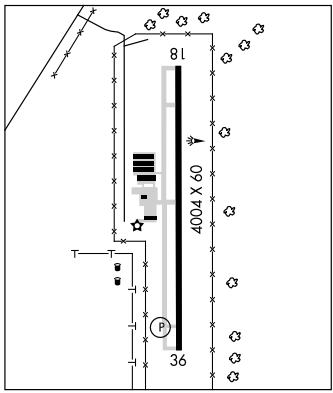
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

BRENHAM MUNI (11R) 3 NE UTC−6(−5DT) N30°13.18′ W96°22.46′ HOUSTON
318 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE 11R H–7C, L–19D, 21A, 60MW
RWY 16–34: H6003X75 (ASPH) S–30 MIRL 1.0% up N IAP
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 36′.
RWY 34: REIL. PAPI (P4L)—GA 3.0° TCH 35′. Tree.
AIRPORT REMARKS: Attended 1300–0100Z‡. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 121.125 (979) 836–2303.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 166° 23.2 NM to fld. 275/8E.
HIWAS.



BREWSTER CO N30°27.49′ W103°38.81′ NOTAM FILE SJT. EL PASO
NDB (MHW) 412 BWR 194° 4.8 NM to Alpine–Casparis Muni. L–6J

BRIDGEPORT MUNI (XBP) 4 SW UTC−6(−5DT) N33°10.52′ W97°49.70′ DALLAS–FT. WORTH
852 B S4 **FUEL** 100LL NOTAM FILE XBP L–17C, A
RWY 18–36: H4004X60 (ASPH) S–12.5 MIRL 1.1% up S IAP
RWY 18: Tree. **RWY 36:** PAPI(P2L). Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self service with major credit cards.
WEATHER DATA SOURCES: AWOS–3 119.225 (940) 683–8027.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BOWIE (H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 175° 21.6 NM to fld. 1100/6E. **HIWAS.**



BROOKS CO (See FALFURRIAS)

WAAS	APP CRS	Rwy Idg 4004
CH 49215	176°	TDZE 841
W18A		Apt Elev 852

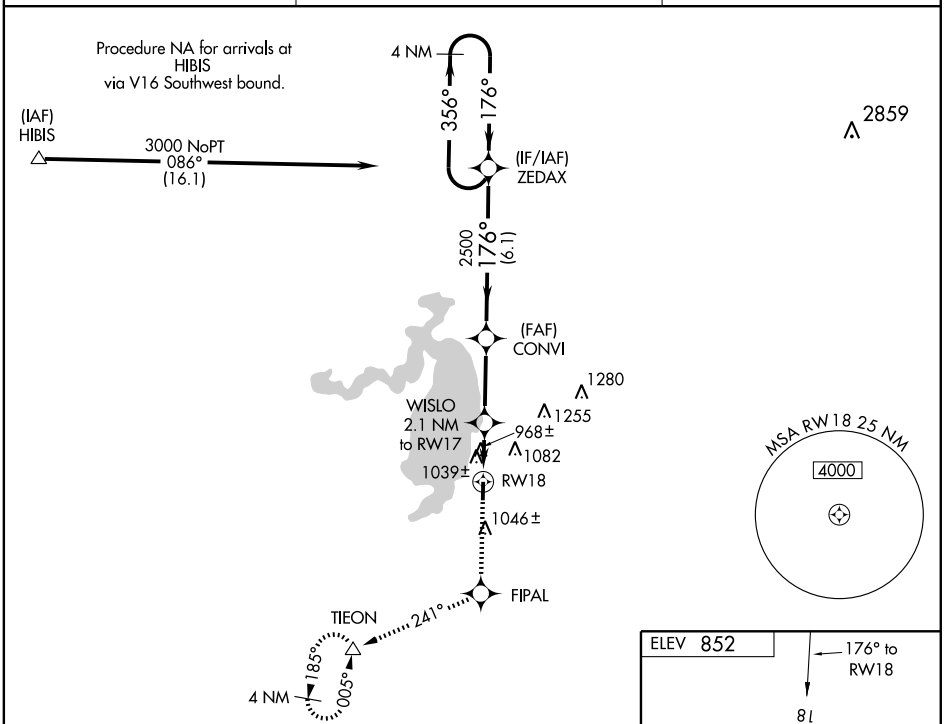
RNAV (GPS) RWY 18

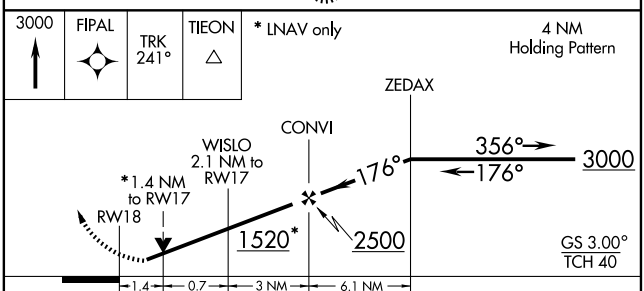
BRIDGEPORT MUNI (XBP)

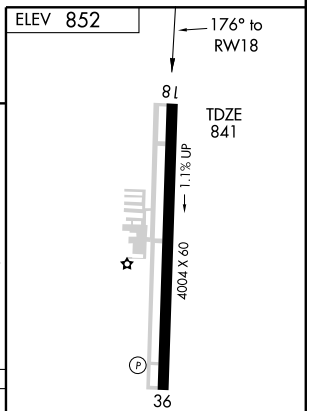
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimter setting not received, use Decatur altimeter setting and increase all DA 58 feet and all MDA 60 feet and LPV and LNAV/VNAV Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Decatur altimeter setting.

MISSED APPROACH: Climb to 3000 direct FIPAL and via track 241° to TIEON and hold, continue climb-in-hold to 3000.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1235-1½ 394 (400-1½)		NA	
LNAV/VNAV DA	1366-2 525 (600-2)		NA	
LNAV MDA	1300-1 459 (500-1)		NA	
CIRCLING	1480-1 628 (700-1)		NA	

MIRL Rwy 18-36

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC UKW 112.4 Chan 71	APP CRS 175°	Rwy Idg 4004 TDZE 841 Apt Elev 852

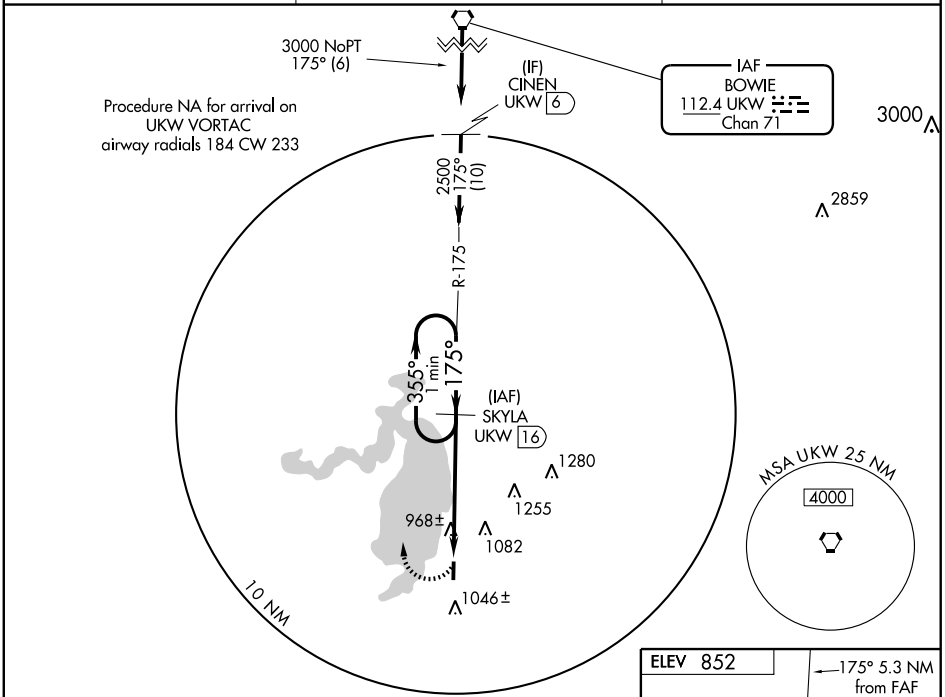
VOR/DME RWY 18

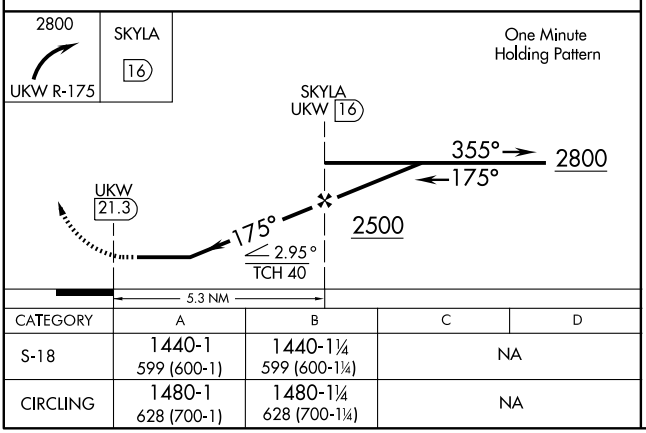
BRIDGEPORT MUNI (XBP)

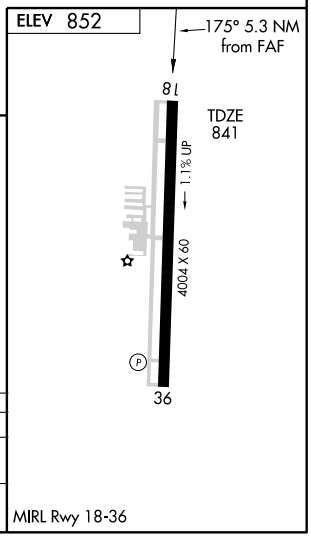
Visibility reduction by helicopters NA. When local altimeter setting not received, use Decatur altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2800 via UKW VORTAC R-175 to SKYLA/UKW 16 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
S-18	1440-1 599 (600-1)	1440-1¼ 599 (600-1¼)	NA	
CIRCLING	1480-1 628 (700-1)	1480-1¼ 628 (700-1¼)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

BROWNFIELD

TERRY CO (BFE) 4 E UTC−6(−5DT) N33°10.39′ W102°11.58′

ALBUQUERQUE
H–6G, L–6H
IAP

3264 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW

RWY 02–20: H5217X75 (ASPH) S–12 MIRL

RWY 02: PAPI(P2L)—GA 3.0° TCH 41′.

RWY 20: PAPI(P2L)—GA 3.0° TCH 43′. Trees.

RWY 13–31: H2765X75 (ASPH) S–12 0.4% up NW

RWY 13: Road. **RWY 31:** Road.

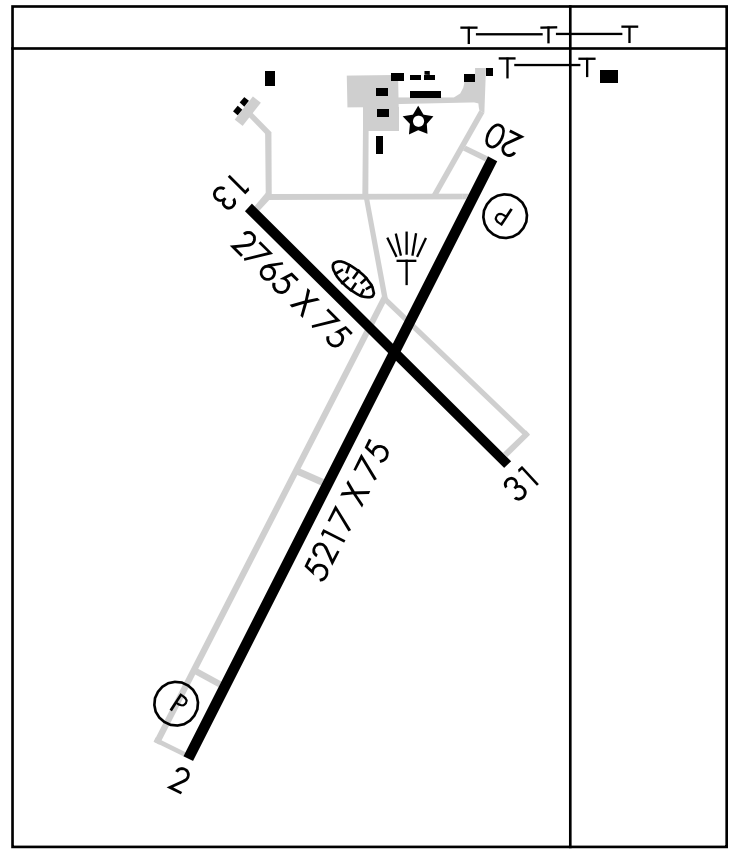
AIRPORT REMARKS: Attended 1400–0000Z‡. Fuel self service 24 hrs. MIRL Rwy 02–20 preset low intensity, to increase intensity ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **LUBBOCK APP/DEP CON** 119.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.

LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 193° 34.8 NM to fld. 3310/11E. **HIWAS.**



RNAV (GPS) RWY 2

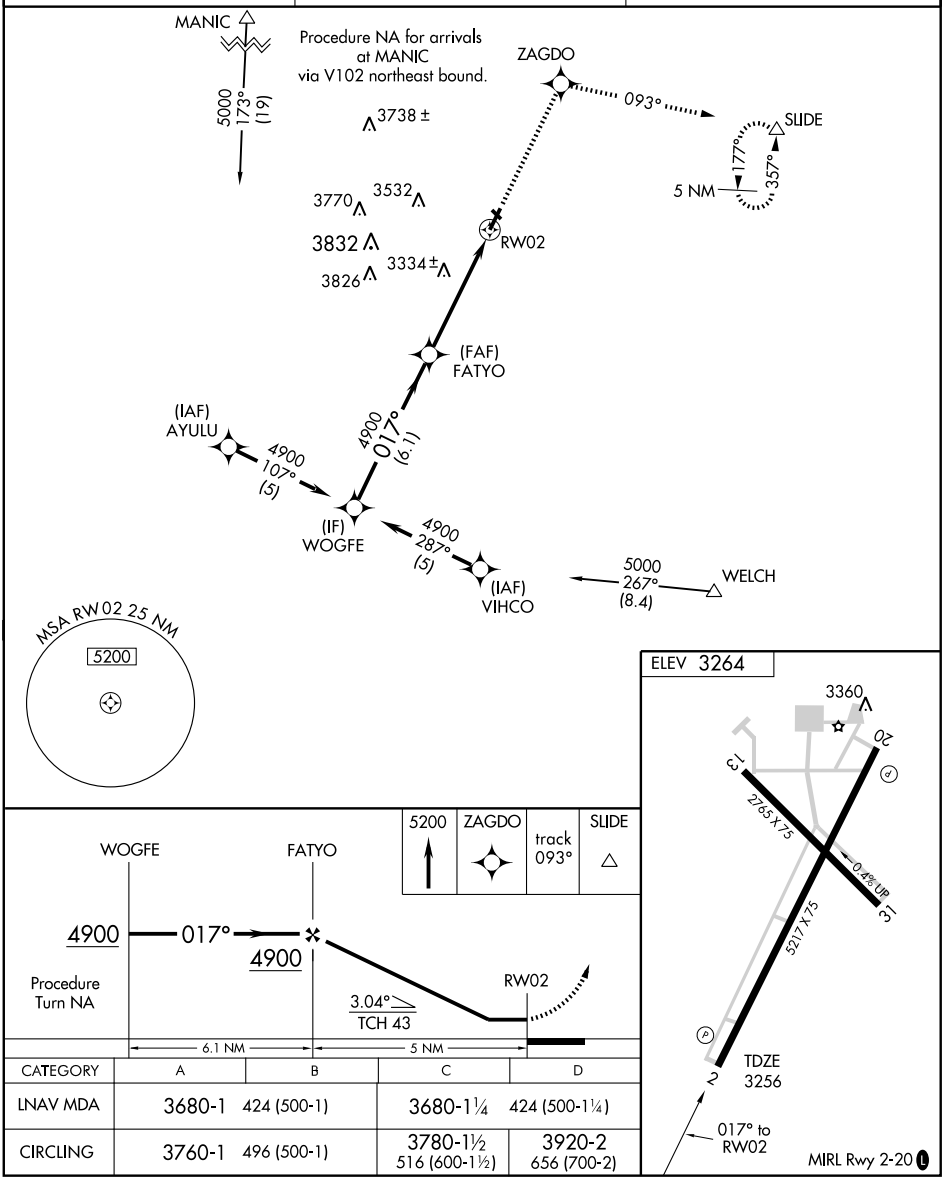
BROWNFIELD/TERRY COUNTY (BFE)

APP CRS	Rwy Idg	5217
017°	TDZE	3256
	Apt Elev	3264

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5200 direct ZAGDO and via track 093° to SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3680-1 424 (500-1)		3680-1¼ 424 (500-1¼)	
CIRCLING	3760-1 496 (500-1)		3780-1½ 516 (600-1½)	3920-2 656 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5217
197°	TDZE	3264
	Apt Elev	3264

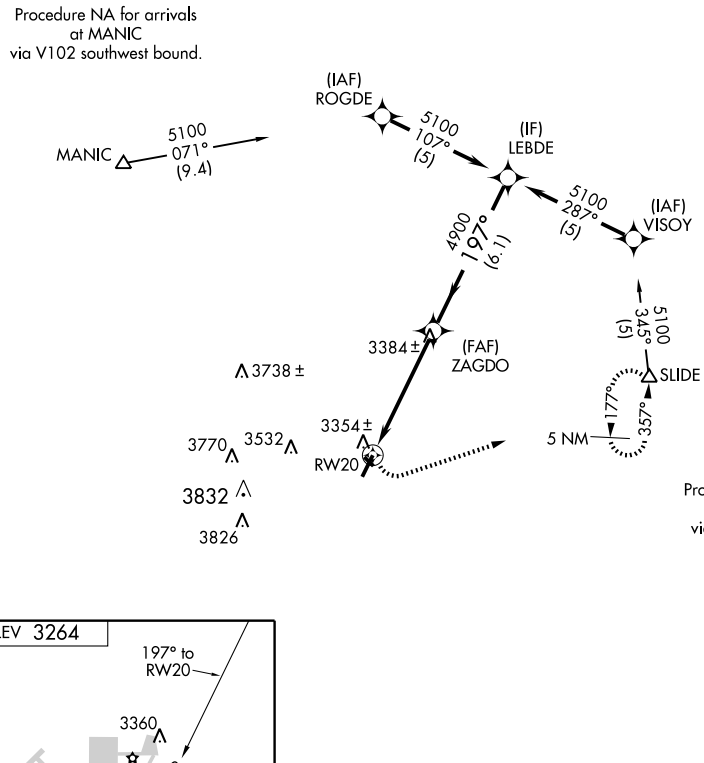
RNAV (GPS) RWY 20

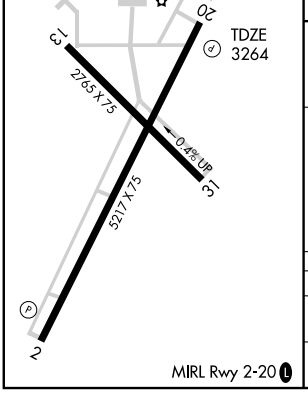
BROWNFIELD/ TERRY COUNTY (BFE)

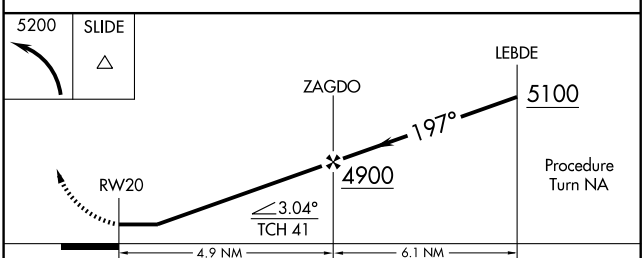
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climbing left turn to 5200 direct SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L

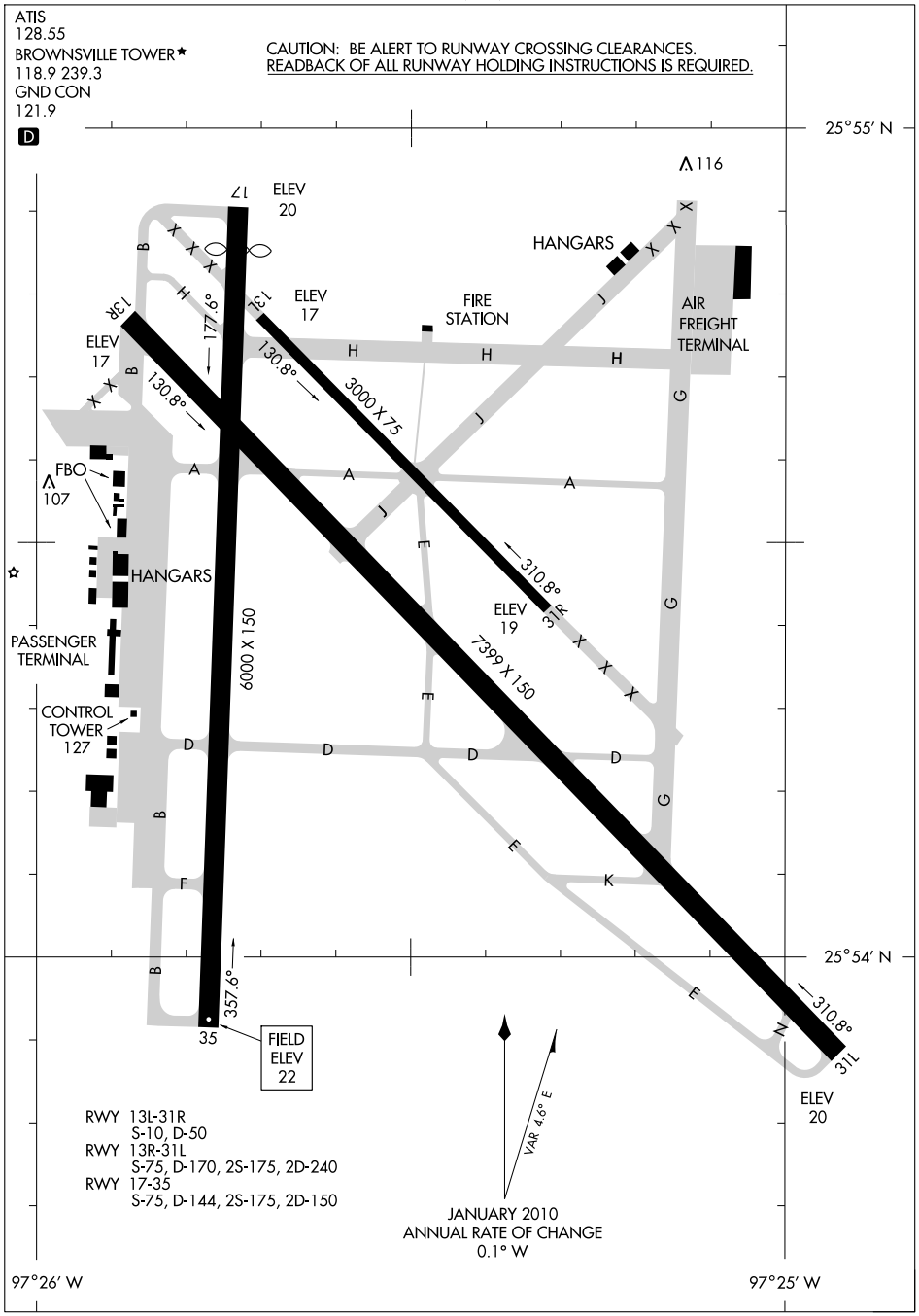






CATEGORY	A	B	C	D
LNAV MDA	3700-1	436 (500-1)	3700-1¼ 436 (500-1¼)	3700-1½ 436 (500-1½)
CIRCLING	3760-1	496 (500-1)	3780-1½ 516 (600-1½)	3920-2 656 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

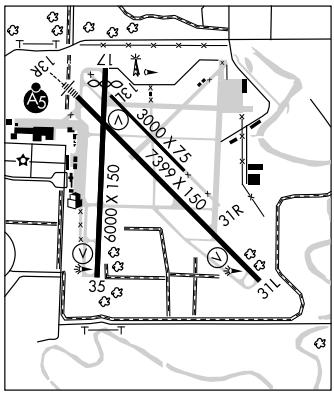


SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO) 4 E UTC−6(−5DT) **BROWNSVILLE**
N25°54.41′ W97°25.55′ **H–7C, L–20H, 21A**
22 B S4 **FUEL** 100LL, JET A OX 1, 3 AOE Class I, ARFF Index B NOTAM FILE BRO **IAP, AD**

RWY 13R–31L: H7399X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–240 HIRL
RWY 13R: MALSR. Tree.
RWY 31L: VASI(V4L)—GA 3.0° TCH 52′. Tree.
RWY 17–35: H6000X150 (ASPH–GRVD) S–75, D–144, 2S–175, 2D–150 MIRL
RWY 17: VASI(V4L)—GA 3.0° TCH 35′. Thld dsplcd 190′. Tree.
RWY 35: VASI(V4L)—GA 3.0° TCH 55′. Tree.
RWY 13L–31R: H3000X75 (ASPH) S–10, D–50
Rwy 13L: Tree.



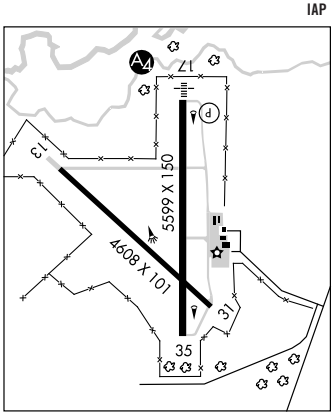
RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 13R:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 17:	TORA–6000	TODA–6000	ASDA–6000	LDA–5810
RWY 31L:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 31R:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 35:	TORA–5532	TODA–5532	ASDA–5532	LDA–5532

AIRPORT REMARKS: Attended continuously. For acft svc call 956–542–9111/5852/0245. Birds on and invof arpt. Two lgtd oil derricks located approximately 5NM NE at or blo 500′ AGL. Rwy 13L–31R not available for air carrier ops. Rgt tfc when twr clsd for Rwy 13R and Rwy 31R only. When tower closed request ARFF assistance, through HOUSTON ARTCC or SAN ANGELO FSS. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 956–542–4373. Rwy 13R runway visual range touchdown avbl. Twy A and D east of Rwy 13R–31L clsd indef. Twy E clsd between Rwy 13L–31R and Twy H indef. Twy J clsd between Rwy 13R–31L and Twy H indef. Twy E north of Twy D; and Twy J and Twy K not avbl for air carrier ops. Twy J limited to acft 12,500 pounds or less. Northwest corner of Twy B south of Rwy 13R holdline not visible from tower. When twr clsd ACTIVATE MALSR Rwy 13R—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (956) 546-4540.
COMMUNICATIONS: CTAF 118.9 **ATIS** 128.55 **UNICOM** 122.95
BROWNSVILLE RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **VALLEY APP/DEP CON** 119.5
TOWER 118.9 (1200–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BRO.
(H) VORTACW 116.3 BRO Chan 110 N25°55.44′ W97°22.52′ 240° 2.9 NM to fld. 10/9E. DME unusable 330°–350° byd 15 NM blo 4,000′.
DEPOO NDB (LOM) 393 BR N25°59.02′ W97°30.54′ 129° 6.4 NM to fld.
ILS/DME 110.3 I–BRO Chan 40 RWY 13R. Class IE LOM DEPOO NDB. Unmonitored when twr clsd.

BROWNWOOD RGNL (BWD) 5 N UTC−6(−5DT) N31°47.62′ W98°57.39′ **SAN ANTONIO**
1387 B S4 **FUEL** 100LL, JET A NOTAM FILE BWD **H–6H, L–19C**
RWY 17–35: H5599X150 (ASPH) S–30 MIRL 0.3% up N **IAP**
RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 52′. Trees.
RWY 35: Trees.
RWY 13–31: H4608X101 (ASPH) S–25 MIRL
RWY 13: Tree. **RWY 31:** Trees.



AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1300–2300Z‡. Fuel avbl 24 hrs self svc. For fuel svc when arpt unattended call 325–642–0868. Uneven sfc at intersecting rwys. ACTIVATE MIRL Rwy 13–31 and Rwy 17–35 and MALS Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (888) 297–9399.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (FORT WORTH RADIO)
FORT WORTH CENTER APP/DEP CON 127.45
RADIO AIDS TO NAVIGATION: NOTAM FILE BWD.
(L) VORW/DME 108.6 BWD Chan 23 N31°53.55′ W98°57.45′ 172° 5.9 NM to fld. 1574/8E.
ILS 109.1 I–BWD Rwy 17. LOC only. LOC unmonitored.

LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	128°	TDZE	19
Chan 40		Apt Elev	22

ILS or LOC RWY 13R

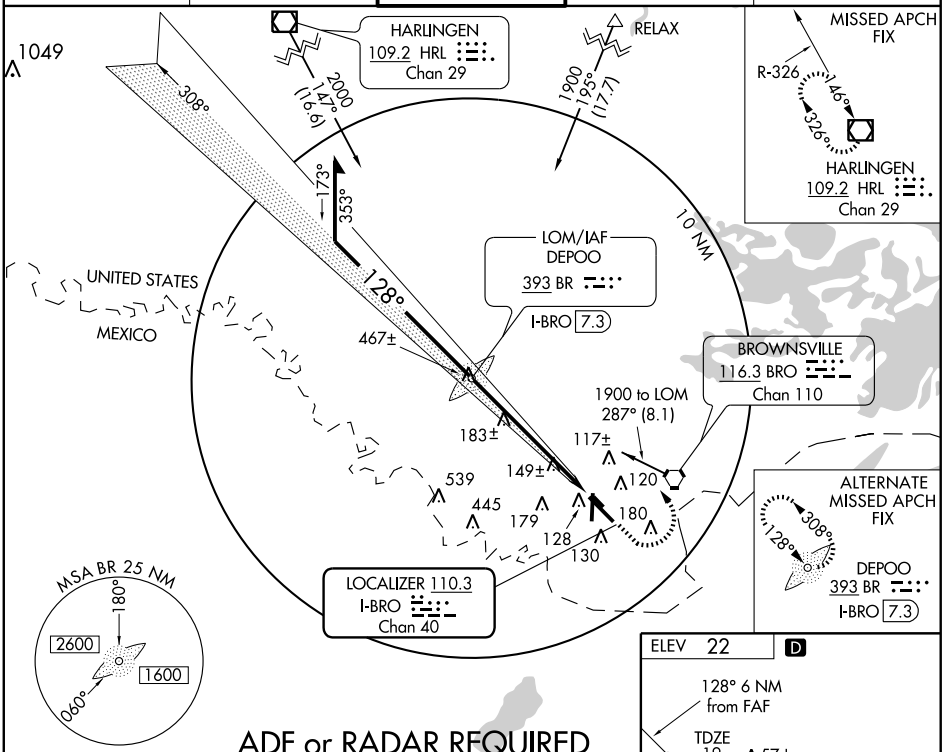
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all DA 38 feet and all MDAs 40 feet and S-LOC 13R Cat D visibility to RVR 5000. For inoperative MALSR increase S-ILS 13R all Cats visibility to RVR 5000.

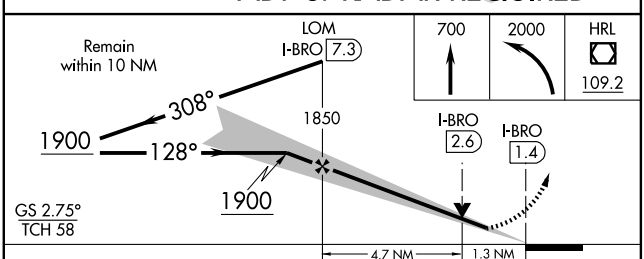
MALSR

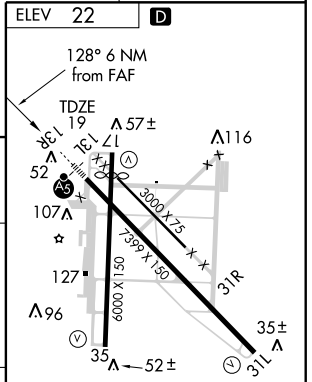
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



ADF or RADAR REQUIRED





MIRL Rwy 17-35
HIRL Rwy 13R-31L

CATEGORY	A	B	C	D
S-ILS 13R		219/24 200 (200-½)		
S-LOC 13R	440/24 421 (500-½)		440/40 421 (500-¾)	
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-1)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	308°	TDZE	20
Chan 40		Apt Elev	22

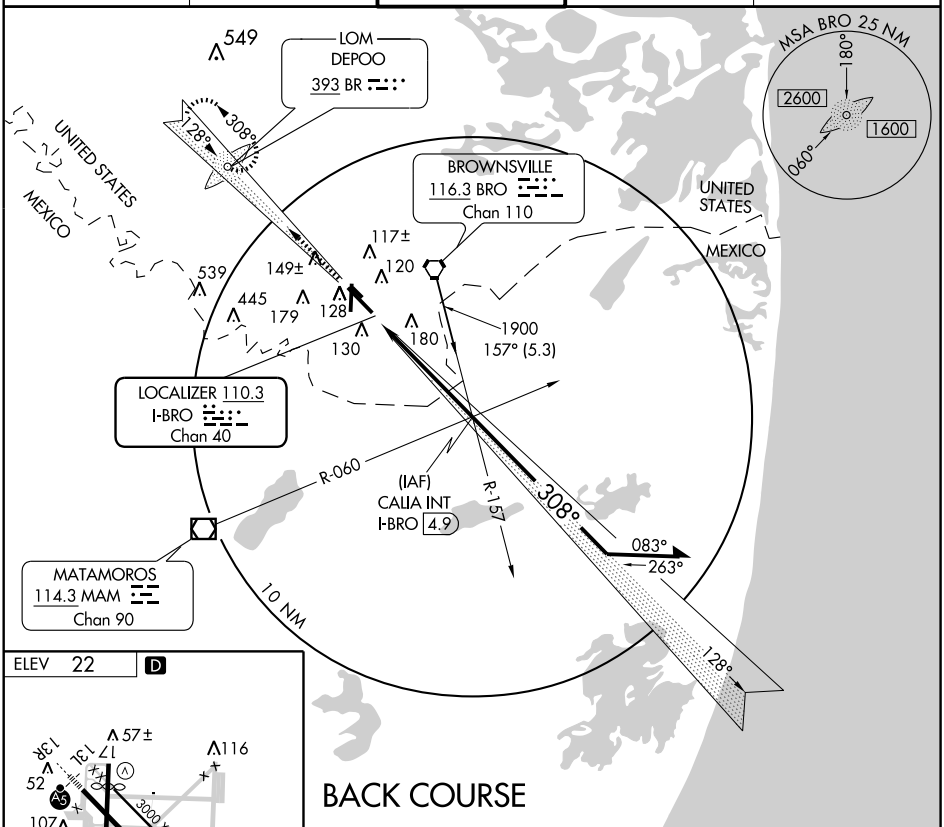
LOC BC RWY 31L

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

A

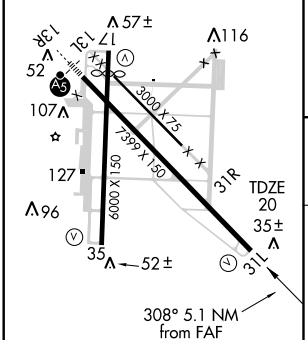
MISSED APPROACH: Climb to 1900 direct BR LOM and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



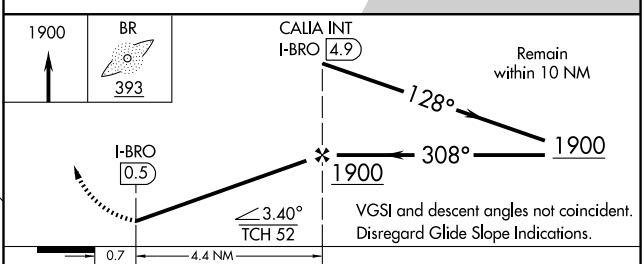
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010



MIRL Rwy 17-35
HIRL Rwy 13R-31L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



BACK COURSE

CATEGORY	A	B	C	D
S-31L	340-1	320 (400-1)		
CIRCLING	440-1 418 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	580-2 558 (600-2)

APP CRS	Rwy Idg	7399
128°	TDZE	19
	Apt Elev	22

RNAV (GPS) RWY 13R

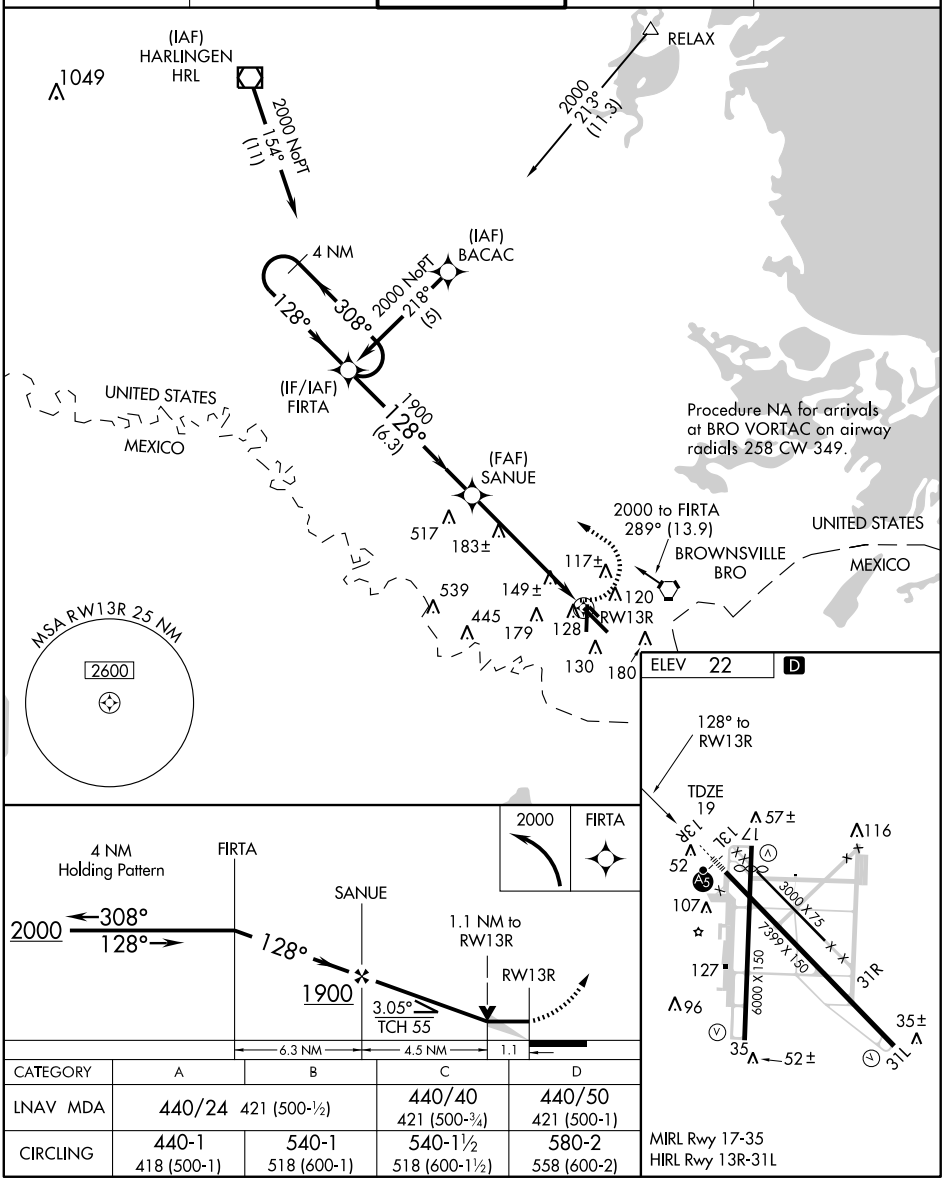
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA when using Port Isabel altimeter setting. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct FIRTA and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	440/24 421 (500-½)		440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-2)

MIRL Rwy 17-35
HIRL Rwy 13R-31L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BRO 116.3 Chan110	APP CRS 173°	Rwy Idg 5810 TDZE 20 Apt Elev 23

VOR/DME RNAV or GPS RWY 17

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums NA

MISSED APPROACH: Climbing left turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) Ⓛ 239.3	121.9	122.95

SC-3, 26 AUG 2010 to 23 SEP 2010

(IAF)
RELAX

1900 NoPT
180°
(12.7)

IAF
MOKII
N26°02.92′-W97°25.40′
116.3 BRO 332.0°-7.9
10

4 NM
353°
173°

549

UNITED STATES
MEXICO

MAP
RW17
116.3 BRO 250.5°-2.9
N25°54.90′-W97°25.73′
10

1400
173°
(4)

(FAF)
(HIJKE)
4 NM from MAP WP
N25°58.92′-W97°25.57′

1900
332° (7.9)

UNITED STATES
MEXICO

149±
117±
120
539
445
179
128
130
180

BROWNSVILLE
116.3 BRO
Chan 110

ELEV 23 D

173° to MAP WP

TDZE 20

57±
116
52
107
127
96
35
52±
35±
138
131
17
31R
31L
3000 X 75
6000 X 150
7399 X 150

MIRL Rwy 17-35
HIRL Rwy 13R-31L

1900 BRO 116.3

(HIJKE)
4 NM from MAP WP

MOKII

4 NM Holding Pattern

353°
173°
1900

RW17 MAP WP

1400

3.13°

0.9 — 3.1 NM — 4 NM

CATEGORY	A	B	C	D
S-17	400-1 380 (400-1)			400-1¼ 380 (400-1¼)
CIRCLING	420-1 397 (400-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

VORTAC BRO	APP CRS	Rwy Idg	6000
116.3	353°	TDZE	23
Chan 110		Apt Elev	23

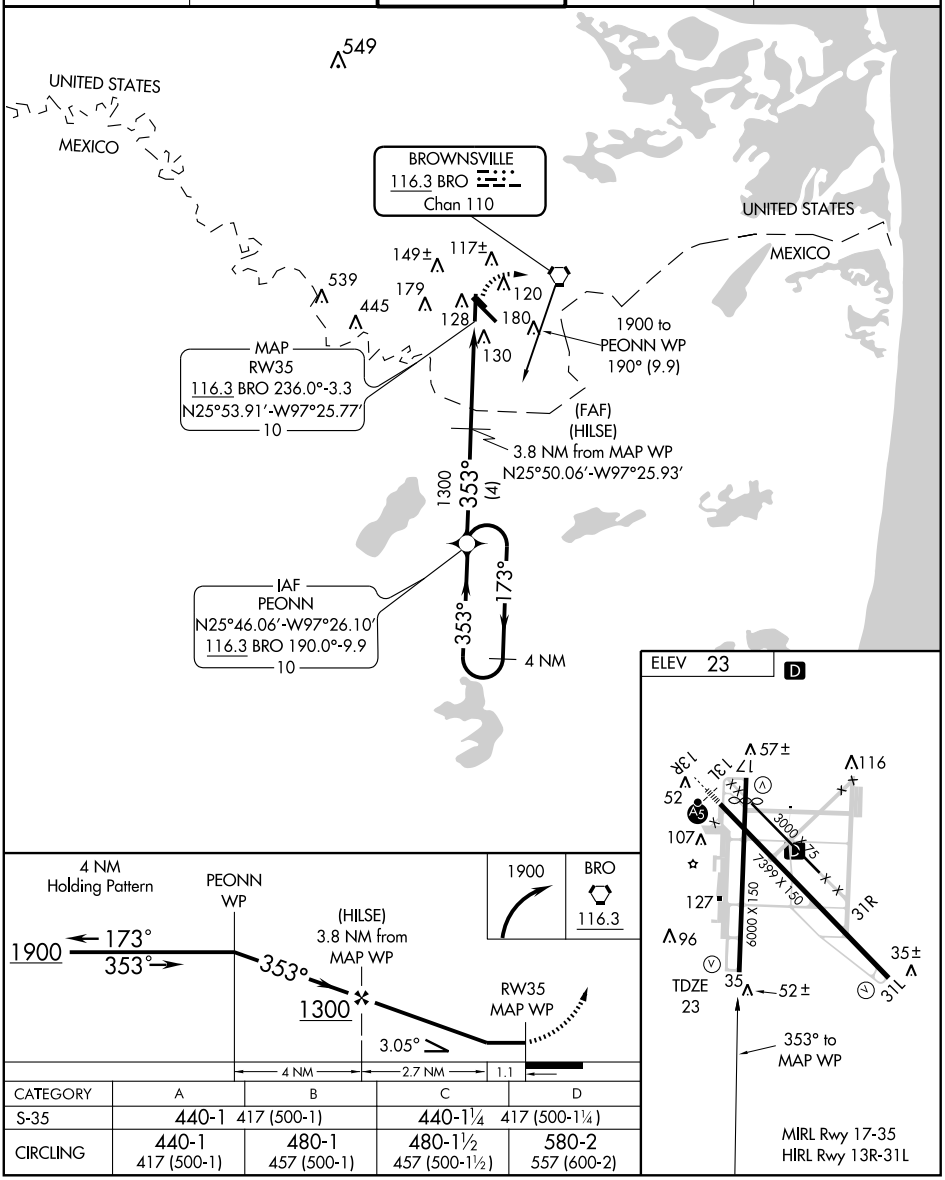
VOR/DME RNAV or GPS RWY 35

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums not authorized when BRO tower closed.

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95



CATEGORY	A	B	C	D
S-35	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

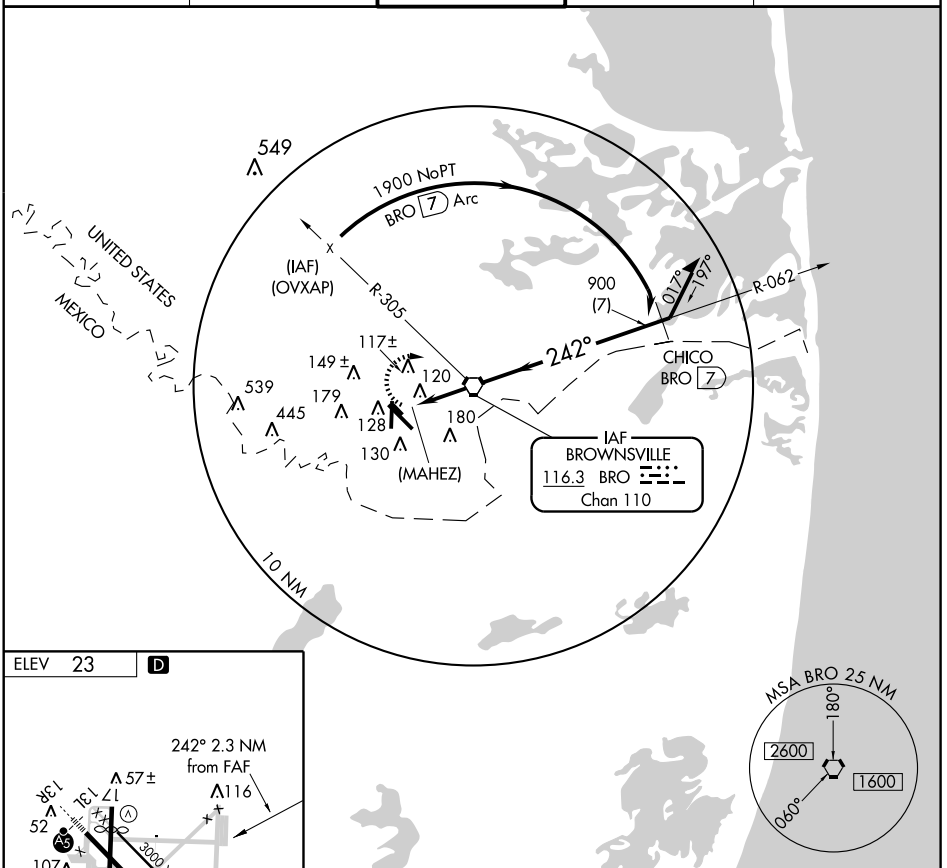
VORTAC BRO 116.3 Chan110	APP CRS 242°	Rwy Idg N/A TDZE N/A Apt Elev 23

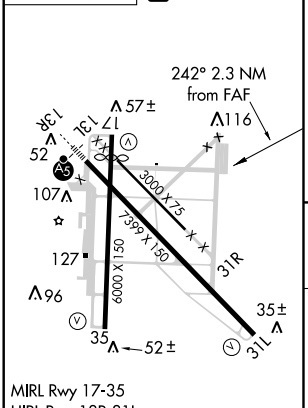
VOR or TACAN or GPS-A

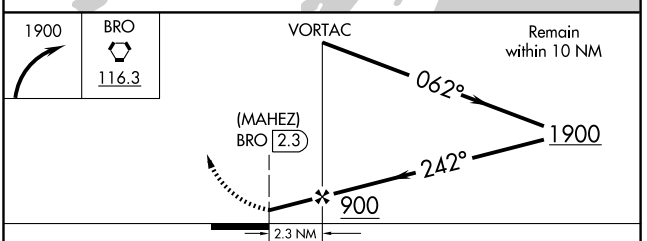
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95







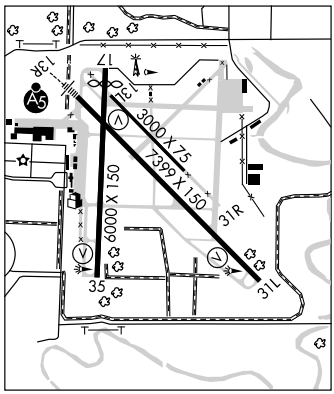
FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO) 4 E UTC−6(−5DT) **BROWNSVILLE**
N25°54.41′ W97°25.55′ **H–7C, L–20H, 21A**
22 B S4 **FUEL** 100LL, JET A OX 1, 3 AOE Class I, ARFF Index B NOTAM FILE BRO **IAP, AD**

RWY 13R–31L: H7399X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–240 HIRL
RWY 13R: MALSR. Tree.
RWY 31L: VASI(V4L)—GA 3.0° TCH 52′. Tree.
RWY 17–35: H6000X150 (ASPH–GRVD) S–75, D–144, 2S–175, 2D–150 MIRL
RWY 17: VASI(V4L)—GA 3.0° TCH 35′. Thld dsplcd 190′. Tree.
RWY 35: VASI(V4L)—GA 3.0° TCH 55′. Tree.
RWY 13L–31R: H3000X75 (ASPH) S–10, D–50
Rwy 13L: Tree.



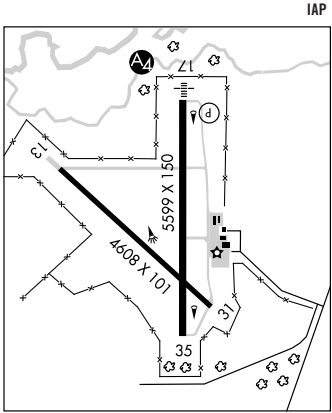
RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 13R:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 17:	TORA–6000	TODA–6000	ASDA–6000	LDA–5810
RWY 31L:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 31R:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 35:	TORA–5532	TODA–5532	ASDA–5532	LDA–5532

AIRPORT REMARKS: Attended continuously. For acft svc call 956–542–9111/5852/0245. Birds on and invof arpt. Two lgtd oil derricks located approximately 5NM NE at or blo 500′ AGL. Rwy 13L–31R not available for air carrier ops. Rgt tfc when twr clsd for Rwy 13R and Rwy 31R only. When tower closed request ARFF assistance, through HOUSTON ARTCC or SAN ANGELO FSS. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 956–542–4373. Rwy 13R runway visual range touchdown avbl. Twy A and D east of Rwy 13R–31L clsd indef. Twy E clsd between Rwy 13L–31R and Twy H indef. Twy J clsd between Rwy 13R–31L and Twy H indef. Twy E north of Twy D; and Twy J and Twy K not avbl for air carrier ops. Twy J limited to acft 12,500 pounds or less. Northwest corner of Twy B south of Rwy 13R holdline not visible from tower. When twr clsd ACTIVATE MALSR Rwy 13R—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (956) 546-4540.
COMMUNICATIONS: CTAF 118.9 **ATIS** 128.55 **UNICOM** 122.95
BROWNSVILLE RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **VALLEY APP/DEP CON** 119.5
TOWER 118.9 (1200–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BRO.
(H) VORTACW 116.3 BRO Chan 110 N25°55.44′ W97°22.52′ 240° 2.9 NM to fld. 10/9E. DME unusable 330°–350° byd 15 NM blo 4,000′.
DEPOO NDB (LOM) 393 BR N25°59.02′ W97°30.54′ 129° 6.4 NM to fld.
ILS/DME 110.3 I–BRO Chan 40 RWY 13R. Class IE LOM DEPOO NDB. Unmonitored when twr clsd.

BROWNWOOD RGNL (BWD) 5 N UTC−6(−5DT) N31°47.62′ W98°57.39′ **SAN ANTONIO**
1387 B S4 **FUEL** 100LL, JET A NOTAM FILE BWD **H–6H, L–19C**
RWY 17–35: H5599X150 (ASPH) S–30 MIRL 0.3% up N **IAP**
RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 52′. Trees.
RWY 35: Trees.
RWY 13–31: H4608X101 (ASPH) S–25 MIRL
RWY 13: Tree. **RWY 31:** Trees.



AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1300–2300Z‡. Fuel avbl 24 hrs self svc. For fuel svc when arpt unattended call 325–642–0868. Uneven sfc at intersecting rwys. ACTIVATE MIRL Rwy 13–31 and Rwy 17–35 and MALS Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (888) 297–9399.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (FORT WORTH RADIO)
FORT WORTH CENTER APP/DEP CON 127.45
RADIO AIDS TO NAVIGATION: NOTAM FILE BWD.
(L) VORW/DME 108.6 BWD Chan 23 N31°53.55′ W98°57.45′ 172° 5.9 NM to fld. 1574/8E.
ILS 109.1 I–BWD Rwy 17. LOC only. LOC unmonitored.

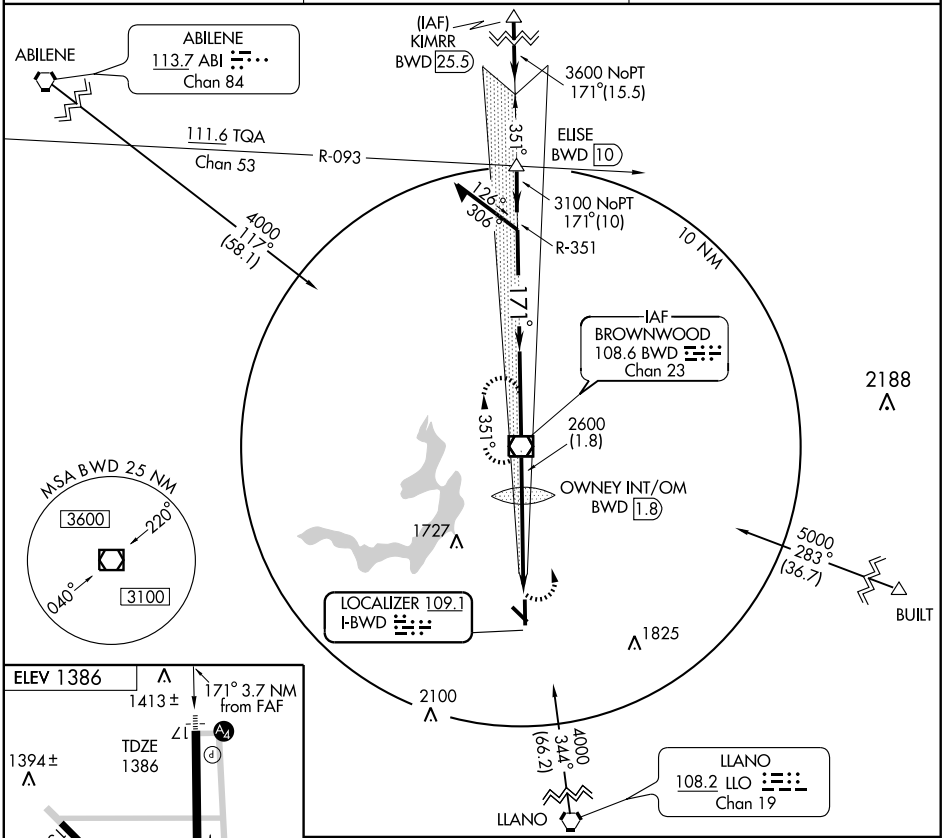
LOC I-BWD	APP CRS	Rwy Idg	5599
109.1	171°	TDZE	1386
		Apt Elev	1386

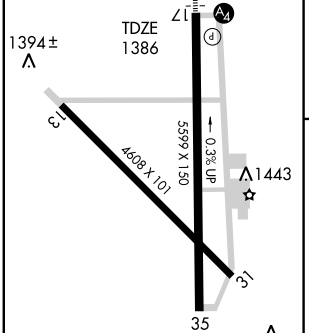
LOC RWY 17

BROWNWOOD RGNL (BWD)

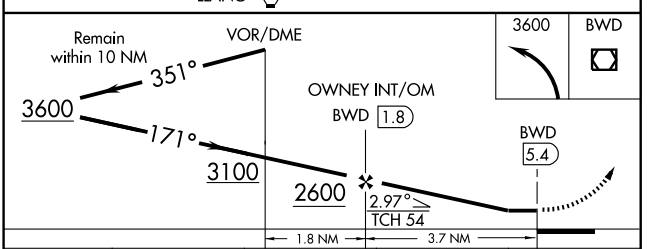
NA	MALS	MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.
Inoperative table does not apply.		

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5599
CH 70325	171°	TDZE	1387
W17A		Apt Elev	1387

RNAV (GPS) RWY 17

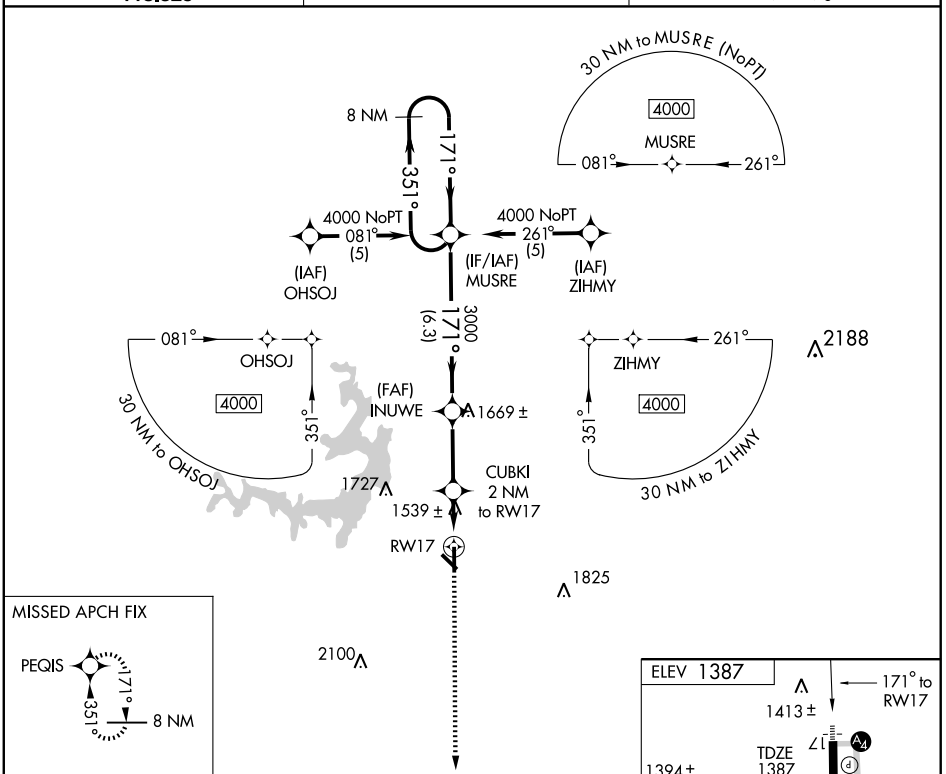
BROWNWOOD RGNL (BWD)

⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LPV all CATs and LNAV CAT C. VDP NA with Comanche County-City Altimeter setting. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4000 direct PEQIS and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1637-¾	250 (300-¾)		
LNAV/VNAV DA	NA			
LNAV MDA	1800-¾	413 (500-¾)	1800-1¼	413 (500-1¼)
CIRCLING	1840-1	453 (500-1)	1840-1½ 453 (500-1½)	1940-2 553 (600-2)

MIRL Rwys 13-31 L and 17-35 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5599
CH 77525	351°	TDZE	1386
W35A		Apt Elev	1387

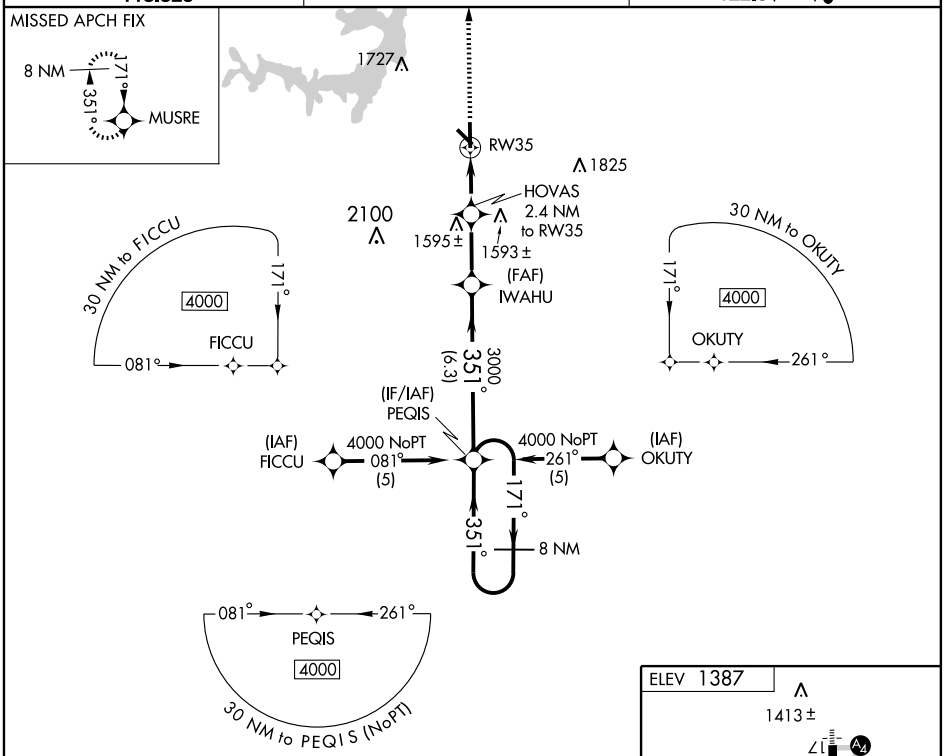
RNAV (GPS) RWY 35

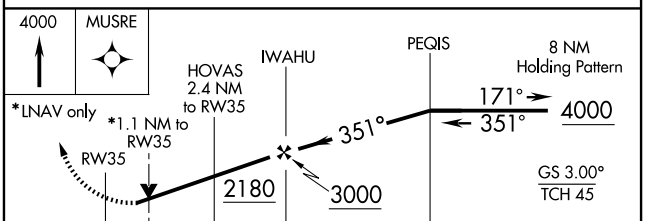
BROWNWOOD RGNL (BWD)

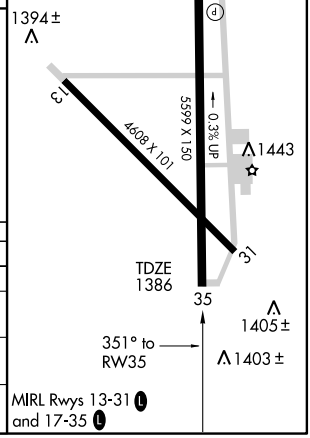
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. VDP NA with Comanche County-City altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUSRE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1636-1 250 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1780-1 394 (400-1)			1780-1¼ 394 (400-1¼)
CIRCLING	1840-1 453 (500-1)		1840-1½ 453 (500-1½)	1940-2 553 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	351°	TDZE	1385
Chan 23		Apt Elev	1386

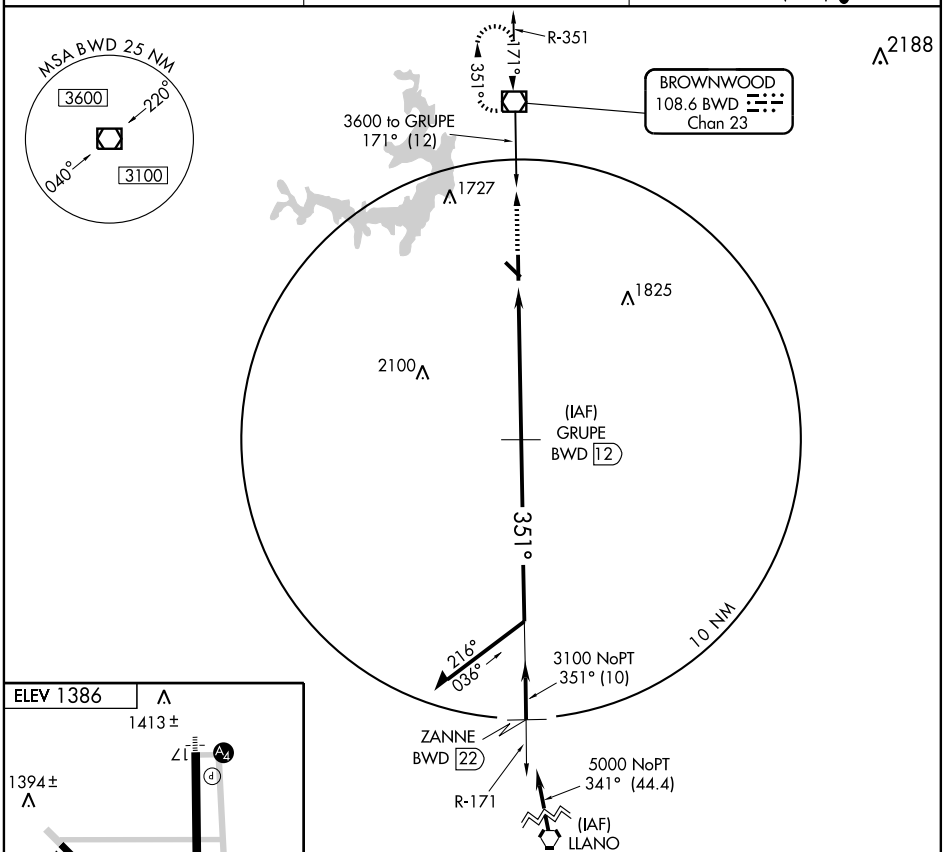
VOR/DME RWY 35

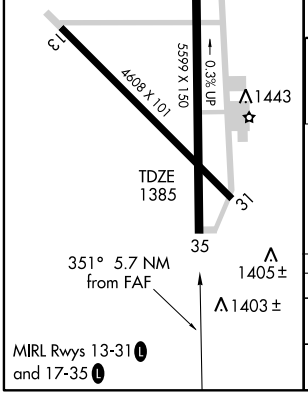
BROWNWOOD RGNL (BWD)

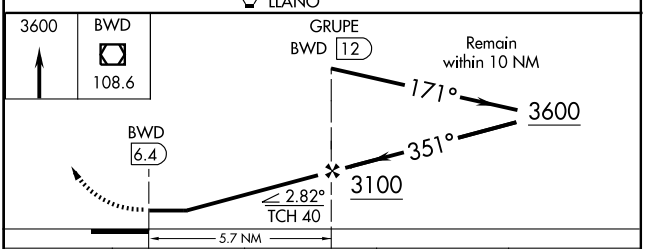
NA

MISSED APPROACH: Climb to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1880-1	495 (500-1)	1880-1¼ 495 (500-1¼)	1880-1½ 495 (500-1½)
CIRCLING	1880-1	494 (500-1)	1880-1½ 494 (500-1½)	1940-2 554 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	171°	TDZE	1386
Chan 23		Apt Elev	1386

VOR RWY 17

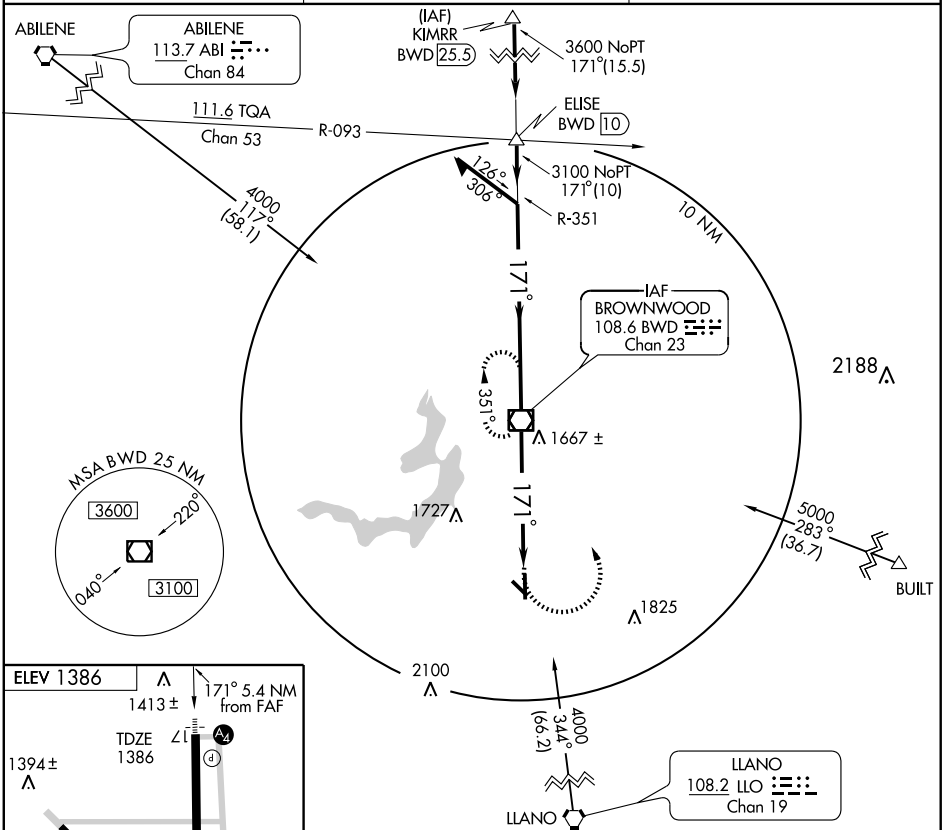
BROWNWOOD RGNL (BWD)

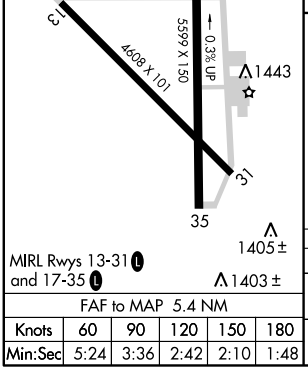
NA Inoperative table does not apply.

MALS

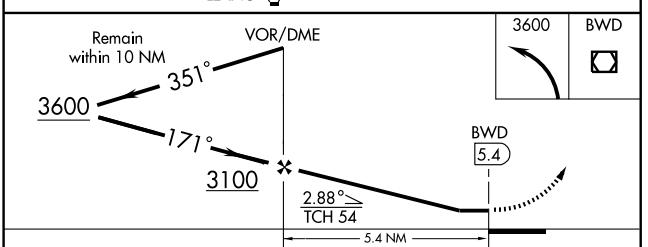
MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



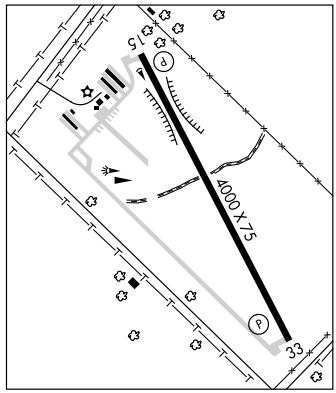
CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

BRUCE FLD (See BALLINGER)

BRYAN

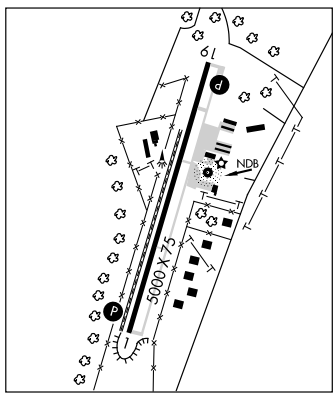
COULTER FLD (CFD) 3 NE UTC−6(−5DT) N30°42.94′ W96°19.88′ HOUSTON
367 B S4 **FUEL** 100LL, JET A NOTAM FILE CXO L–19D, 21A
RWY 15–33: H4000X75 (ASPH) MIRL IAP
RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 24′. P–line.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 27′. Trees.
AIRPORT REMARKS: Attended 1330–0130Z‡. Parachute Jumping. MIRL Rwy 15–33 preset low ints; to incr ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 027° 8.1 NM to fld. 275/8E. **HIWAS.**



BUFFALO (See AMARILLO)

BULVERDE AIRPARK (See SAN ANTONIO)

BURNET MUNI KATE CRADDOCK FLD (BMQ) 1 SW UTC−6(−5DT) SAN ANTONIO
N30°44.34′ W98°14.32′ H–7B, L–19C
1284 B S4 **FUEL** 100LL, JET A NOTAM FILE BMQ IAP
RWY 01–19: H5000X75 (ASPH) S–30 MIRL 0.5% up N
RWY 01: REIL. PAPI(P4L). P–line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. For arpt attendant call 512–756–6655, after hours call 512–756–6277. MIRL Rwy 01–19 preset low ints, to incr ints and ACTIVATE PAPI and REIL Rwys 01 and 19—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (512) 756–7277.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 186° 27.2 NM to fld. 1290/8E.
NDB (MHW) 341 BMQ N30°44.42′ W98°14.17′ at fld. NOTAM FILE BMQ.



C. DAVID CAMPBELL FLD–CORSICANA MUNI (See CORSICANA)

CABANISS FLD NOLF (NGW) N27°42.16′ W97°26.33′ NOTAM FILE SJT. BROWNSVILLE
AIRSPACE: CLASS D svc Mon–Thu 1330–0400Z, Fri 1300–0200Z Daylight Savings Time Mon–Thu 1230–0400Z, Fri 1230–0100Z) other times Class G. L–20H, 21A

WAAS	APP CRS	Rwy Idg	4000
CH 69403	148°	TDZE	361
W15A		Apt Elev	367

RNAV (GPS) RWY 15

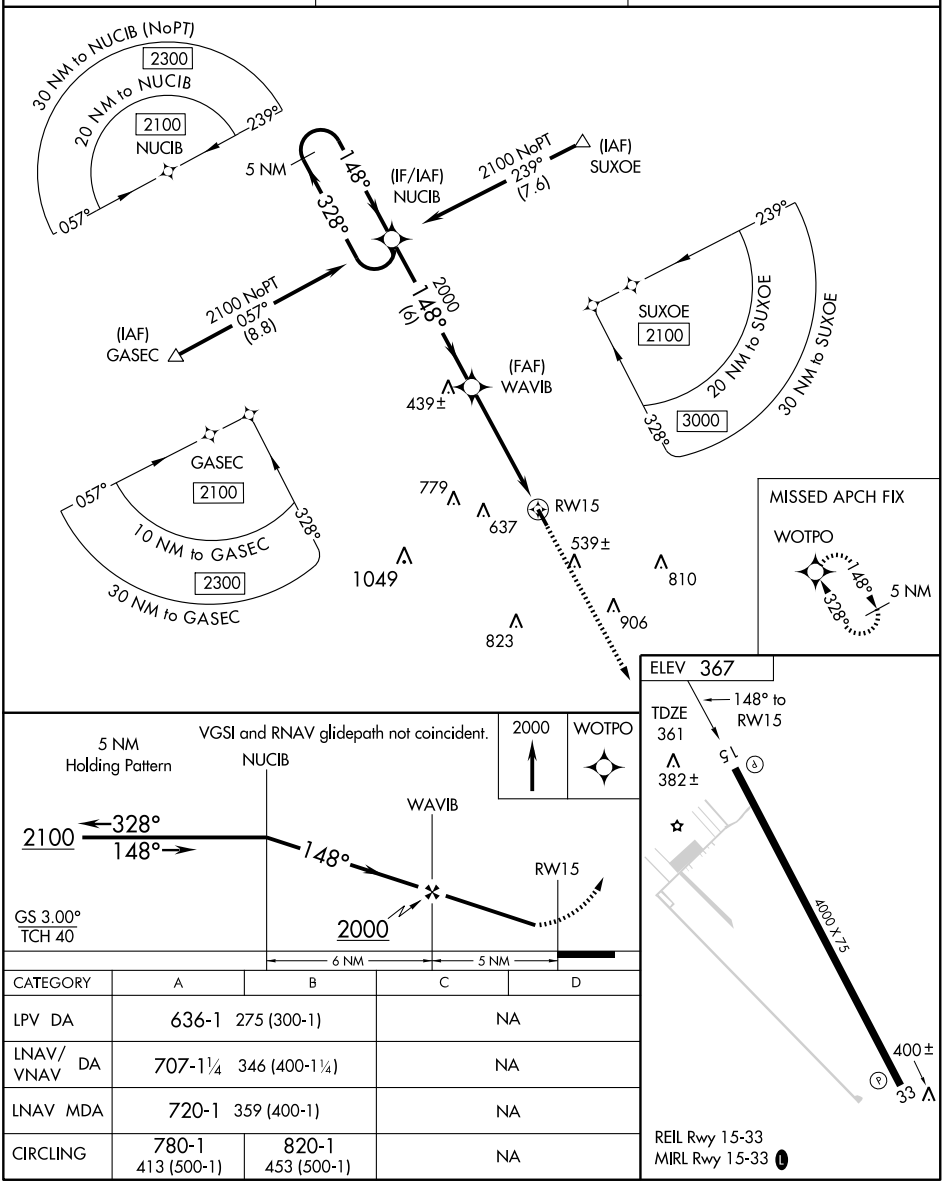
BRYAN/COULTER FIELD (CFD)

T A NA W

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use College Station altimeter setting; when not received, use Caldwell altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct WOTPO and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	636-1 275 (300-1)		NA	
LNAV/VNAV DA	707-1¼ 346 (400-1¼)		NA	
LNAV MDA	720-1 359 (400-1)		NA	
CIRCLING	780-1 413 (500-1)	820-1 453 (500-1)	NA	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4000
CH 70603	328°	TDZE	367
W33A		Apt Elev	367

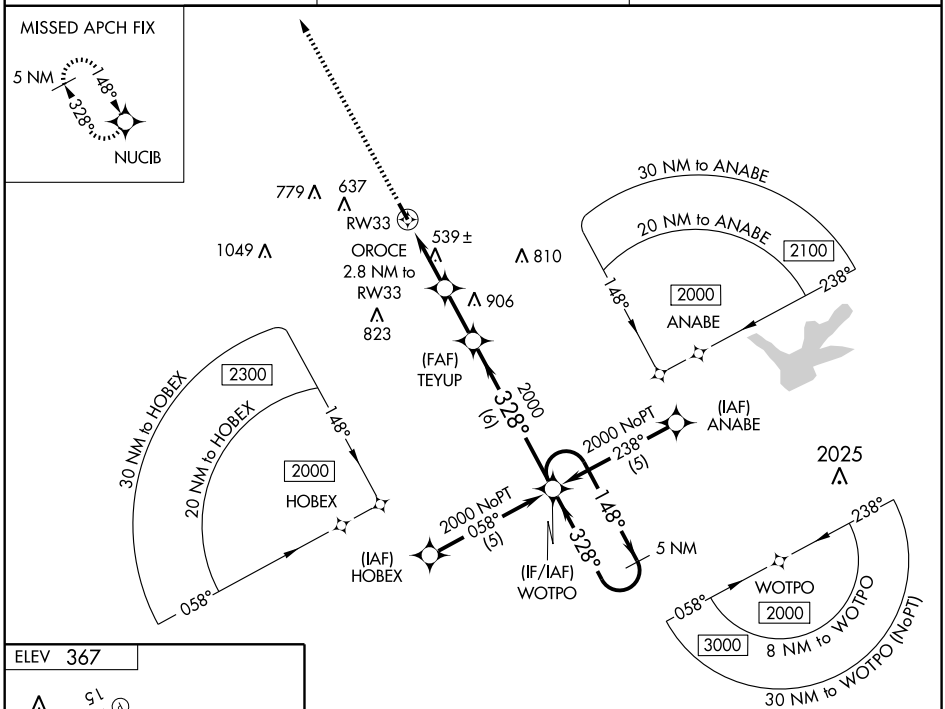
RNAV (GPS) RWY 33

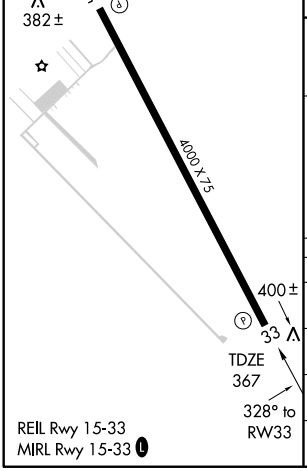
BRYAN/COULTER FIELD (CFD)

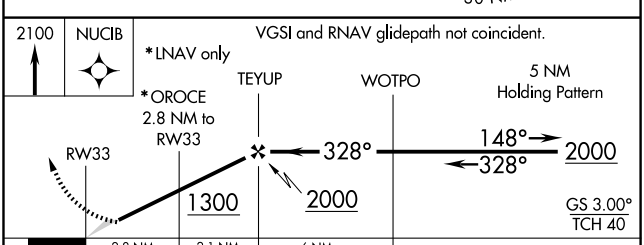
BARO-VNAV NA. DME/DME RNP-0.3 NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct NUCIB and hold.

COLLEGE STATION ASOS	HOUSTON CENTER	UNICOM
126.85	120.4 371.9	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	642-1	275 (300-1)	NA	
LNAV/VNAV DA	695-1¼	328 (400-1¼)	NA	
LNAV MDA	880-1	513 (600-1)	NA	
CIRCLING	880-1	513 (600-1)	NA	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC CLL 113.3 Chan 80	APP CRS 207°	Rwy Idg N/A TDZE N/A Apt Elev 367

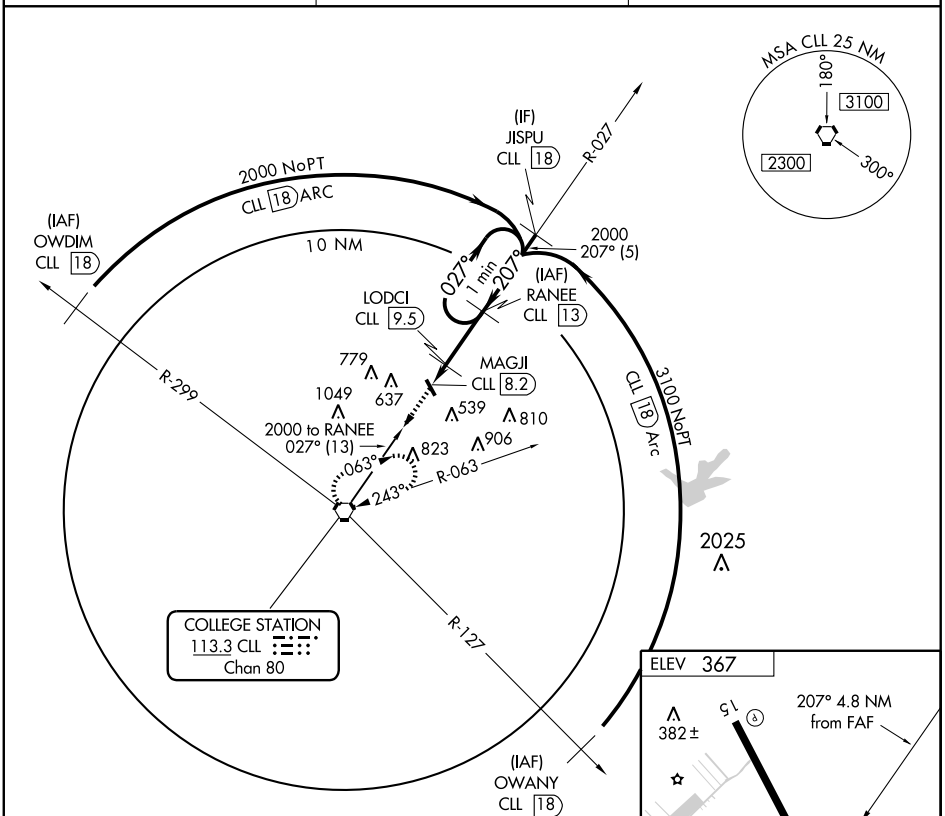
VOR/DME-A

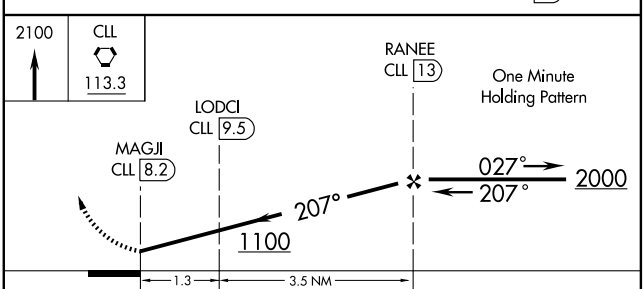
BRYAN/COULTER FIELD (CFD)

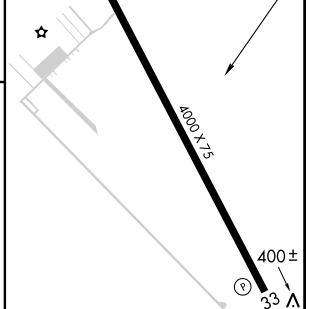
NA Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct CLL VORTAC and hold.

COLLEGE STATION ASOS 126.85	HOUSTON CENTER 120.4 371.9	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 433 (500-1)	820-1 453 (500-1)	NA	

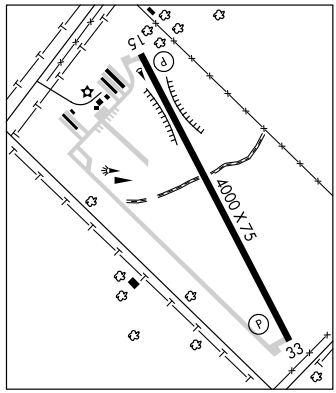
REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 26 AUG 2010 to 23 SEP 2010

BRUCE FLD (See BALLINGER)

BRYAN

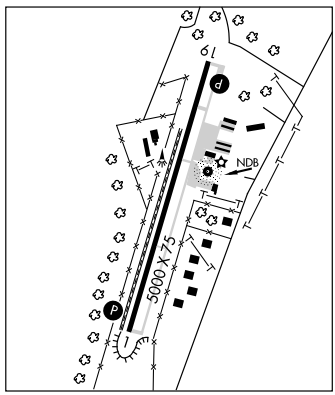
COULTER FLD (CFD) 3 NE UTC−6(−5DT) N30°42.94′ W96°19.88′ HOUSTON
367 B S4 **FUEL** 100LL, JET A NOTAM FILE CXO L–19D, 21A
RWY 15–33: H4000X75 (ASPH) MIRL IAP
RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 24′. P–line.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 27′. Trees.
AIRPORT REMARKS: Attended 1330–0130Z‡. Parachute Jumping. MIRL Rwy 15–33 preset low ints; to incr ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 027° 8.1 NM to fld. 275/8E. **HIWAS.**



BUFFALO (See AMARILLO)

BULVERDE AIRPARK (See SAN ANTONIO)

BURNET MUNI KATE CRADDOCK FLD (BMQ) 1 SW UTC−6(−5DT) SAN ANTONIO
N30°44.34′ W98°14.32′ H–7B, L–19C
1284 B S4 **FUEL** 100LL, JET A NOTAM FILE BMQ IAP
RWY 01–19: H5000X75 (ASPH) S–30 MIRL 0.5% up N
RWY 01: REIL. PAPI(P4L). P–line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. For arpt attendant call 512–756–6655, after hours call 512–756–6277. MIRL Rwy 01–19 preset low ints, to incr ints and ACTIVATE PAPI and REIL Rwys 01 and 19—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (512) 756–7277.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 186° 27.2 NM to fld. 1290/8E.
NDB (MHW) 341 BMQ N30°44.42′ W98°14.17′ at fld. NOTAM FILE BMQ.



C. DAVID CAMPBELL FLD–CORSICANA MUNI (See CORSICANA)

CABANISS FLD NOLF (NGW) N27°42.16′ W97°26.33′ NOTAM FILE SJT. BROWNSVILLE
AIRSPACE: CLASS D svc Mon–Thu 1330–0400Z, Fri 1300–0200Z Daylight Savings Time Mon–Thu 1230–0400Z, Fri 1230–0100Z) other times Class G. L–20H, 21A

NDB BMQ	APP CRS	Rwy Idg	5000
341	015°	TDZE	1270
		Apt Elev	1284

NDB RWY 1

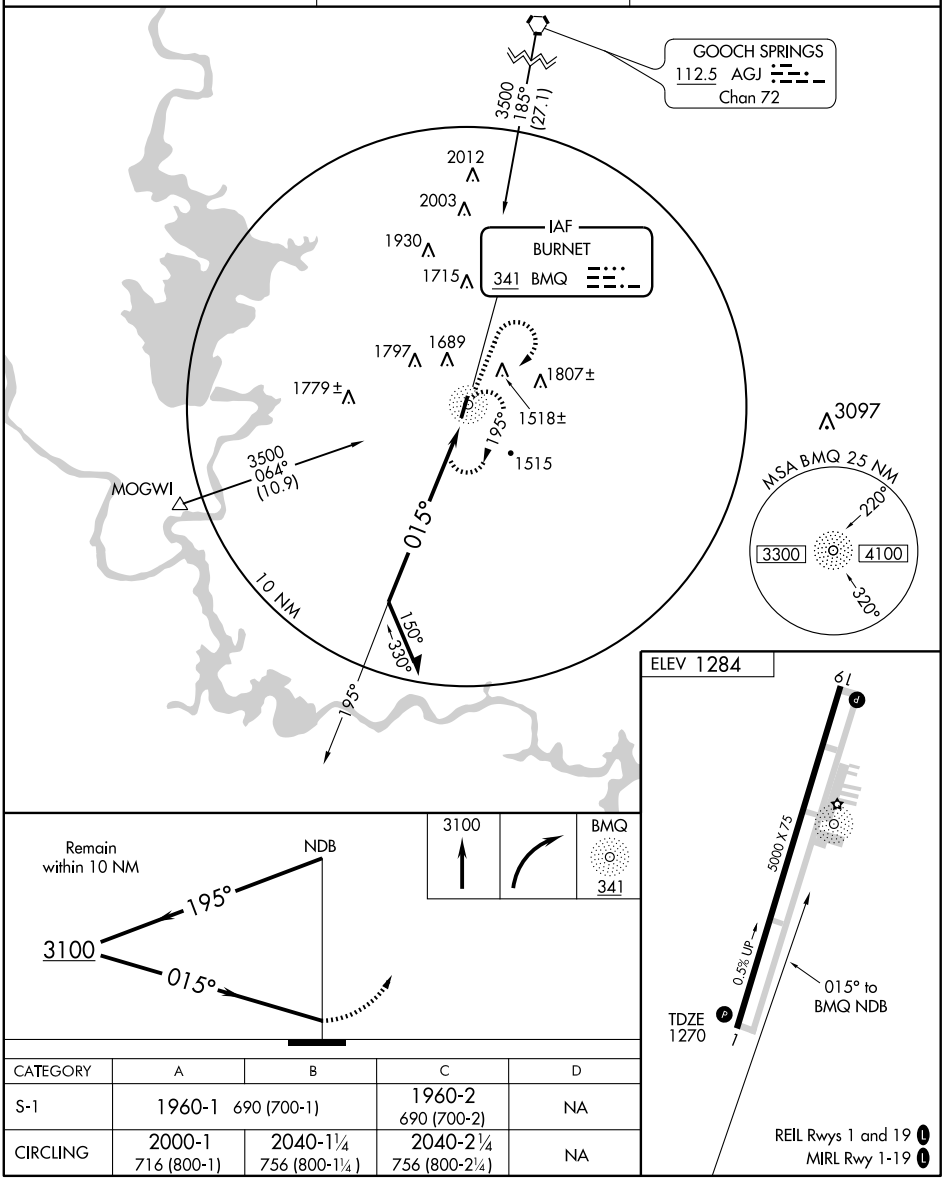
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase S-1 Cats B and C visibility ¼ mile and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3100 then right turn direct BMQ NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-1	1960-1 690 (700-1)		1960-2 690 (700-2)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
009°	TDZE	1270
	Apt Elev	1284

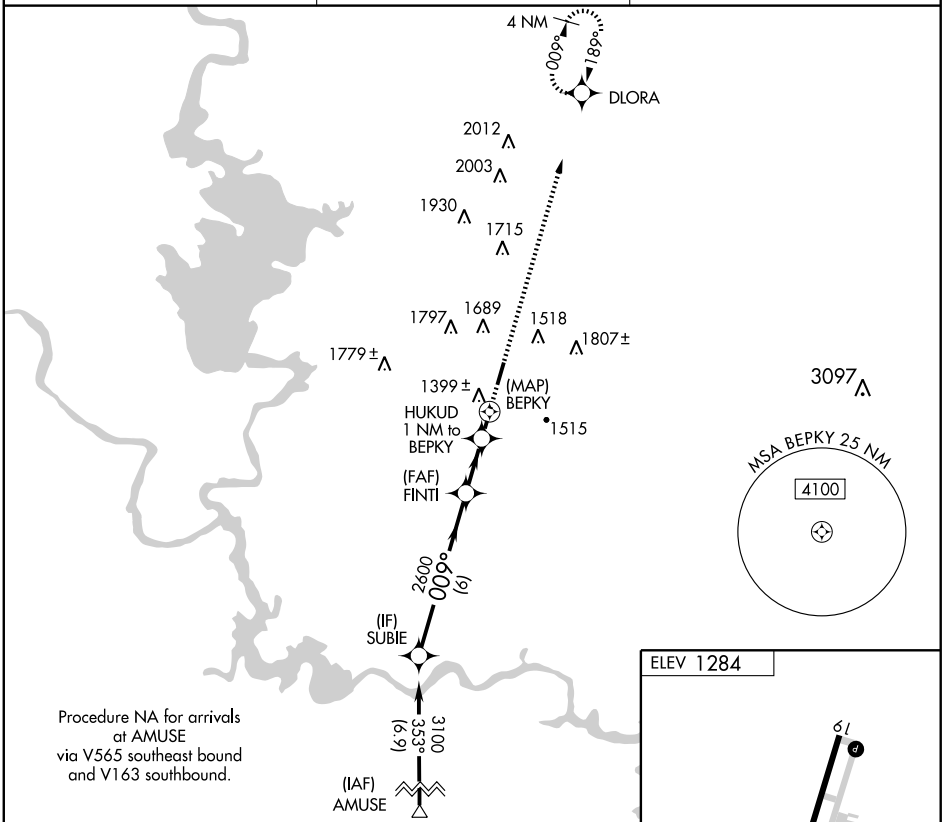
RNAV (GPS) RWY 1

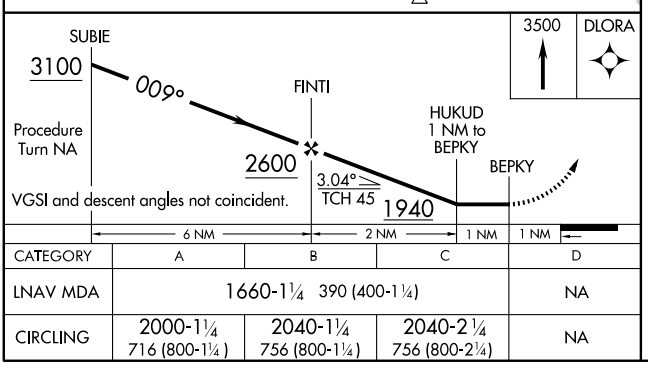
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

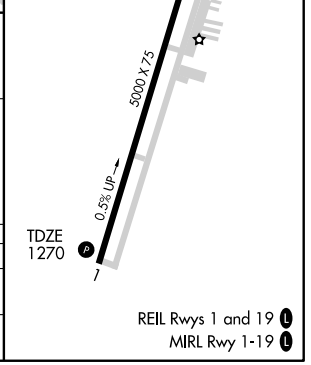
MISSED APPROACH:
Climb to 3500 direct DLORA and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 390 (400-1¼)			NA
CIRCLING	2000-1¼ 716 (800-1¼)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 19

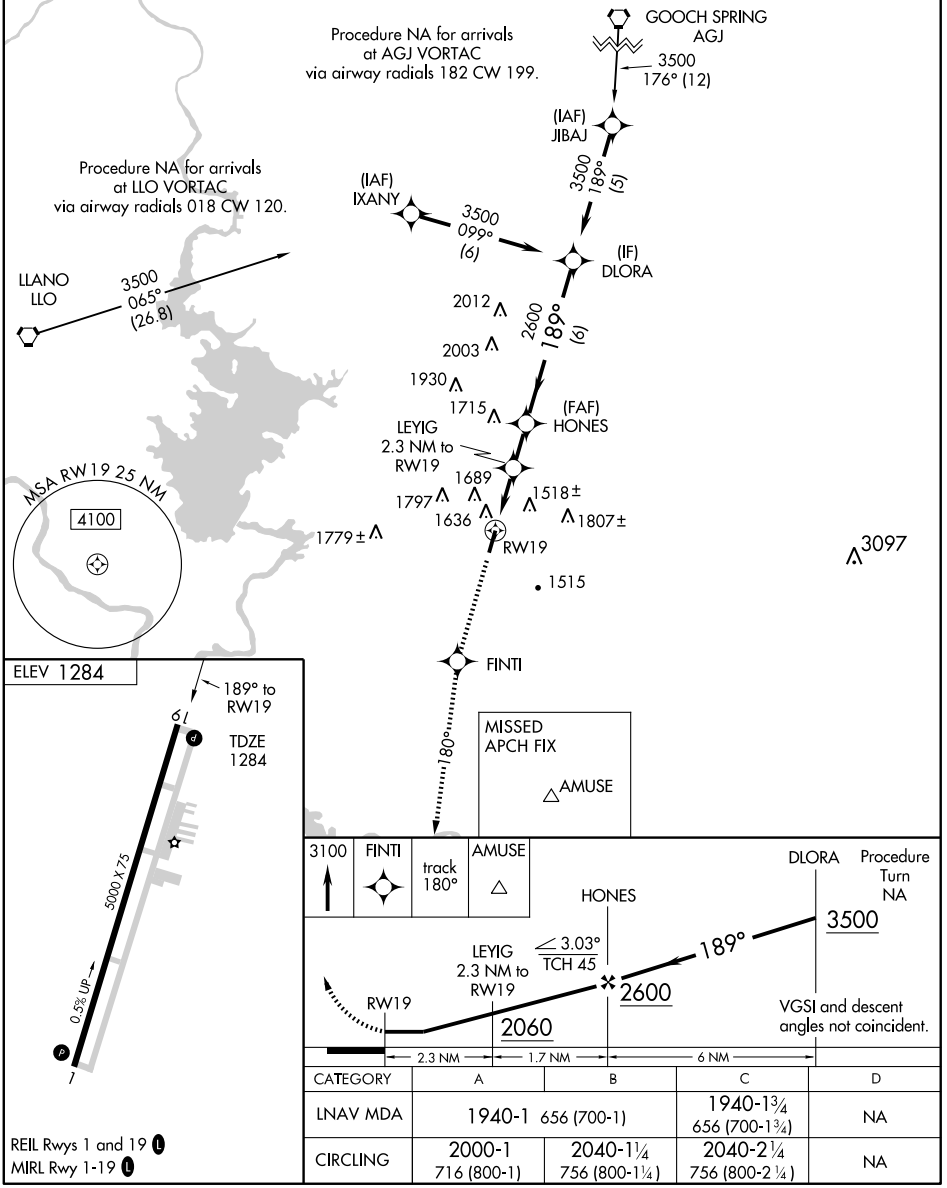
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

APP CRS	Rwy Idg	5000
189°	TDZE	1284
	Apt Elev	1284

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct FINTI then via track 180° to AMUSE.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L

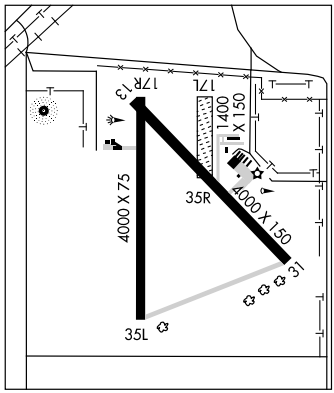


CATEGORY	A	B	C	D
LNAV MDA	1940-1 656 (700-1)		1940-1¾ 656 (700-1¾)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

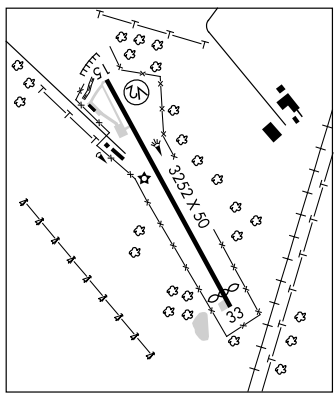
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

CADDO MILLS MUNI (7F3) 2 SW UTC−6(−5DT) N33°02.17′ W96°14.59′ **DALLAS–FT. WORTH**
542 B S4 **FUEL** 100LL NOTAM FILE FTW **L–17D, A**
RWY 13–31: H4000X150 (CONC) S–26 **IAP**
RWY 13: Tree. **RWY 31:** P-line.
RWY 17R–35L: H4000X75 (CONC) S–26 MIRL
RWY 17R: Tree. **RWY 35L:** Road.
RWY 17L–35R: 1400X150 (TURF)
RWY 17L: Road.
AIRPORT REMARKS: Attended Wed–Fri 1800–SS, Sat–Sun 1600–SS, Mon–Tue on call. Rwy 17L–35R CLOSED indef. Parachute Jumping. Extensive glider activity on arpt. Rwy 13–31 and Rwy 17R–35L have grass/weeds in pavement. Rwy 13–31 overgrown with grass. Rwy 17L–35R overgrown and not maintained. Powered acft use right traffic for Rwy 13 and Rwy 17R. Sailplanes use Rwy 17L (left tfc) and Rwy 35R (rgt tfc). Airframe and power plant repairs call 903–527–3124. Training school and glider frequency—123.3. Turf rwy very hard to distinguish. ACTIVATE MIRL Rwy 17R–35L—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 175° 30.0 NM to fld. 700/6E. **HIWAS.**
NDB (MHW) 316 MII N33°02.42′ W96°14.92′ at fld.



CAIN (See SLIDELL)

CALDWELL MUNI (RWV) 1 SW UTC−6(−5DT) N30°30.93′ W96°42.25′ **HOUSTON**
391 B **FUEL** 100LL NOTAM FILE RWV **L–19D, 21A**
RWY 15–33: H3252X50 (ASPH) S–4 MIRL 0.9% up NW **IAP**
RWY 15: PVASI(PSIL)—GA 3.0°. Tree.
RWY 33: Thld dsplcd 242′. Tree.
AIRPORT REMARKS: Unattended. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.35 (979) 567–6784.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 242° 15.6 NM to fld. 275/8E.
HIWAS.



CALHOUN CO (See PORT LAVACA)

CAMERON MUNI AIRPARK (T35) 2 N UTC−6(−5DT) N30°52.76′ W96°58.27′ **HOUSTON**
402 B **FUEL** 100LL NOTAM FILE FTW **L–19D, 21A**
RWY 16–34: H3200X50 (ASPH) S–19 MIRL
RWY 34: Tree.
AIRPORT REMARKS: Unattended. Rwy 16 has a 15′ drop 155′ byd thld. Rwy 34 has a 8′ drop 150′ byd thld. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 292° 32.9 NM to fld. 275/8E.
HIWAS.

NDB MII 316	APP CRS 346°	Rwy Idg 4000 TDZE 541 Apt Elev 542

NDB RWY 35L

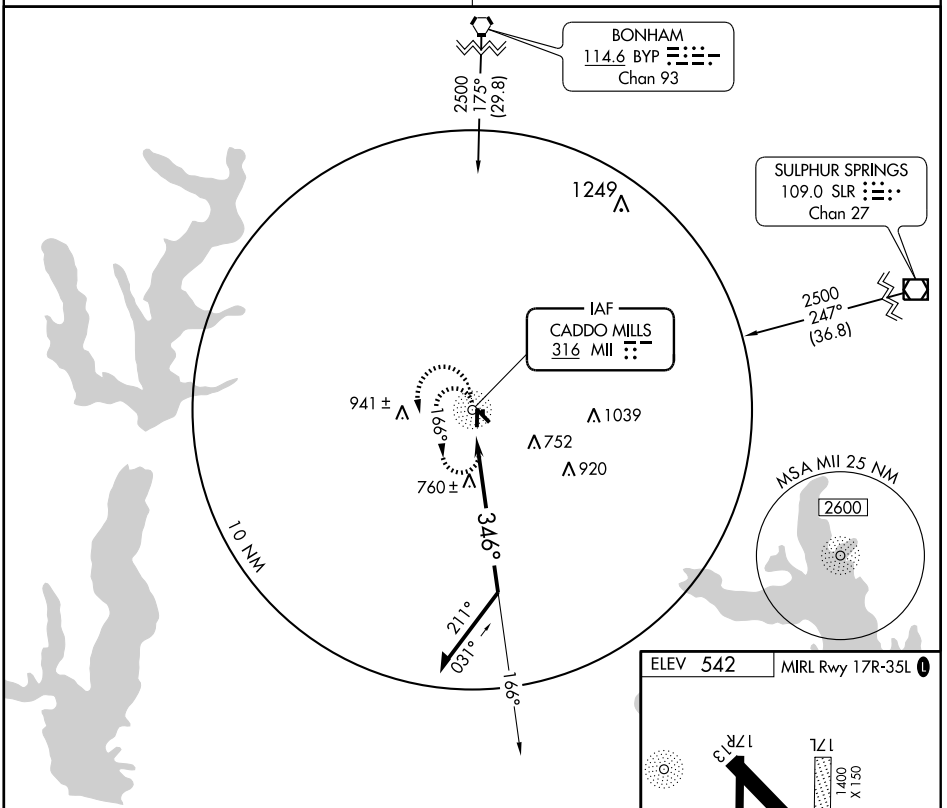
CADDO MILLS MUNI (7F3)

Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L/35R.

NA

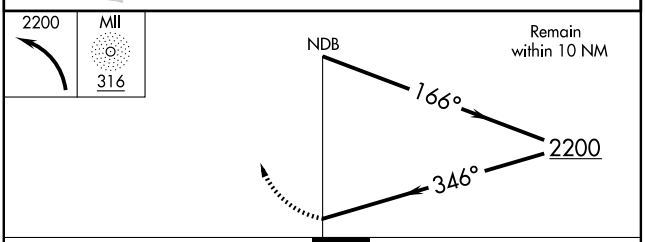
MISSED APPROACH: Climbing left turn to 2200 in MII NDB holding pattern.

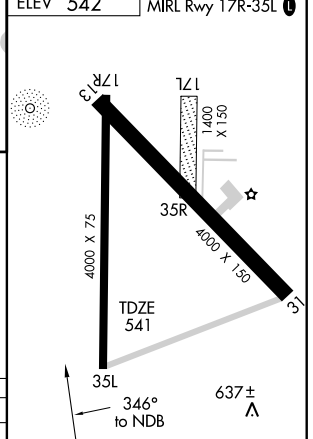
FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010





CATEGORY	A	B	C	D
S-35L	1260-1	719 (800-1)	1260-2 719 (800-2)	NA
CIRCLING	1260-1	718 (800-1)	1260-2 718 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

RNAV (GPS) RWY 35L

CADDO MILLS MUNI (7F3)

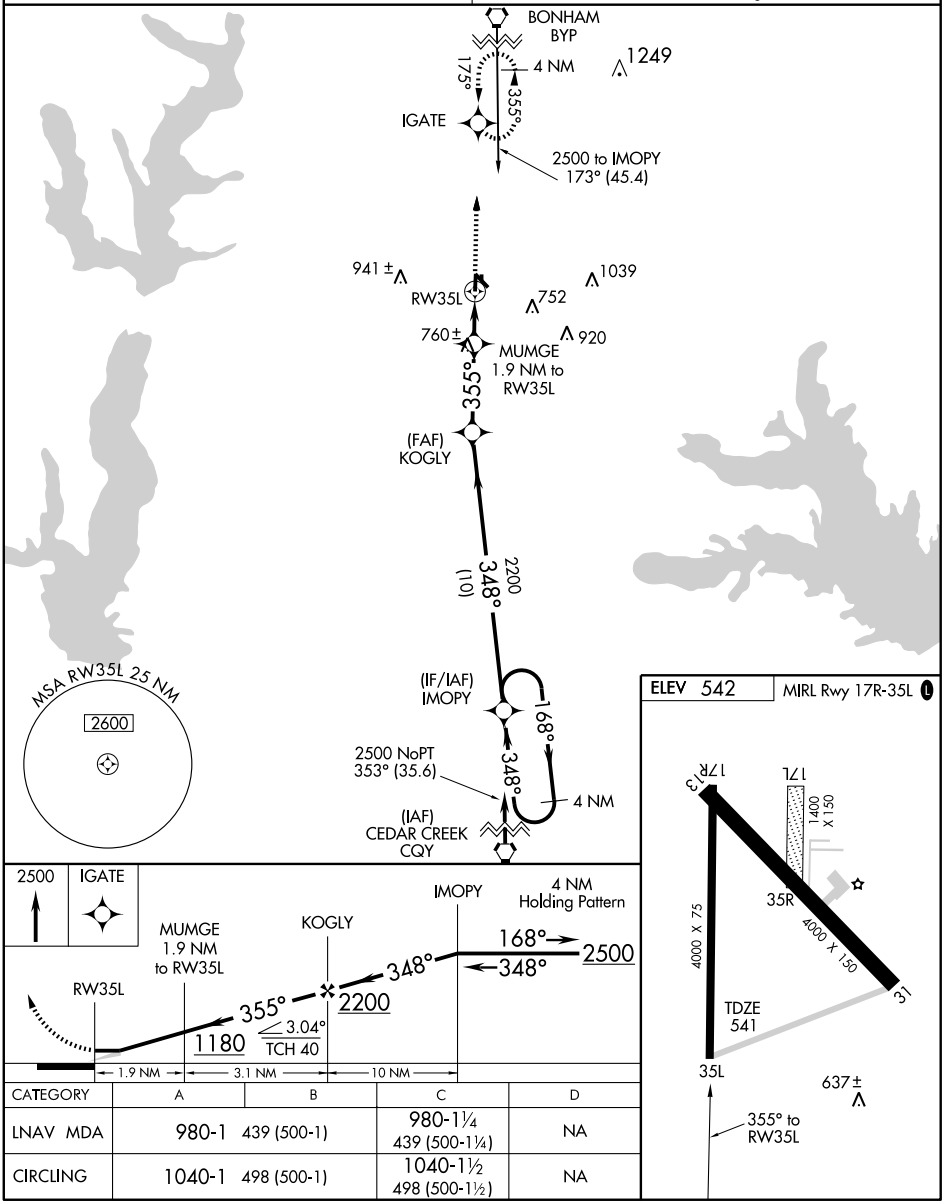
APP CRS	Rwy Idg	4000
355°	TDZE	541
	Apt Elev	542

Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L-35R. DME/DME RNP-0.3 not authorized.

NA

MISSED APPROACH: Climb to 2500 direct IGATE WP and hold.

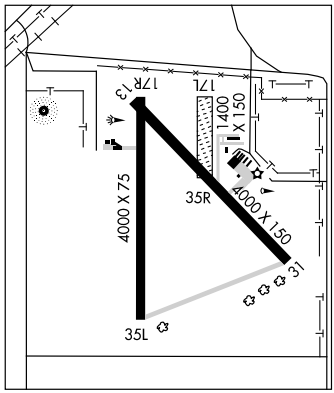
FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 439 (500-1)		980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	NA

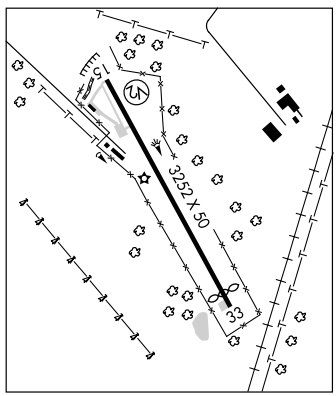
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CADDO MILLS MUNI (7F3) 2 SW UTC−6(−5DT) N33°02.17′ W96°14.59′ **DALLAS–FT. WORTH**
542 B S4 **FUEL** 100LL NOTAM FILE FTW **L–17D, A**
RWY 13–31: H4000X150 (CONC) S–26 **IAP**
RWY 13: Tree. **RWY 31:** P-line.
RWY 17R–35L: H4000X75 (CONC) S–26 MIRL
RWY 17R: Tree. **RWY 35L:** Road.
RWY 17L–35R: 1400X150 (TURF)
RWY 17L: Road.
AIRPORT REMARKS: Attended Wed–Fri 1800–SS, Sat–Sun 1600–SS, Mon–Tue on call. Rwy 17L–35R CLOSED indef. Parachute Jumping. Extensive glider activity on arpt. Rwy 13–31 and Rwy 17R–35L have grass/weeds in pavement. Rwy 13–31 overgrown with grass. Rwy 17L–35R overgrown and not maintained. Powered acft use right traffic for Rwy 13 and Rwy 17R. Sailplanes use Rwy 17L (left tfc) and Rwy 35R (rgt tfc). Airframe and power plant repairs call 903–527–3124. Training school and glider frequency—123.3. Turf rwy very hard to distinguish. ACTIVATE MIRL Rwy 17R–35L—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 175° 30.0 NM to fld. 700/6E. **HIWAS.**
NDB (MHW) 316 MII N33°02.42′ W96°14.92′ at fld.



CAIN (See SLIDELL)

CALDWELL MUNI (RWV) 1 SW UTC−6(−5DT) N30°30.93′ W96°42.25′ **HOUSTON**
391 B **FUEL** 100LL NOTAM FILE RWV **L–19D, 21A**
RWY 15–33: H3252X50 (ASPH) S–4 MIRL 0.9% up NW **IAP**
RWY 15: PVASI(PSIL)—GA 3.0°. Tree.
RWY 33: Thld dsplcd 242′. Tree.
AIRPORT REMARKS: Unattended. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.35 (979) 567–6784.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 242° 15.6 NM to fld. 275/8E.
HIWAS.



CALHOUN CO (See PORT LAVACA)

CAMERON MUNI AIRPARK (T35) 2 N UTC−6(−5DT) N30°52.76′ W96°58.27′ **HOUSTON**
402 B **FUEL** 100LL NOTAM FILE FTW **L–19D, 21A**
RWY 16–34: H3200X50 (ASPH) S–19 MIRL
RWY 34: Tree.
AIRPORT REMARKS: Unattended. Rwy 16 has a 15′ drop 155′ byd thld. Rwy 34 has a 8′ drop 150′ byd thld. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 292° 32.9 NM to fld. 275/8E.
HIWAS.

VORTAC CLL	APP CRS	Rwy Idg	N/A
113.3	243°	TDZE	N/A
Chan 80		Apt Elev	390

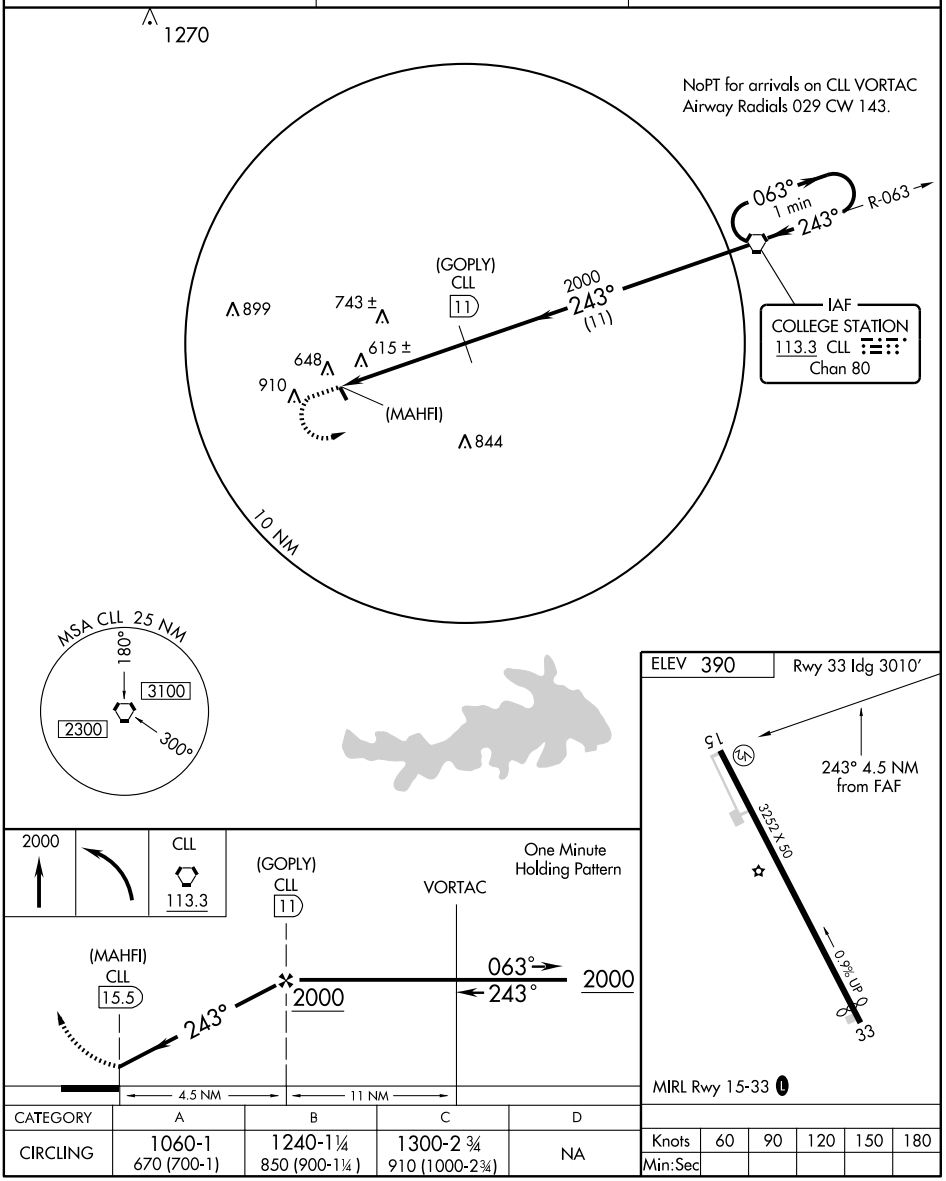
VOR/DME or GPS-A
CALDWELL MUNI (RWV)

NA

Use College Station altimeter setting.
Circling not authorized east of Rwy 15-33.

MISSED APPROACH: Climb to 2000 then left turn direct CLL VORTAC.

AWOS-3	HOUSTON CENTER	CTAF
118.35	120.4 371.9	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1060-1 670 (700-1)	1240-1¼ 850 (900-1¼)	1300-2¾ 910 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

CANADIAN

HEMPHILL CO (HHF) 2 SW UTC−6(−5DT) N35°53.71′ W100°24.23′ DALLAS–FT. WORTH

2396 B **FUEL** 100LL, JET A TPA—3396(1000) NOTAM FILE HHF H–6G, L–15C

RWY 04–22: H5000X75 (ASPH) S–12.5 MIRL IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Fence.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Hill. Rgt tfc.

RWY 18–36: H3001X30 (ASPH) S–12.5 1.0% up S

RWY 18: Thld dsplcd 100′. Trees. Rgt tfc. **RWY 36:** Tree.

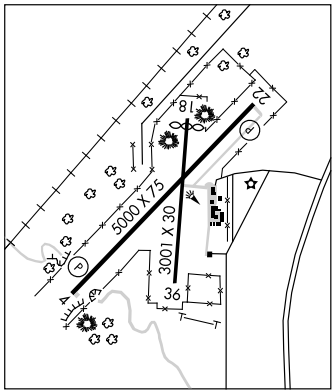
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 15′ ditch north of Rwy 04 thld extending 1000′ along left side of rwy. Windsock lgts OTS indef. MIRL Rwy 04–22 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.025 (806) 323–8497.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62′ W99°52.81′ 214° 37.0 NM to fld. 2430/10E. **HIWAS.**



CANNON FLD (See SOMERSET)

CANTON–HACKNEY (7F5) 2 N UTC−6(−5DT) N32°35.17′ W95°51.76′ DALLAS–FT. WORTH

500 NOTAM FILE FTW L–17D

RWY 18–36: H3750X50 (ASPH) S–5.5 LIRL (NSTD)

RWY 18: Thld dsplcd 103′. Tree. **RWY 36:** Thld dsplcd 70′. P-line.

AIRPORT REMARKS: Unattended. Arpt CLOSED to acft over 4000 lbs. Rwy 18–36 has ruts, holes, and loose rocks. Rwy 18–36 +2′ posts and cable 75′ from rwy centerline west side of rwy. Rwy 18–36 no line of sight between thlds. Rwy 18 and Rwy 36 NSTD small rwy numbers only 35′ high. Rwy 18–36 NSTD LIRL, only south 3585′ of rwy lgtd.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 031° 30.0 NM to fld. 400/6E.

CANYON

MAPLES FLD (1E9) 6 NW UTC−6(−5DT) N35°03.92′ W101°57.68′ DALLAS–FT. WORTH

3677 B NOTAM FILE FTW

RWY 17–35: 3865X24 (GRVL) S–4 LIRL (NSTD)

RWY 35: Road.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. Rwy 17–35 loose aggregate on rwy. Rwy 17–35 gravel overgrown with 2′ vegetation. Rwy 17–35 NSTD LIRL. South 2957′ lgtd. Rwy 17–35 LIRL OTS indef. Rotating bcn and NSTD LIRL oprs dusk–0500Z‡.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	5000
036°	TDZE	2387
	Apt Elev	2396

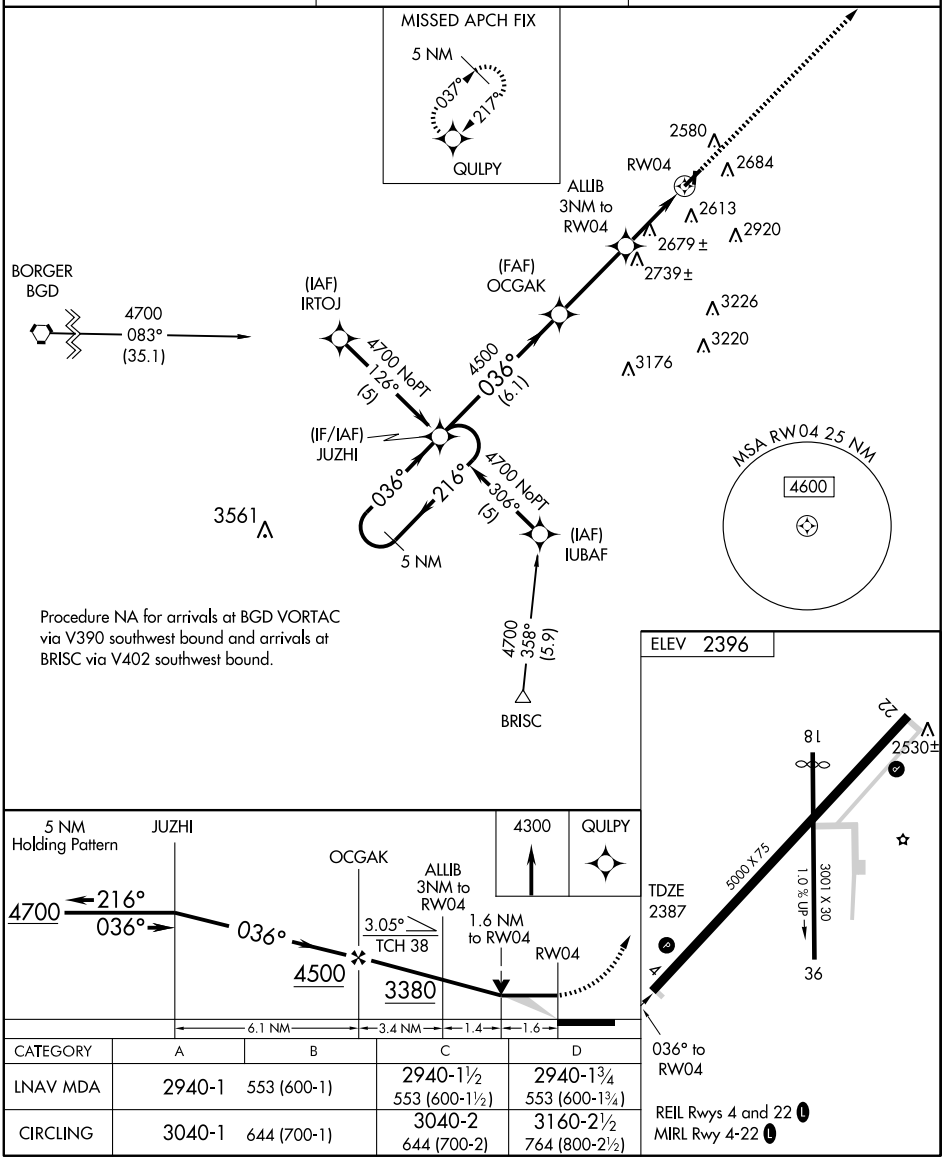
RNAV (GPS) RWY 4

CANADIAN/ HEMPHILL COUNTY (HHF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ½ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

MISSED APPROACH: Climb to 4300 direct QULPY and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2940-1	553 (600-1)	2940-1½ 553 (600-1½)	2940-1¾ 553 (600-1¾)
CIRCLING	3040-1	644 (700-1)	3040-2 644 (700-2)	3160-2½ 764 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
216°	TDZE	2382
	Apt Elev	2396

RNAV (GPS) RWY 22

CANADIAN/ HEMPHILL COUNTY (HHF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C and D visibility ¼ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA with Gage altimeter setting.

MISSED APPROACH: Climb to 4700 direct JUZHI and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L

Procedure NA for arrivals at MMB VORTAC on airway radials 205 CW 254.

MITBEE MMB

4300 215° (20)

(IAF) UDYEZ

5 NM

037° 217°

4300 NoPT 217° (5)

3194

MISSED APCH FIX

JUZHI

036° 216° 5 NM

4200 217° (6.1)

4300 NoPT 307° (5)

2697±

(IF/IAF) QULPY

(IAF) TUZQU

CIXAV 2.1 NM to RW22

216°

(FAF) PIQPU

2580

RW22

2592±

2684

2613

2920

Procedure NA for arrivals at ROLLS on V210 southeast bound.

4500 287° (36.9)

ROLLS

MSA RW 22 25 NM

4600

ELEV 2396

216° to RW22

TDZE 2382

22

18

2530±

5000 X 75

3001 X 30

1.0 % up

36

REIL Rwys 4 and 22 L

MIRL Rwy 4-22 L

4700 JUZHI

5 NM Holding Pattern

QULPY

CIXAV 2.1 NM to RW22

PIQPU

037° 217°

4300

1.4 NM to RW22

3.05°

TCH 35

RW22

216°

4200

3080

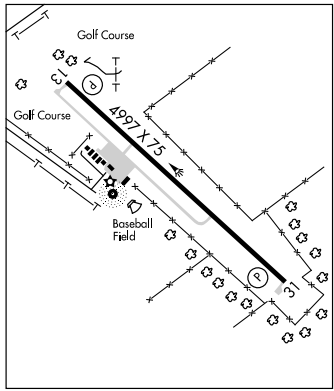
1.4 NM 0.7 NM 3.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	2860-1	478 (500-1)	2860-1¼ 478 (500-1¼)	2860-1½ 478 (500-1½)
CIRCLING	3040-1	644 (700-1)	3040-1¾ 644 (700-1¾)	3160-2½ 764 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CARRIZO SPRINGS

DIMMIT CO (CZT) 2 E UTC−6(−5DT) N28°31.34′ W99°49.42′ — SAN ANTONIO
599 B **FUEL** 100LL, JET A NOTAM FILE SJT — L–20G
RWY 13–31: H4997X75 (ASPH) S–13 MIRL 0.3% up NW — IAP
RWY 13: PAPI(P2L). Tree. **RWY 31:** PAPI(P2L). Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel svc avbl on request 24 hrs, call 830–876–9339/2967. Landing fee. PAPI Rwy 13 and Rwy 31 OTS indefinitely.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COT.
COTULLA (L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 267° 37.5 NM to fld. 520/9E. **HIWAS.**
NDB (MHW) 343 DMD N28°31.35′ W99°49.64′ at fld. NOTAM FILE SJT. Unmonitored 0000–1200Z‡.

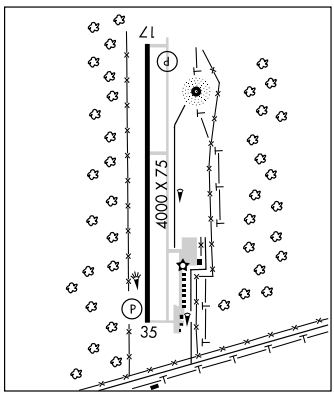


CARSWELL FLD (See FORT WORTH NAS JRB)

CARTHAGE N32°10.81′ W94°17.79′ NOTAM FILE FTW. — MEMPHIS
NDB (MHW) 332 RPF at Panola Co–Sharpe Fld. Unmonitored. — L–17E

CARTHAGE

PANOLA CO–SHARPE FLD (4F2) 2 E UTC−6(−5DT) N32°10.57′ W94°17.93′ — MEMPHIS
248 B **FUEL** 100LL NOTAM FILE FTW — L–17E
RWY 17–35: H4000X75 (ASPH) MIRL — IAP
RWY 17: PAPI(P4L)—GA 3.0°. Trees.
RWY 35: PAPI(P4L)—GA 4.0°. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs self–serve with major credit card. Deer on and invof rwy. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SHREVEPORT APP/DEP CON** 119.9 (1200–0600Z‡) 121.4 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG COUNTY (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 115° 27.3 NM to fld. 320/7E.
CARTHAGE NDB (MHW) 332 RPF N32°10.81′ W94°17.79′ at fld. NOTAM FILE FTW. Unmonitored.



CASH N32°58.91′ W96°04.04′ NOTAM FILE FTW. — DALLAS–FT WORTH
NDB (MHW) 428 SYW 356° 5.1 NM to Majors. — L–17D

NDB DMD	APP CRS	Rwy Idg	4997
343	300°	TDZE	590
		Apt Elev	599

NDB RWY 31

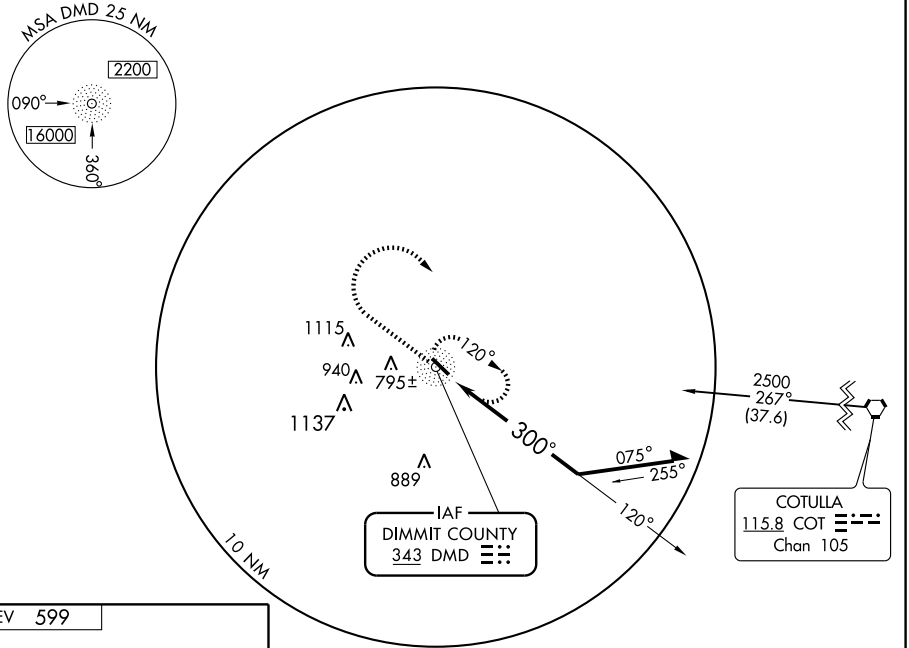
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

NA

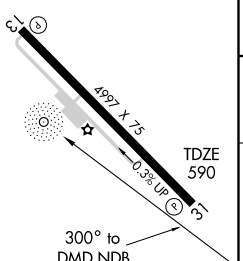
Use Cotulla altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 then right turn direct DMD NDB and hold.

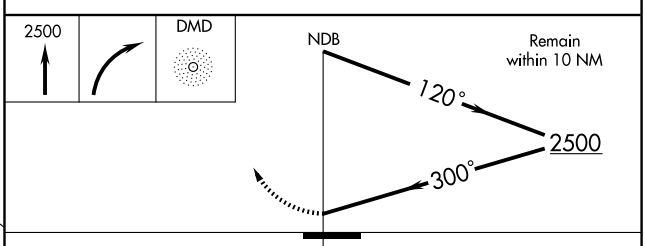
HOUSTON CENTER	UNICOM
126.1 319.1	122.8 (CTAF)



ELEV 599



MIRL Rwy 13-31



CATEGORY	A	B	C	D
S-31	1260-1 670 (700-1)		1260-1½ 670 (700-1½)	NA
CIRCLING	1260-1 661 (700-1)	1260-1 661 (700-1)	1260-1¾ 661 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS		
307°	Rwy Idg	4997
	TDZE	590
	Apt Elev	599

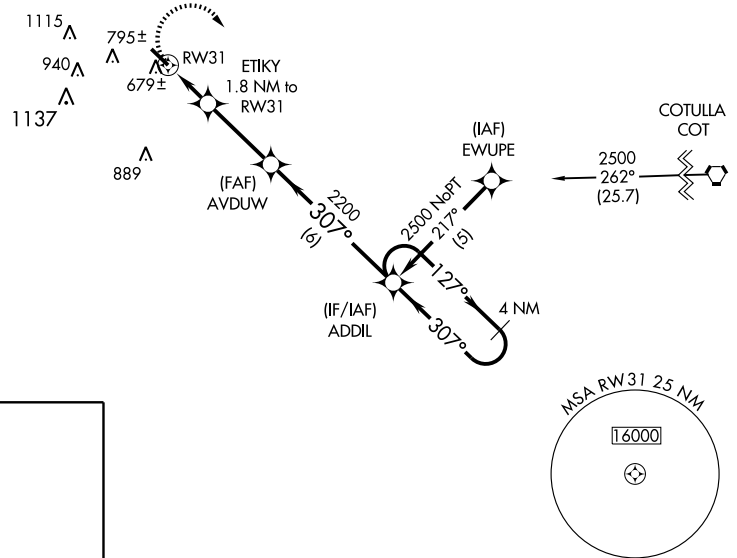
RNAV (GPS) RWY 31

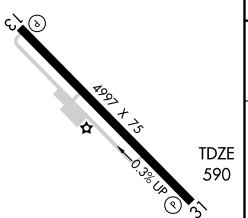
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

DME/DME RNP-0.3 NA. Use Cotulla altimeter setting, when not received use Uvalde altimeter setting and increase all MDA 60 feet; increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct ADDIL and hold.

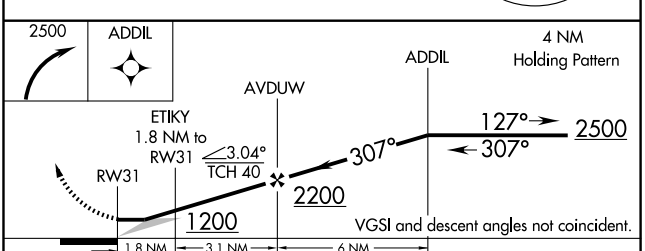
HOUSTON CENTER	UNICOM
126.1 319.1	122.8 (CTAF)





ELEV 599

MIRL Rwy 13-31

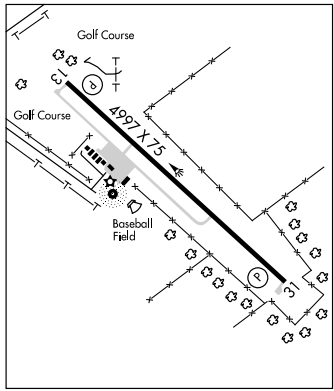


CATEGORY	A	B	C	D
LNAV MDA	1040-1 450 (500-1)		1040-1¼ 450 (500-1¼)	NA
CIRCLING	1120-1 521 (600-1)	1200-1 601 (700-1)	1240-1¾ 641 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

CARRIZO SPRINGS

DIMMIT CO (CZT) 2 E UTC−6(−5DT) N28°31.34′ W99°49.42′ — SAN ANTONIO
599 B **FUEL** 100LL, JET A NOTAM FILE SJT — L–20G
RWY 13–31: H4997X75 (ASPH) S–13 MIRL 0.3% up NW — IAP
RWY 13: PAPI(P2L). Tree. **RWY 31:** PAPI(P2L). Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel svc avbl on request 24 hrs, call 830–876–9339/2967. Landing fee. PAPI Rwy 13 and Rwy 31 OTS indefinitely.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COT.
COTULLA (L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 267° 37.5 NM to fld. 520/9E. **HIWAS.**
NDB (MHW) 343 DMD N28°31.35′ W99°49.64′ at fld. NOTAM FILE SJT. Unmonitored 0000–1200Z‡.

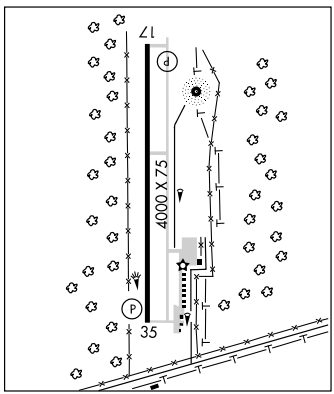


CARSWELL FLD (See FORT WORTH NAS JRB)

CARTHAGE N32°10.81′ W94°17.79′ NOTAM FILE FTW. — MEMPHIS
NDB (MHW) 332 RPF at Panola Co–Sharpe Fld. Unmonitored. — L–17E

CARTHAGE

PANOLA CO–SHARPE FLD (4F2) 2 E UTC−6(−5DT) N32°10.57′ W94°17.93′ — MEMPHIS
248 B **FUEL** 100LL NOTAM FILE FTW — L–17E
RWY 17–35: H4000X75 (ASPH) MIRL — IAP
RWY 17: PAPI(P4L)—GA 3.0°. Trees.
RWY 35: PAPI(P4L)—GA 4.0°. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs self–serve with major credit card. Deer on and invof rwy. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SHREVEPORT APP/DEP CON** 119.9 (1200–0600Z‡) 121.4 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG COUNTY (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 115° 27.3 NM to fld. 320/7E.
CARTHAGE NDB (MHW) 332 RPF N32°10.81′ W94°17.79′ at fld. NOTAM FILE FTW. Unmonitored.



CASH N32°58.91′ W96°04.04′ NOTAM FILE FTW. — DALLAS–FT WORTH
NDB (MHW) 428 SYW 356° 5.1 NM to Majors. — L–17D

NDB RPF	APP CRS	Rwy Idg	4000
332	359°	TDZE	248
		Apt Elev	248

NDB RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

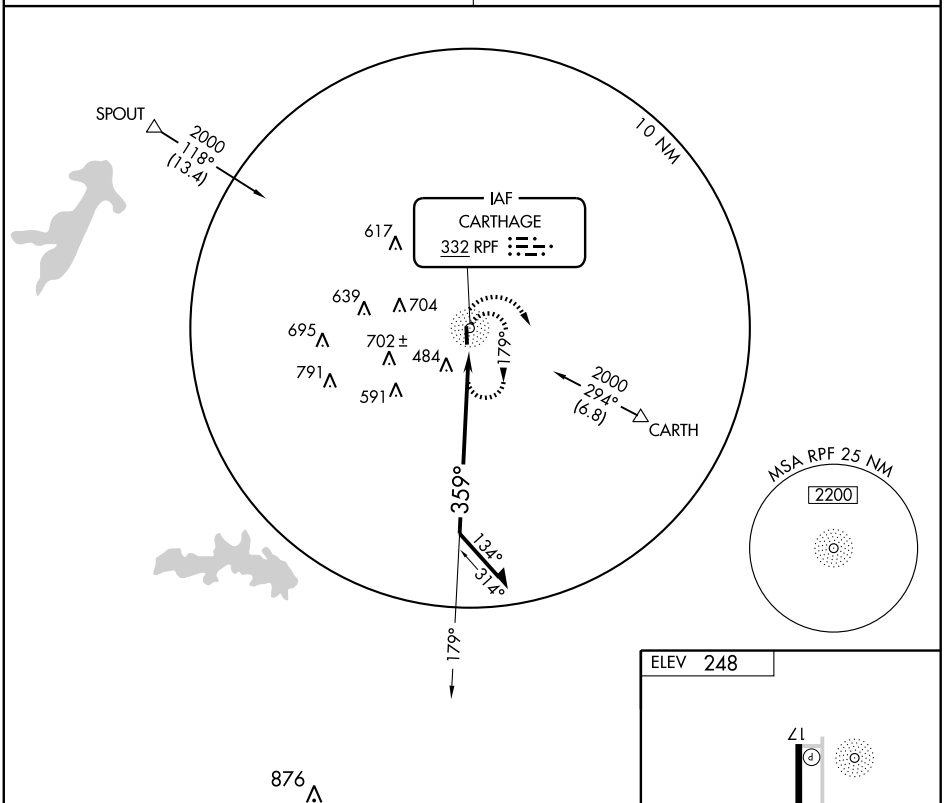
NA

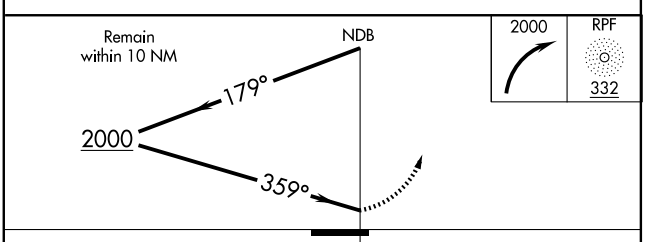
Use Shreveport Regional altimeter setting; when not received use East Texas Rgnl altimeter setting.

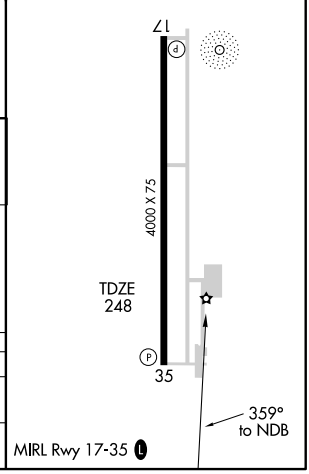
MISSED APPROACH: Climbing right turn to 2000 in RPF NDB holding pattern.

SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA
CIRCLING	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4000
174°	TDZE	247
	Apt Elev	248

RNAV (GPS) RWY 17

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

NA

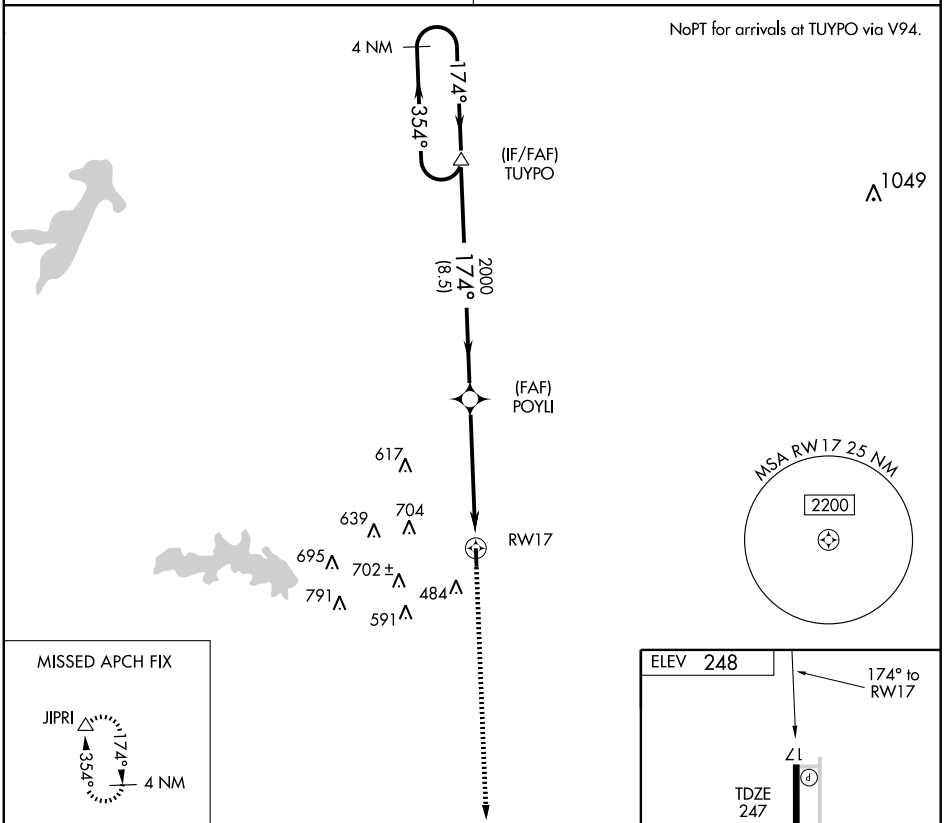
DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

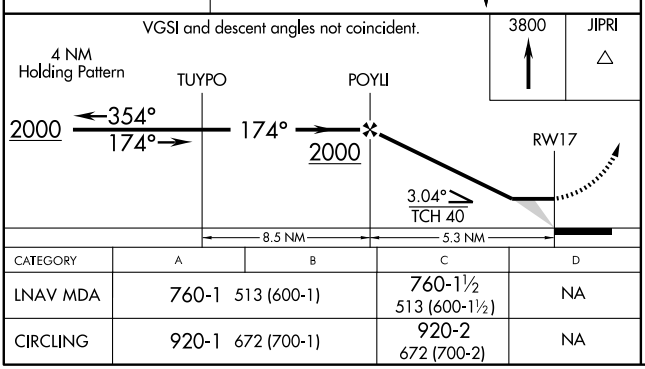
MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.

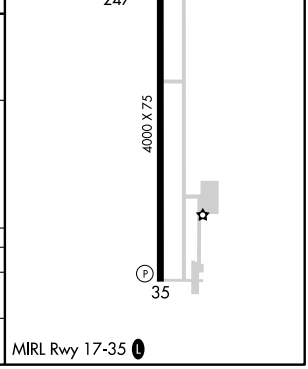
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L

NoPT for arrivals at TUYPO via V94.







CATEGORY	A	B	C	D
LNAV MDA	760-1 513 (600-1)		760-1½ 513 (600-1½)	NA
CIRCLING	920-1 672 (700-1)		920-2 672 (700-2)	NA

MIRL Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4000
354°	TDZE	248
	Apt Elev	248

RNAV (GPS) RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

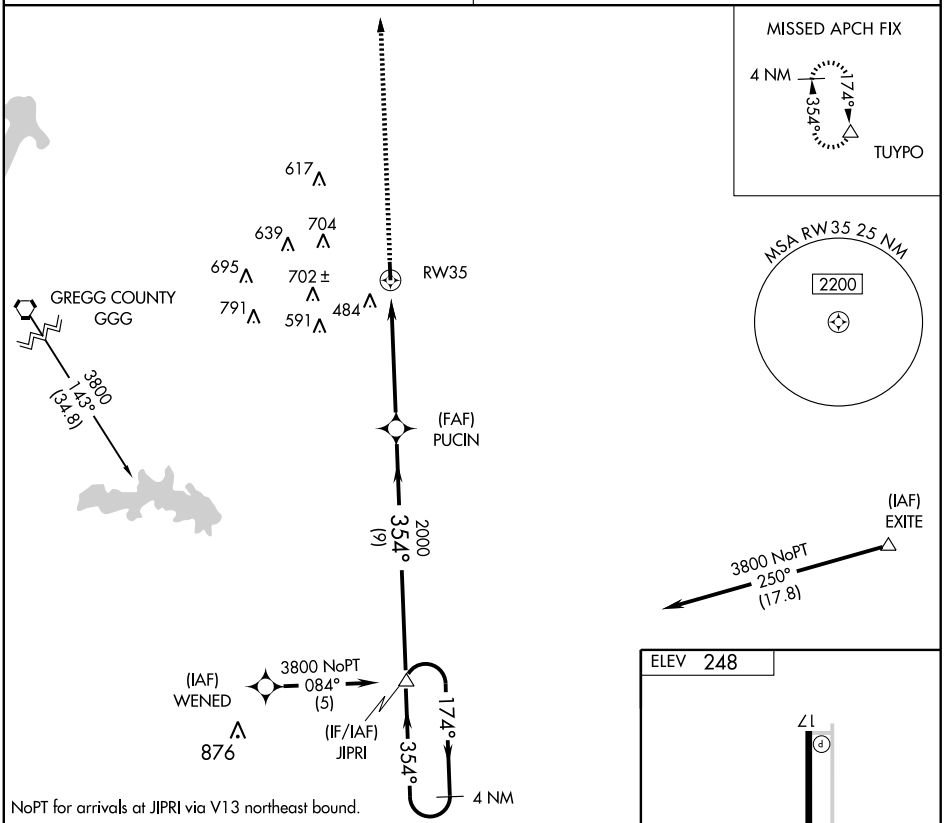
NA

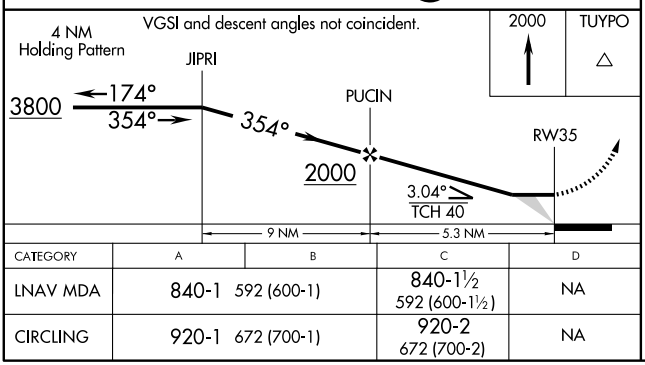
DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct TUYPO and hold.

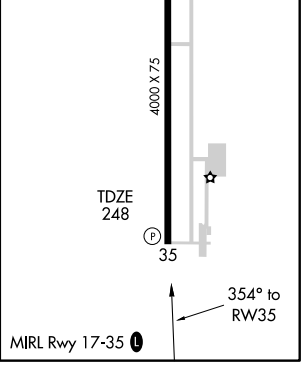
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L



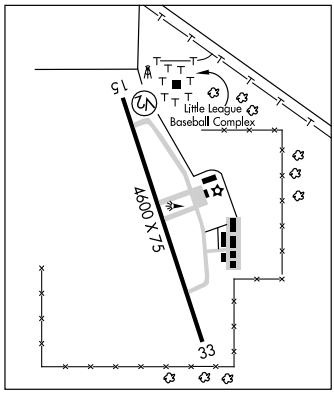


CATEGORY	A	B	C	D
LNAV MDA	840-1 592 (600-1)		840-1½ 592 (600-1½)	NA
CIRCLING	920-1 672 (700-1)		920-2 672 (700-2)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CASTROVILLE MUNI (CVB) 2 SE UTC−6(−5DT) N29°20.52′ W98°51.05′ SAN ANTONIO
771 B S4 **FUEL** 100LL TPA—1600(829) NOTAM FILE SJT L–19C
RWY 15–33: H4600X75 (ASPH) S–15 MIRL IAP
RWY 15: PVASI(PSIL)—GA 3.0° TCH 40′. Tree.
RWY 33: Tree. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. For fuel after hrs call 830–931–4722, 1 hr notification required. No fee charged. 100LL avbl 24 hr self service. Bright lgts at ball park from Apr–Jun. Rwy 15 PVASI OTS indef. MIRL Rwy 15–33 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.25 (830) 931–0232.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAN ANTONIO APP/DEP CON** 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 221° 27.3 NM to fld. 1160/8E. **HIWAS.**

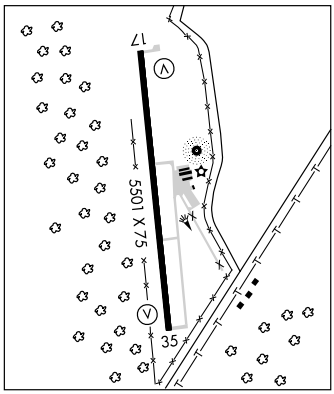


CEDAR CREEK N32°11.14′ W96°13.09′ NOTAM FILE FTW. DALLAS–FT. WORTH
(L) VORTACW 114.8 CQY Chan 95 218° 13.2 NM to C. David Campbell Fld–Corsicana Muni. **H–6H, L–13C, 17D, A**
400/6E.

CELINA

BISHOP'S LANDING (T80) 5 NE UTC−6(−5DT) N33°22.64′ W096°43.73′ DALLAS–FT. WORTH
750 NOTAM FILE FTW
RWY 17–35: 1580X80 (TURF)
RWY 17: Pole.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CENTER MUNI (F17) 3 NE UTC−6(−5DT) N31°49.96′ W94°09.39′ HOUSTON
319 B S6 **FUEL** 100LL, JET A+ NOTAM FILE CXO **H–6I, L–19E**
RWY 17–35: H5501X75 (ASPH) S–30 MIRL 0.5% up N IAP
RWY 17: VASI(V4L)—GA 4.0° TCH 30′. Trees.
RWY 35: VASI(V4L)—GA 3.0° TCH 44′ Trees.
AIRPORT REMARKS: Attended 1200–2130Z‡. Deer on and invof rwy. +60′ trees 300′ left of Rwy 17 centerline. VASI Rwy 17 OTS indef. VASI Rwy 35 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (MONTGOMERY COUNTY RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 126.325
RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.
ELM GROVE (L) VORTAC 111.2 EMG Chan 49 N32°24.01′ W93°35.71′ 213° 44.5 NM to fld. 160/7E. **HIWAS.**
AMASON NDB (MHW) 341 CZJ N31°49.97′ W94°09.23′ at fld. NOTAM FILE CXO.



CENTER POINT N29°55.34′ W99°12.87′ NOTAM FILE ERV. SAN ANTONIO
(H) VORTAC 117.5 CSI Chan 122 056° 7.5 NM to Kerrville Muni/Louis Schreiner Fld. 2080/8E. **H–7B, L–19B**
RCO 122.1R 117.5T (SAN ANGELO RADIO)

CENTEX N30°22.71′ W97°31.79′ NOTAM FILE AUS. SAN ANTONIO
(H) VORTACW 112.8 CWK Chan 75 015° 12.5 NM to Taylor Muni. 593/6E. **H–7C, L–19C, 21A**

RNAV (GPS) RWY 15

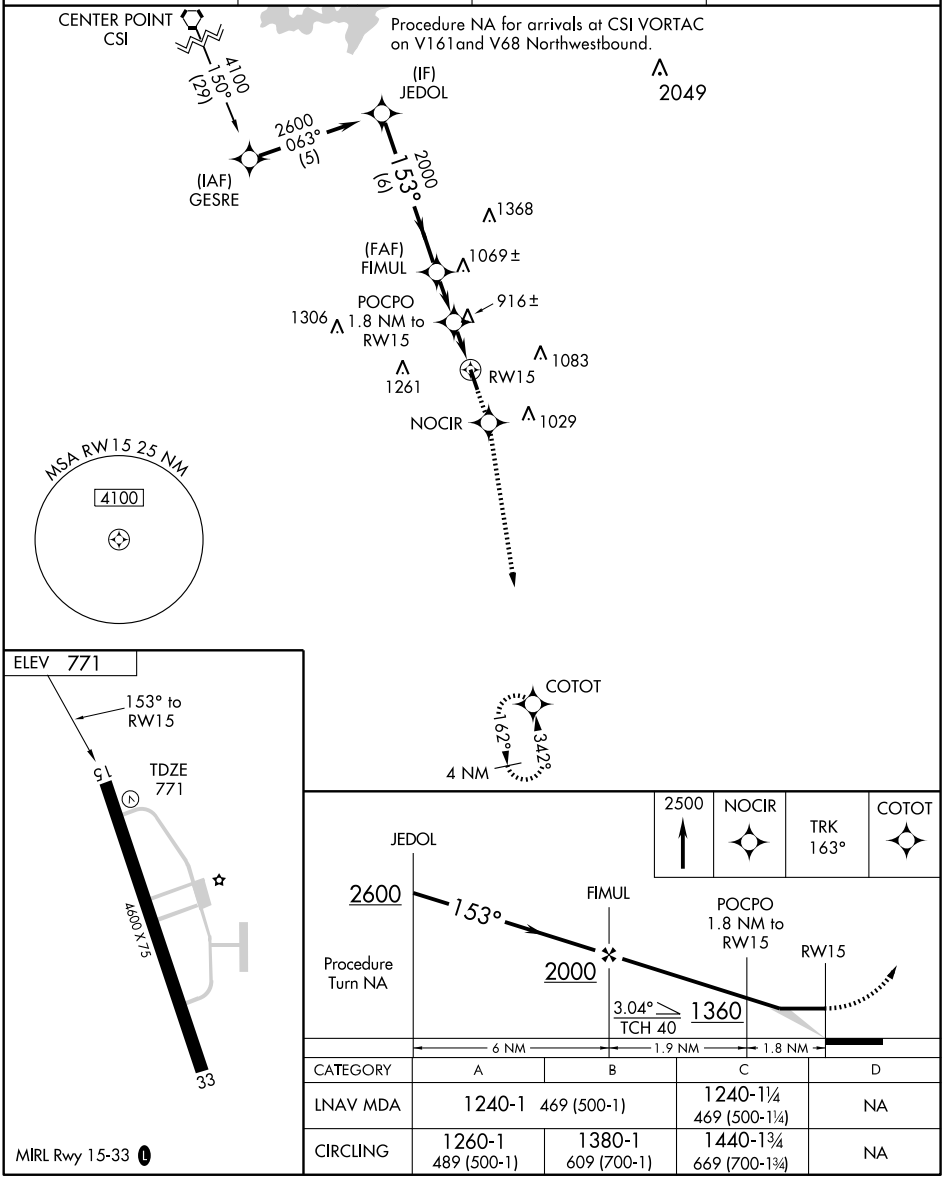
CASTROVILLE MUNI (CVB)

APP CRS	Rwy Idg	4600
153°	TDZE	771
	Apt Elev	771

NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct NOCIR and via 163° track to COTOT and hold.

AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 469 (500-1)		1240-1¼ 469 (500-1¼)	NA
CIRCLING	1260-1 489 (500-1)	1380-1 609 (700-1)	1440-1¾ 669 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33

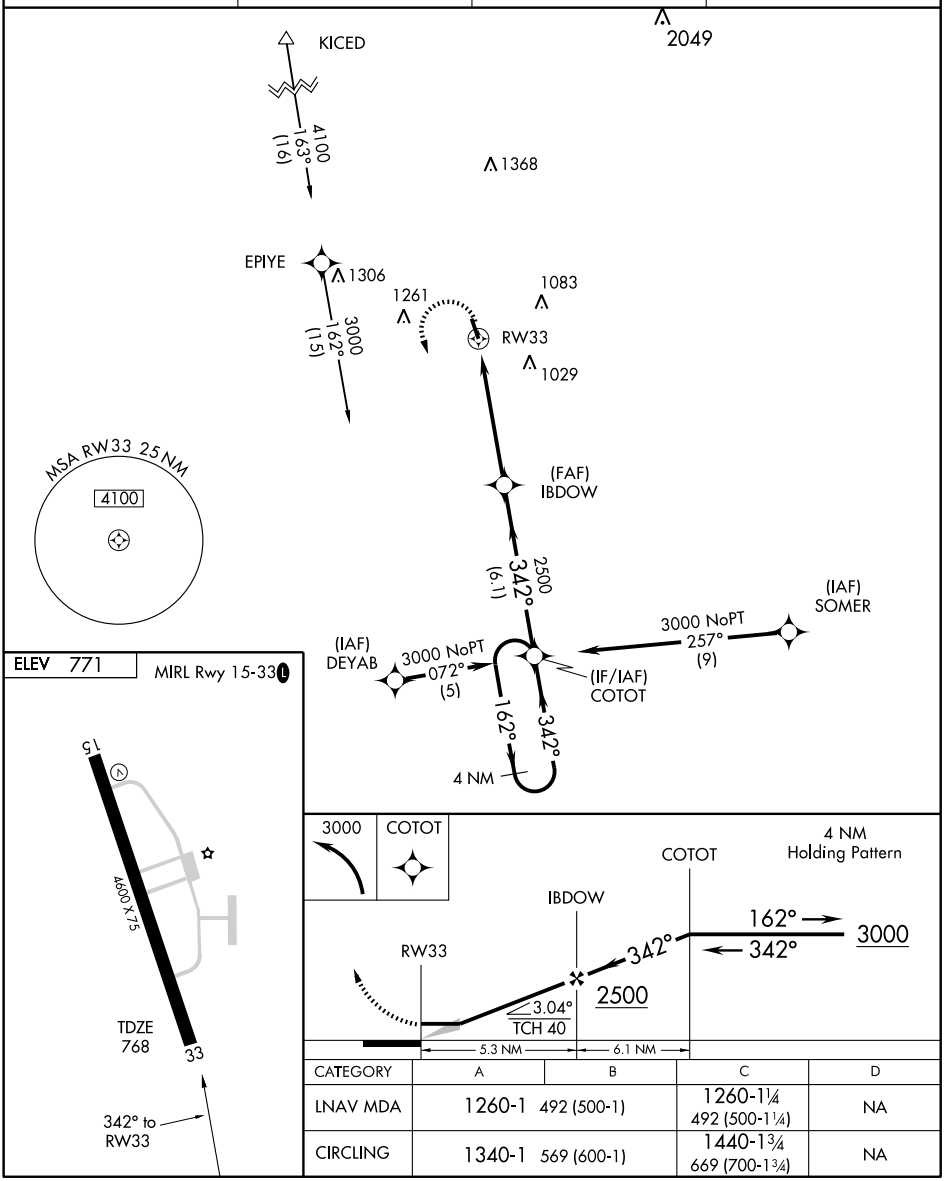
CASTROVILLE MUNI (CVB)

APP CRS	Rwy Idg	4600
342°	TDZE	768
	Apt Elev	771

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct COTOT and hold.

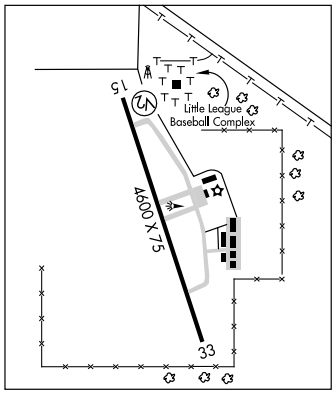
AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 492 (500-1)		1260-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1 569 (600-1)		1440-1¾ 669 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

CASTROVILLE MUNI (CVB) 2 SE UTC−6(−5DT) N29°20.52′ W98°51.05′ SAN ANTONIO
771 B S4 **FUEL** 100LL TPA—1600(829) NOTAM FILE SJT L–19C
RWY 15–33: H4600X75 (ASPH) S–15 MIRL IAP
RWY 15: PVASI(PSIL)—GA 3.0° TCH 40′. Tree.
RWY 33: Tree. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. For fuel after hrs call 830–931–4722, 1 hr notification required. No fee charged. 100LL avbl 24 hr self service. Bright lgts at ball park from Apr–Jun. Rwy 15 PVASI OTS indef. MIRL Rwy 15–33 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.25 (830) 931–0232.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SAN ANTONIO APP/DEP CON** 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 221° 27.3 NM to fld. 1160/8E. **HIWAS.**

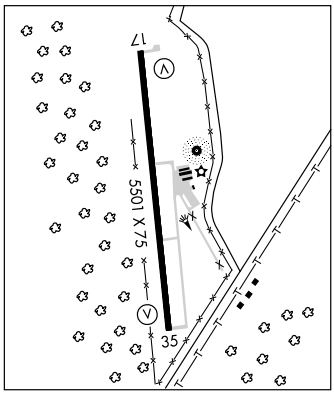


CEDAR CREEK N32°11.14′ W96°13.09′ NOTAM FILE FTW. DALLAS–FT. WORTH
(L) VORTACW 114.8 CQY Chan 95 218° 13.2 NM to C. David Campbell Fld–Corsicana Muni. **H–6H, L–13C, 17D, A**
400/6E.

CELINA

BISHOP'S LANDING (T80) 5 NE UTC−6(−5DT) N33°22.64′ W096°43.73′ DALLAS–FT. WORTH
750 NOTAM FILE FTW
RWY 17–35: 1580X80 (TURF)
RWY 17: Pole.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CENTER MUNI (F17) 3 NE UTC−6(−5DT) N31°49.96′ W94°09.39′ HOUSTON
319 B S6 **FUEL** 100LL, JET A+ NOTAM FILE CXO **H–6I, L–19E**
RWY 17–35: H5501X75 (ASPH) S–30 MIRL 0.5% up N IAP
RWY 17: VASI(V4L)—GA 4.0° TCH 30′. Trees.
RWY 35: VASI(V4L)—GA 3.0° TCH 44′ Trees.
AIRPORT REMARKS: Attended 1200–2130Z‡. Deer on and invof rwy. +60′ trees 300′ left of Rwy 17 centerline. VASI Rwy 17 OTS indef. VASI Rwy 35 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (MONTGOMERY COUNTY RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 126.325
RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.
ELM GROVE (L) VORTAC 111.2 EMG Chan 49 N32°24.01′ W93°35.71′ 213° 44.5 NM to fld. 160/7E. **HIWAS.**
AMASON NDB (MHW) 341 CZJ N31°49.97′ W94°09.23′ at fld. NOTAM FILE CXO.



CENTER POINT N29°55.34′ W99°12.87′ NOTAM FILE ERV. SAN ANTONIO
(H) VORTAC 117.5 CSI Chan 122 056° 7.5 NM to Kerrville Muni/Louis Schreiner Fld. 2080/8E. **H–7B, L–19B**
RCO 122.1R 117.5T (SAN ANGELO RADIO)

CENTEX N30°22.71′ W97°31.79′ NOTAM FILE AUS. SAN ANTONIO
(H) VORTACW 112.8 CWK Chan 75 015° 12.5 NM to Taylor Muni. 593/6E. **H–7C, L–19C, 21A**

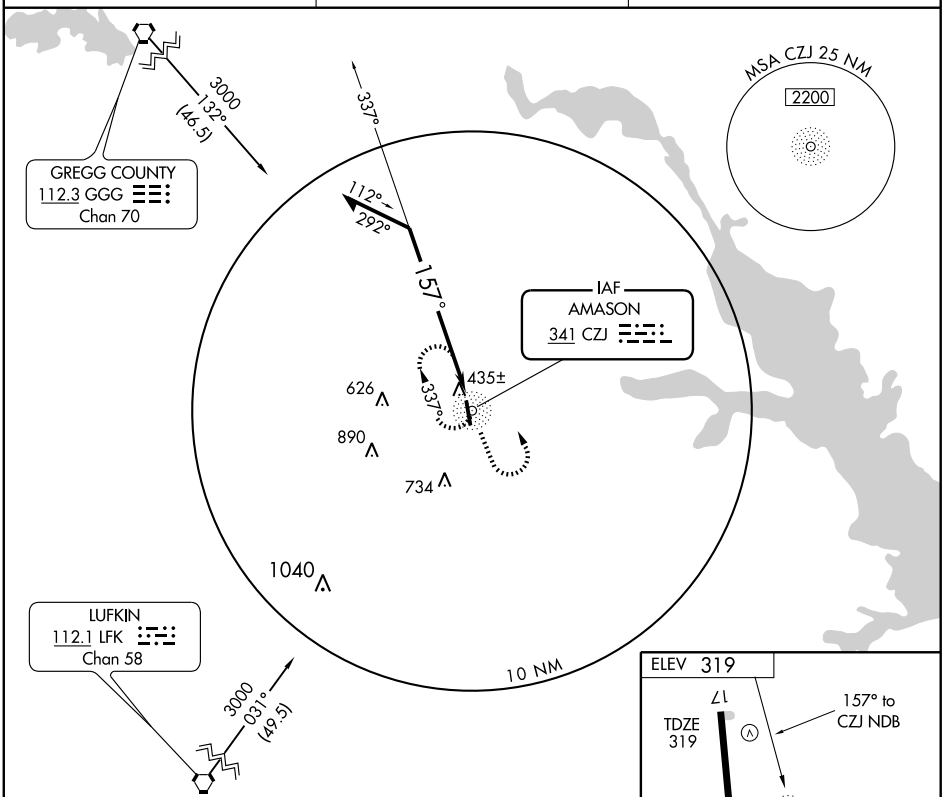
NDB CZJ	APP CRS	Rwy Idg	5501
341	157°	TDZE	319
		Apt Elev	319

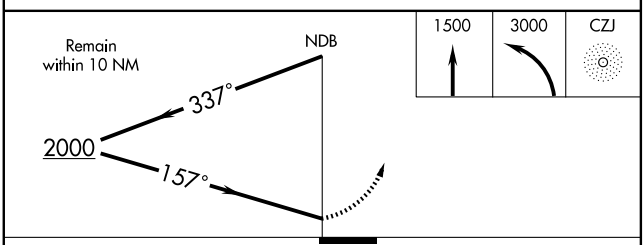
NDB RWY 17
CENTER MUNI (F17)

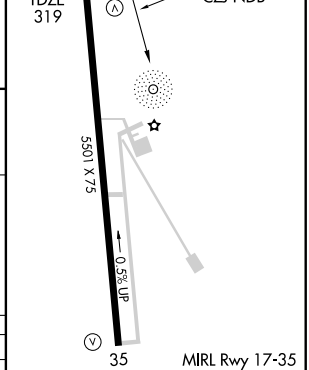
Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CZJ NDB and hold.

NACOGDOCHES AWOS-3	FORTH WORTH CENTER	UNICOM
135.625	126.325 346.25	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA
CIRCLING	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5501
167°	TDZE	319
	Apt Elev	319

RNAV (GPS) RWY 17

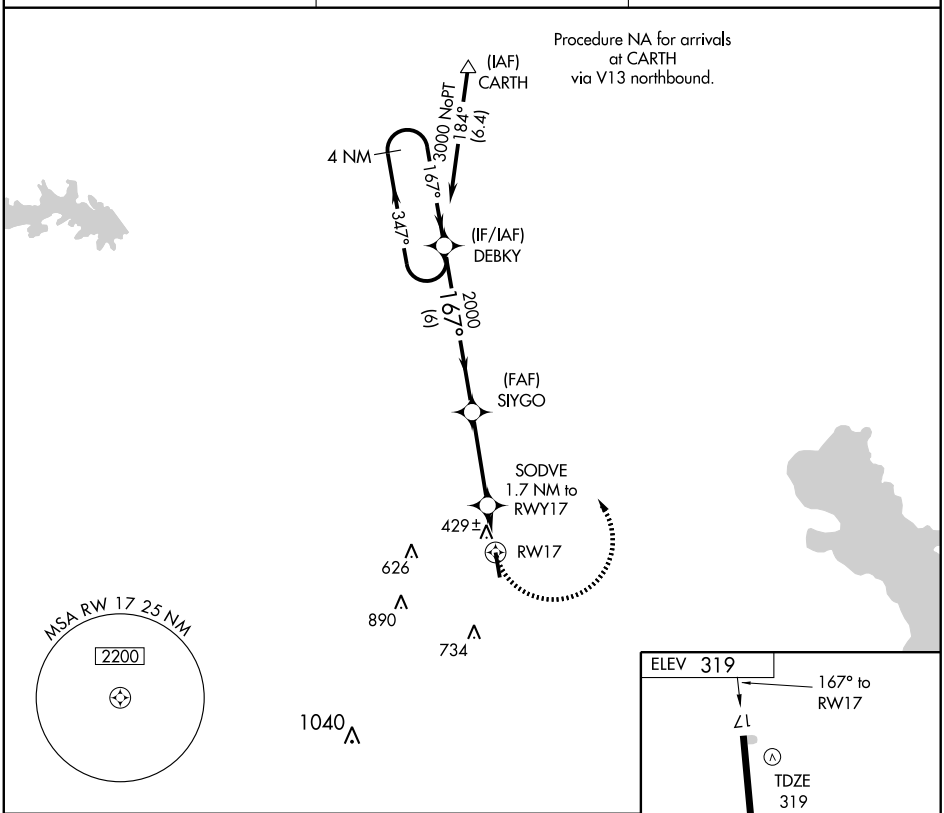
CENTER MUNI (F17)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Nacogdoches altimeter setting; when not received, use Henderson altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn 3000 direct DEBKY and hold.

NACOGDOCHES AWOS-3	FORTH WORTH CENTER	UNICOM
135.625	126.325 346.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	760-1 441 (500-1)		760-1¼ 441 (500-1¼)	NA
CIRCLING	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5501
347°	TDZE	308
	Apt Elev	319

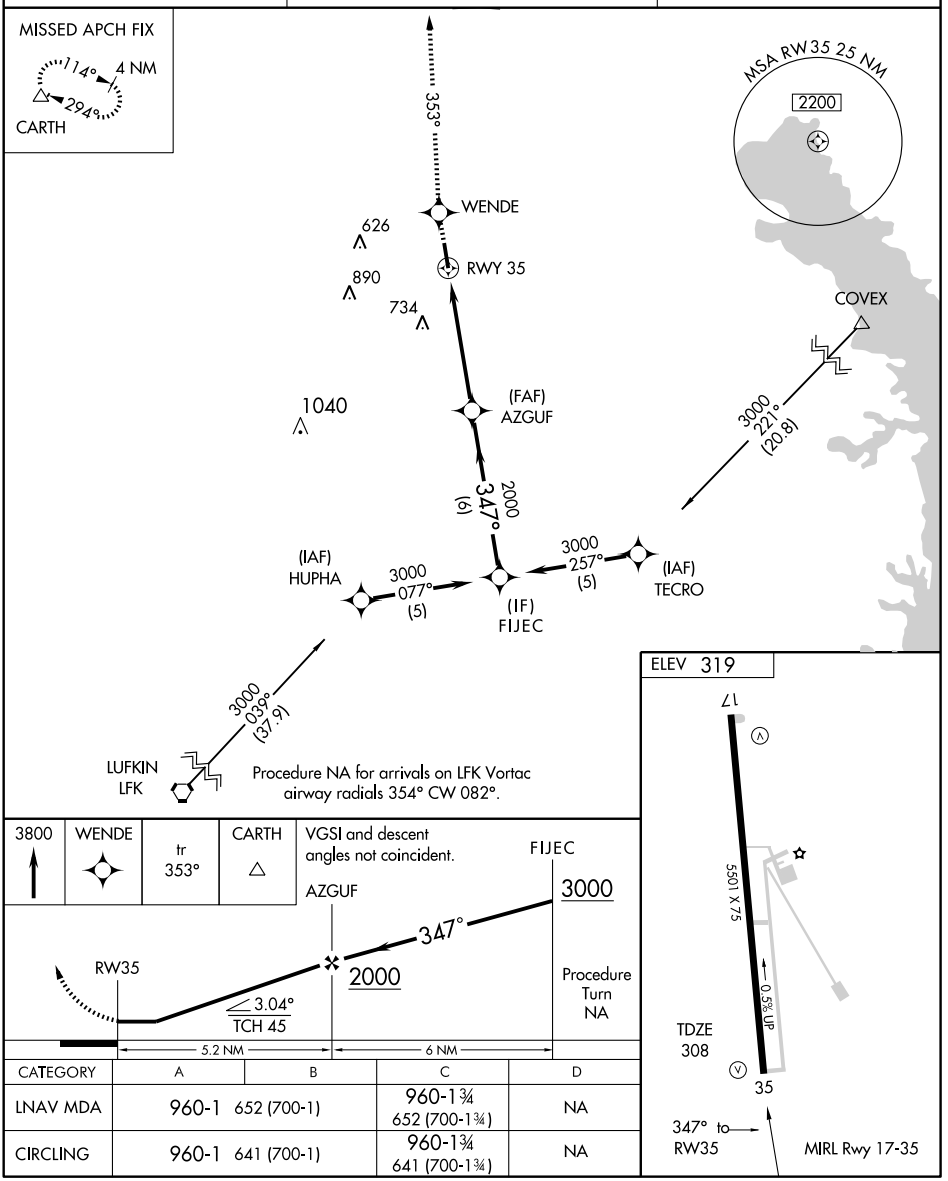
RNAV (GPS) RWY 35

CENTER MUNI (F17)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Nacogdoches altimeter setting; when not received, use Henderson altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct WENDE and on track 353° to CARTH and hold.

NACOGDOCHES AWOS-3	FORTH WORTH CENTER	UNICOM
135.625	126.325 346.25	122.8 (CTAF)



3800	WENDE	tr 353°	CARTH

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	960-1 652 (700-1)		960-1¾ 652 (700-1¾)	NA
CIRCLING	960-1 641 (700-1)		960-1¾ 641 (700-1¾)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

CHAMBERS CO (See ANAHUAC)

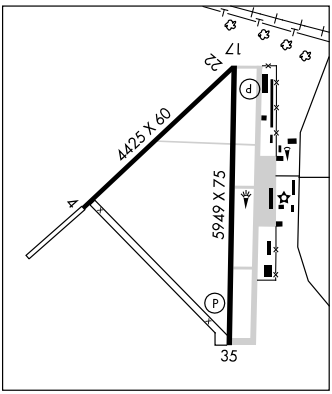
CHAMBERS CO–WINNIE STOWELL (See WINNIE/STOWELL)

CHAPARROSA RANCH N28°54.60′ W100°00.34′ NOTAM FILE SJT. SAN ANTONIO
NDB (MHW) 385 CPZ 132° 16.1 NM to Crystal City Muni. L–19B

CHARLES R. JOHNSON (See PORT MANSFIELD)

CHEROKEE CO (See JACKSONVILLE)

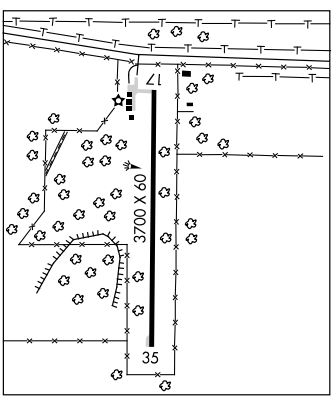
CHILDRESS MUNI (CDS) 4 W UTC−6(−5DT) N34°26.03′ W100°17.28′ DALLAS–FT. WORTH
1954 B **FUEL** 100LL, JET A NOTAM FILE CDS H–6G, L–17B
RWY 17–35: H5949X75 (ASPH–PFC) S–21 MIRL (NSTD) IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Pole.
RWY 35: PAPI(P2L)—GA 3.0 TCH 40′.
RWY 04–22: H4425X60 (ASPH) S–21
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hours call 940–937–2535. Rwy 04–22 not maintained, +2 ft vegetation on rwy. Rwy 17–35 NSTD MIRL, Rwy 35 thld lgts 60 ft south of rwy end. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 135.125 (940) 937–6337. **HIWAS** 117.6 CDS.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 (FORT WORTH RADIO)
FORT WORTH CENTER APP/DEP CON 133.5
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDS.
(L) VORTACW 117.6 CDS Chan 123 N34°22.14′ W100°17.34′ 351° 3.9 NM to fld. 1920/10E. **HIWAS.**



CHINA SPRING

WILDCAT CANYON (3T8) 4 NW UTC−6(−5DT) N31°40.73′ W97°21.77′ SAN ANTONIO
660 NOTAM FILE FTW
RWY 15–33: 2450X60 (TURF)
RWY 15: Fence. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. Livestock on and invof rwy. Rwy 15–33 edges marked with yellow cones at 260′ spacing.
COMMUNICATIONS: CTAF 122.9

CISCO MUNI (3F2) 3 N UTC−6(−5DT) N32°25.01′ W99°00.02′ DALLAS–FT. WORTH
1612 B S4 NOTAM FILE FTW L–17B
RWY 17–35: H3700X60 (ASPH) S–12 MIRL
RWY 17: Tree. **RWY 35:** Brush.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 085° 44.0 NM to fld. 1810/10E.



CITY–CO (See GATESVILLE)

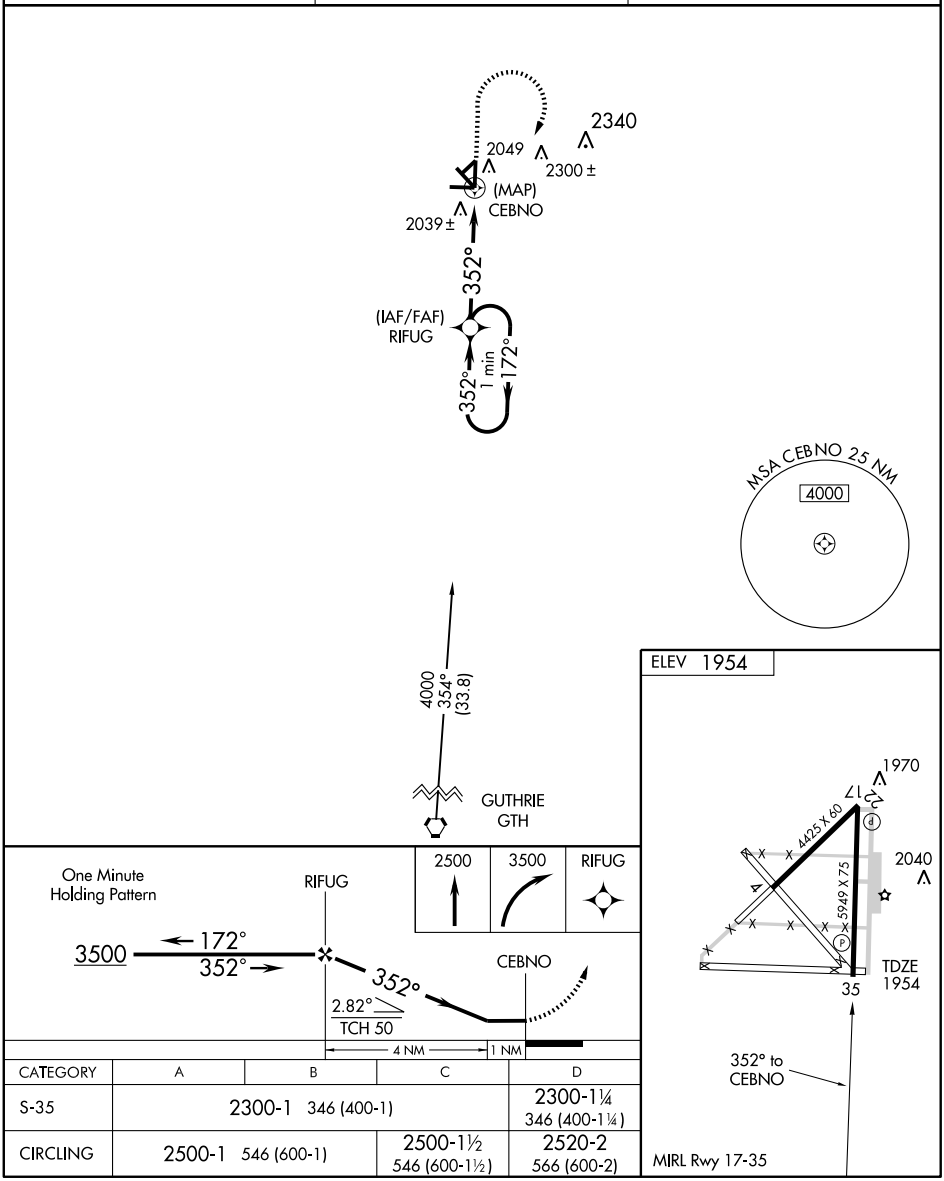
APP CRS	Rwy Idg	5949
352°	TDZE	1954
	Apt Elev	1954

GPS RWY 35
CHILDRESS MUNI (CDS)

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct RIFUG WP and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	2300-1 346 (400-1)			2300-1¼ 346 (400-1¼)
CIRCLING	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

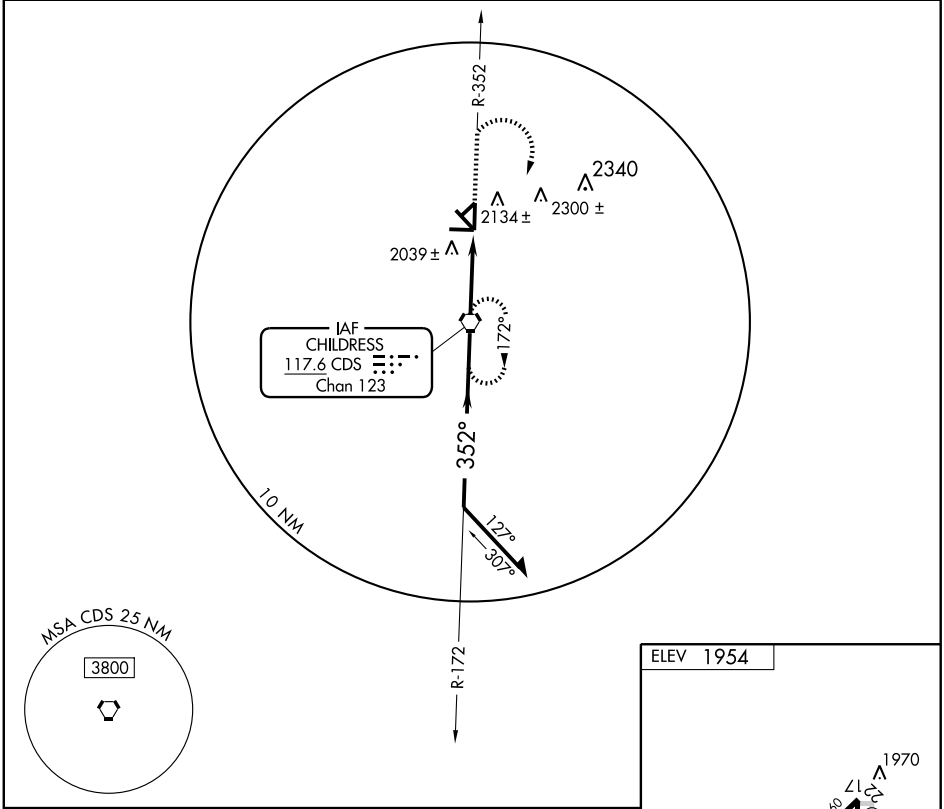
VORTAC CDS	APP CRS	Rwy Idg	5949
117.6	352°	TDZE	1954
Chan 123		Apt Elev	1954

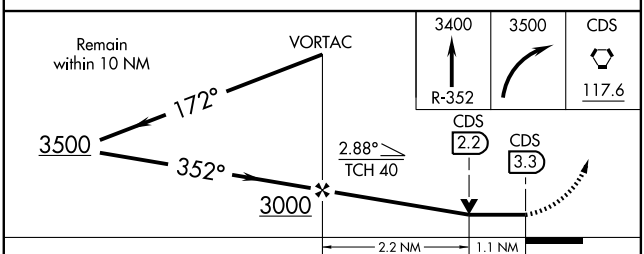
VOR RWY 35
CHILDRESS MUNI (CDS)

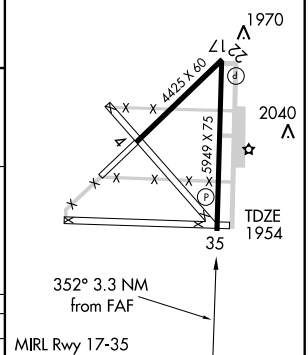
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDA 200 feet, and all visibilities ¾ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 via CDS VORTAC R-352 then climbing right turn to 3500 direct CDS VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	2340-1 386 (400-1)			2340-1¼ 386 (400-1¼)
CIRCLNG	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CITY OF TULIA–SWISHER CO MUNI (See TULIA)

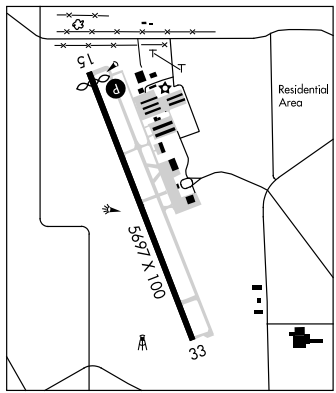
CLARENDON

SMILEY JOHNSON MUNI/ BASS FLD (E34) 2 SE UTC−6(−5DT) N34°54.69′ W100°52.16′ **DALLAS–FT. WORTH L–17A**
2833 B NOTAM FILE FTW
RWY 01–19: H4496X60 (ASPH) S–17 MIRL
RWY 01: Brush. **RWY 19:** P-line.
AIRPORT REMARKS: Unattended. No line of sight between rwy ends. MIRL Rwy 01–19 preset low ints, to incr ints ACTIVATE—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CDS.
CHILDRESS (L) VORTACW 117.6 CDS Chan 123 N34°22.14′ W100°17.34′ 309° 43.4 NM to fld. 1920/10E.
HIWAS.

CLARK FLD MUNI (See STEPHENVILLE)

CLARKSVILLE/RED RIVER CO—J D TRISSELL FLD (LBR) 3 SW UTC−6(−5DT) N33°35.59′ W95°03.81′ **DALLAS–FT. WORTH L–17D**
440 B NOTAM FILE LBR
RWY 17–35: H3000X50 (ASPH) S–10 MIRL
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Airframe and power plant repairs available upon request.
WEATHER DATA SOURCES: AWOS–3 118.925 (903) 427–1367
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
SULPHUR SPRINGS (L) VORW/DME 109.0 SLR Chan 27 N33°11.91′ W95°32.56′ 037° 33.7 NM to fld. 508/8E.

CLEBURNE MUNI (CPT) 2 NW UTC−6(−5DT) N32°21.23′ W97°26.03′ **DALLAS–FT. WORTH H–6H, L–17C, A IAP**
854 B S4 **FUEL** 100LL, JET A NOTAM FILE CPT
RWY 15–33: H5697X100 (ASPH) S–30 MIRL
RWY 15: PAPI(P4L)—GA 3.0° TCH 39′. Thld dsplcd 185′. Tree. Rgt tfc.
RWY 33: Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡, Airframe repairs, no fabric or composite work. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525 (817) 641–4135.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **RGNL APP/DEP CON** 135.975
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GLEN ROSE (L) VORTACW 115.0 JEN Chan 97 N32°09.58′ W97°52.65′ 057° 25.4 NM to fld. 1300/6E.
ILS/DME 111.15 I–CPT Chan 48(Y) Rwy 15. LOC only. LOC unmonitored.



KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-CPT	APP CRS	Rwy Idg	5512
111.15	153°	TDZE	854
Chan 48 (Y)		Apt Elev	854

LOC/DME RWY 15

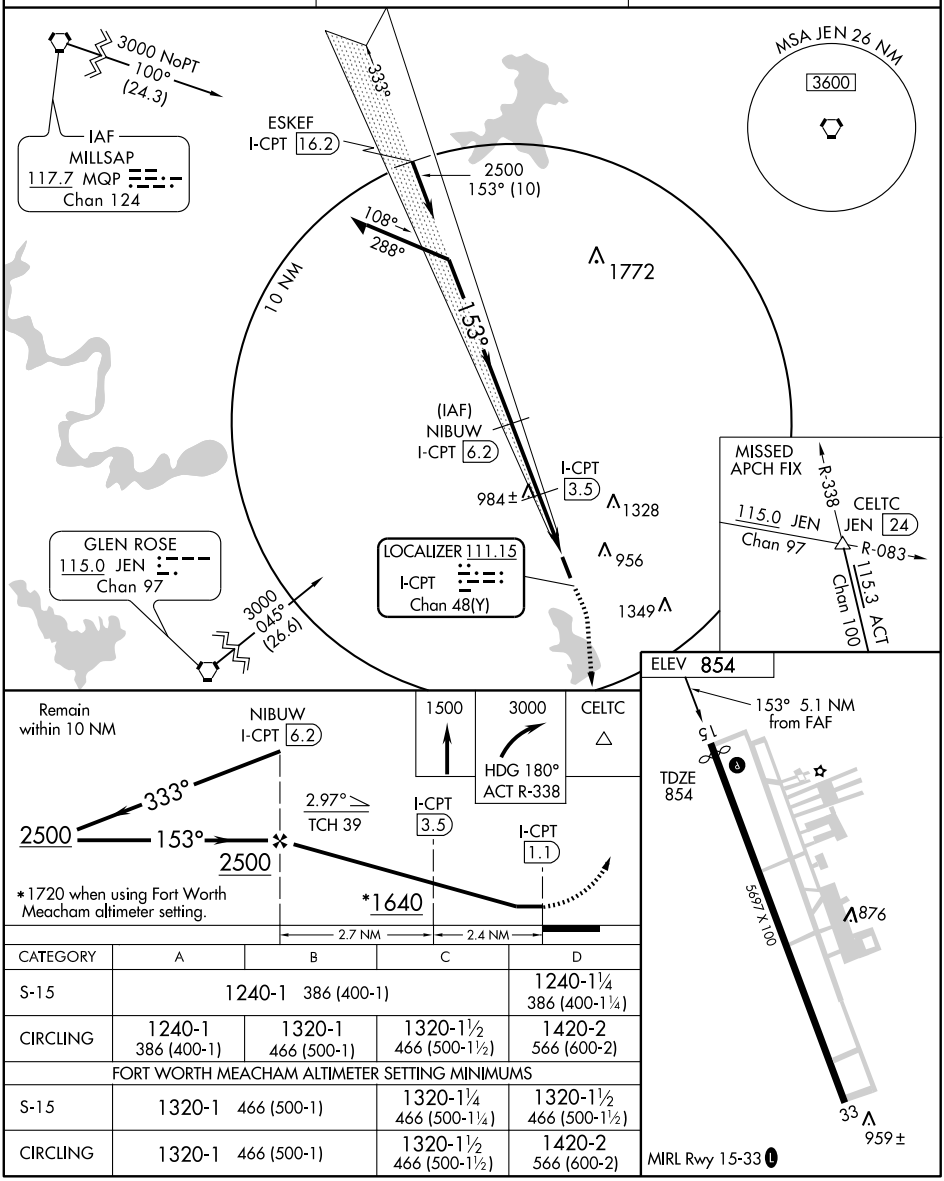
CLEBURNE MUNI (CPT)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and ACT R-338 to CELTC INT.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	1240-1 386 (400-1)			1240-1¼ 386 (400-1¼)
CIRCLING	1240-1 386 (400-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)
FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS				
S-15	1320-1 466 (500-1)		1320-1¼ 466 (500-1¼)	1320-1½ 466 (500-1½)
CIRCLING	1320-1 466 (500-1)		1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5512
153°	TDZE	854
	Apt Elev	854

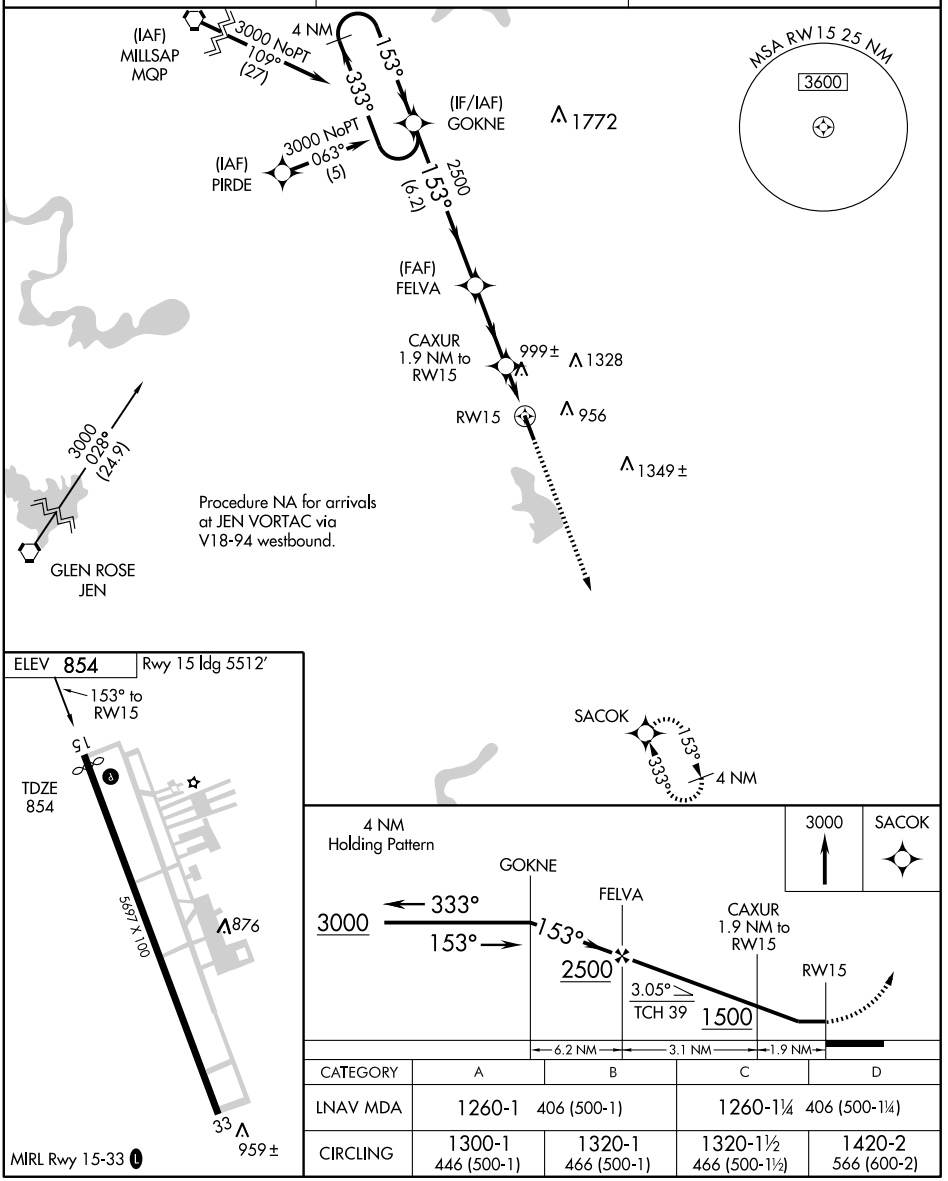
RNAV (GPS) RWY 15

CLEBURNE MUNI (CPT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SACOK and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 406 (500-1)		1260-1¼ 406 (500-1¼)	
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5697
333°	TDZE	849
	Apt Elev	854

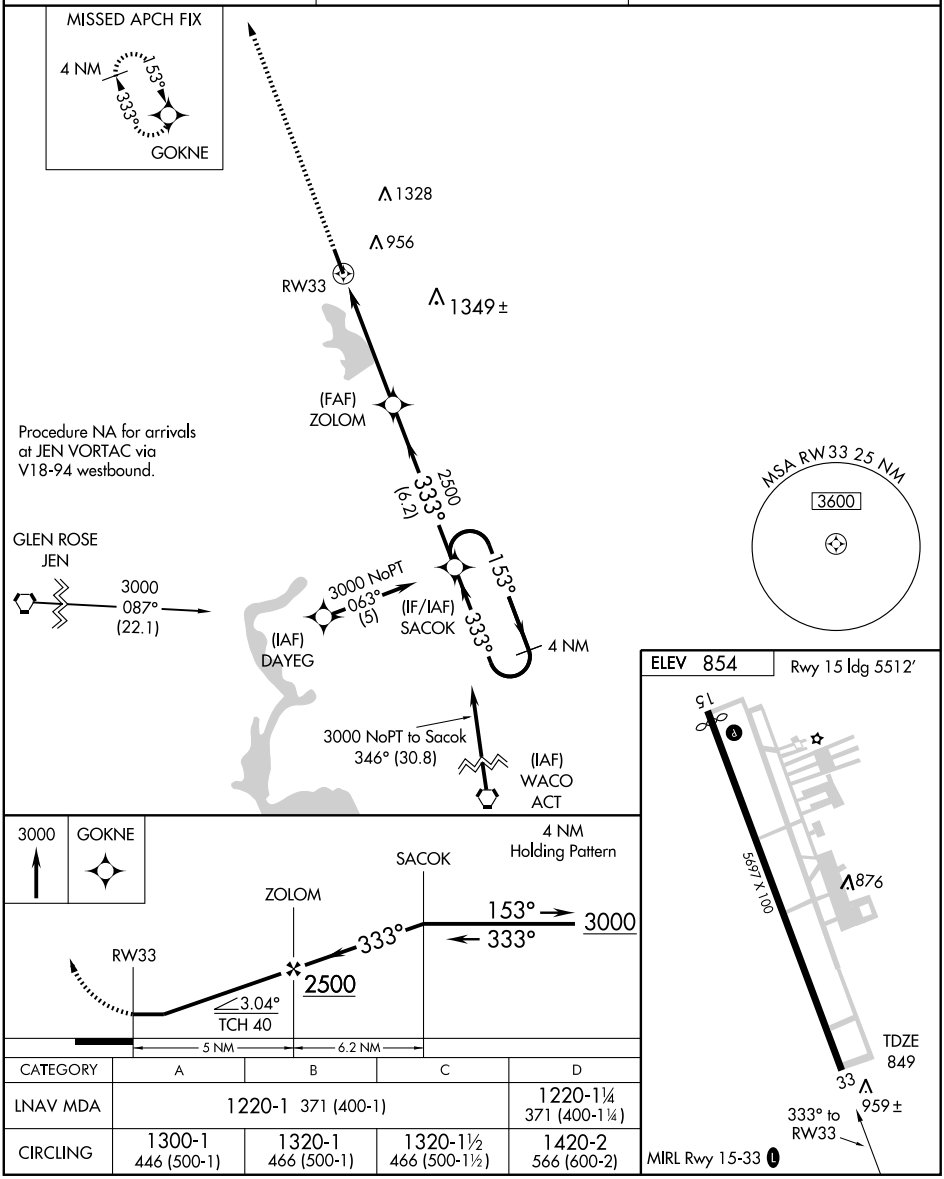
RNAV (GPS) RWY 33

CLEBURNE MUNI (CPT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKNE and hold.

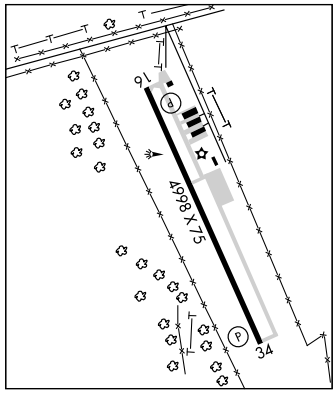
AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 371 (400-1)			1220-1¼ 371 (400-1¼)
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND MUNI (6R3) 4 NE UTC−6(−5DT) N30°21.39′ W95°00.48′ HOUSTON
150 B S2 **FUEL** 100LL NOTAM FILE CXO L–19E, 21A, 60MW
RWY 16–34: H4998X75 (ASPH) S–30 MIRL IAP
RWY 16: PAPI(P4L)—GA 3.0° TCH 29′. Trees.
RWY 34: PAPI(P4L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended dalgt hours. Airframe and powerplant repairs by prior arrangement. To access arpt security gate use UNICOM freq. +25′ trees 260′ west of centerline at thld. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (281) 593–1754.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON APP/DEP CON** 119.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
DAISETTA (H) VORTACW 116.9 DAS Chan 116 N30°11.38′ W94°38.70′ 293° 21.3 NM to fld. 76/5E.



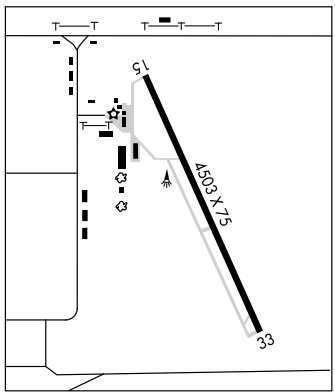
CLIFTON MUNI/ISENHOWER FLD (7F7) 2 N UTC−6(−5DT) N31°49.01′ W97°34.02′ SAN ANTONIO
760 B S4 **FUEL** 100LL OX 3 NOTAM FILE FTW L–19B, A
RWY 14–32: H3000X50 (ASPH) S–13 MIRL
RWY 14: PAPI(P2L)—GA 3.0° TCH 30′. Hill.
RWY 32: PAPI(P2R)—GA 3.0° TCH 30′. Thld dsplcd 140′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1500–2230Z‡. Security Gate locked after hrs. For access contact 254–675–6620. For arpt attendant on Sat and Sun–call 254–675–8478, after hrs fee. Rwy 14 has water ponding at end of rwy after heavy rain. MIRL Rwy 14–32 preset low intensity, to increase intst ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 292° 17.8 NM to fld. 510/9E.
HIWAS.

CLUCK RANCH (See GRUVER)

COCHRAN CO (See MORTON)

COFFI N31°41.64′ W97°12.23′ NOTAM FILE ACT. SAN ANTONIO
NDB (LOM) 358 AC 186° 4.5 NM to Waco Rgnl. L–19D, A

COLEMAN MUNI (COM) 2 NE UTC−6(−5DT) N31°50.47′ W99°24.22′ SAN ANTONIO
1697 B S4 **FUEL** 100LL NOTAM FILE FTW L–19B
RWY 15–33: H4503X75 (ASPH) S–12.5 MIRL 0.4% up NW IAP
RWY 15: REIL. Road.
RWY 33: REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Employee lives on premises. Multiple 65′ temporary cranes 1300′ NW AER 15. REIL Rwy 15 OTS indef. REIL Rwy 33 OTS indef.
WEATHER DATA SOURCES: AWOS–3 119.1 (325) 625–3563. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored indef.
FORT WORTH CENTER APP/DEP CON 127.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 138° 44.9 NM to fld. 1810/10E.



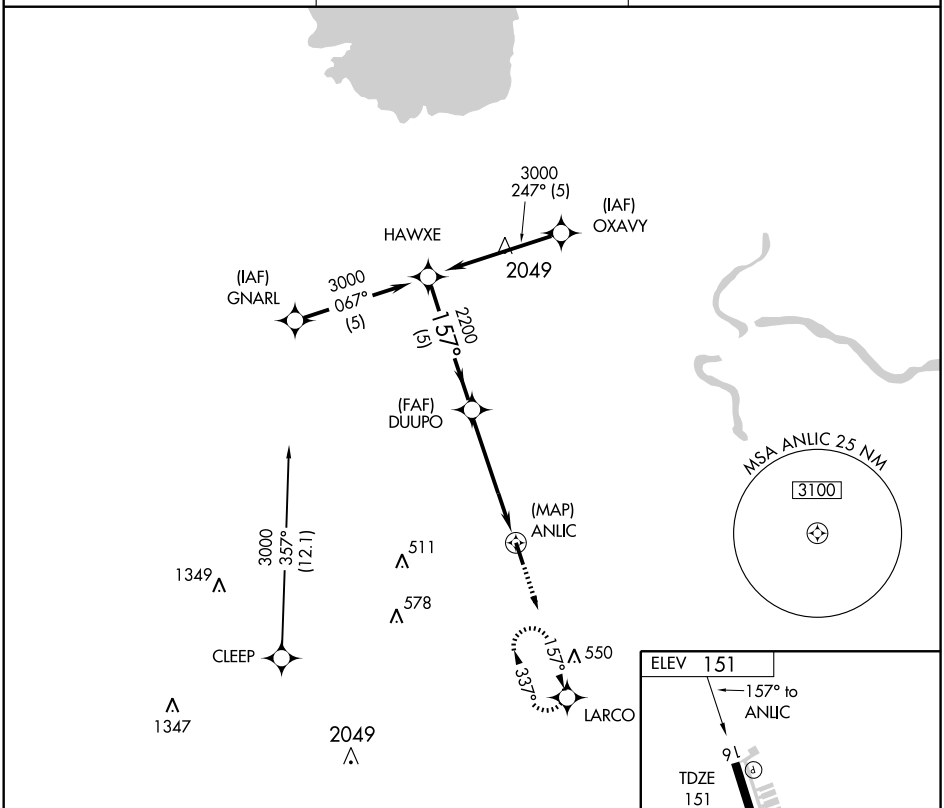
APP CRS	Rwy Idg	4998
157°	TDZE	151
	Apt Elev	151

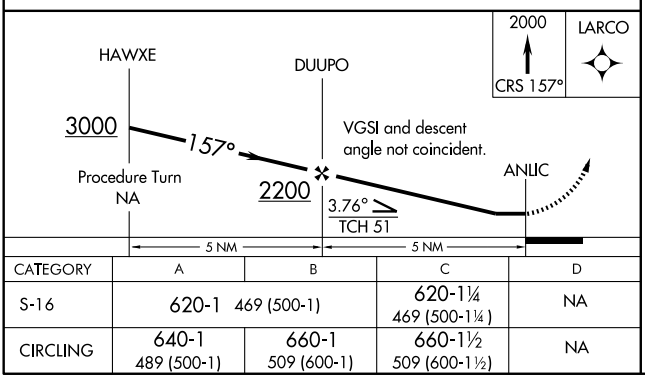
GPS RWY 16
CLEVELAND MUNI (6R3)

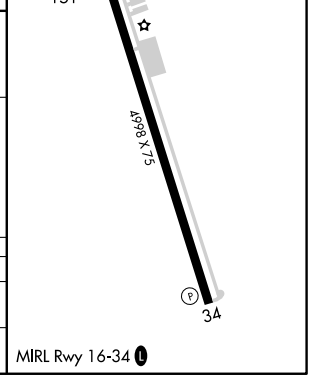
NA Use Houston, TX (George Bush Intercontinental /Houston) altimeter setting.

MISSED APPROACH: Climb to 2000 via 157° course to LARCO WP and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-16	620-1 469 (500-1)		620-1¼ 469 (500-1¼)	NA
CIRCLING	640-1 489 (500-1)	660-1 509 (600-1)	660-1½ 509 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

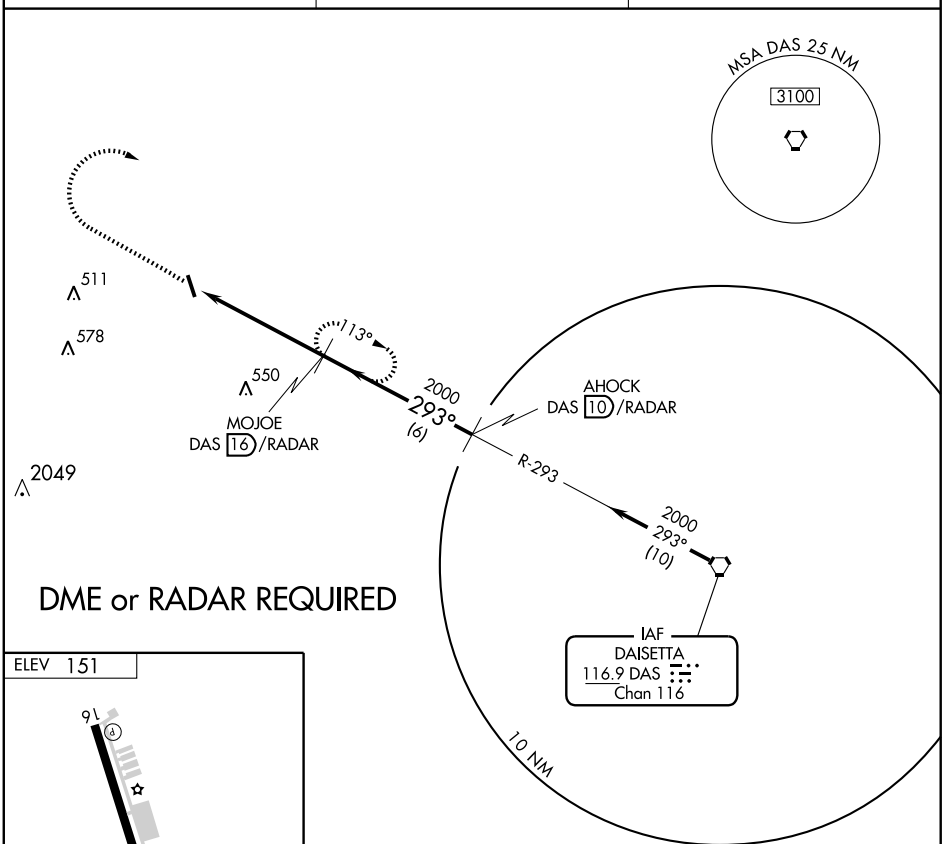
VORTAC DAS	APP CRS	Rwy Idg	N/A
116.9	293°	TDZE	N/A
Chan 116		Apt Elev	151

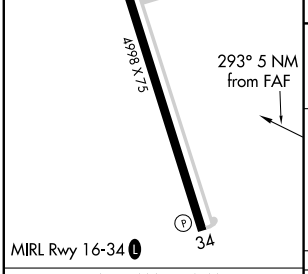
VOR-A
CLEVELAND MUNI (6R3)

Use Houston, TX (George Bush Intercontinental/Houston) altimeter setting.
NA

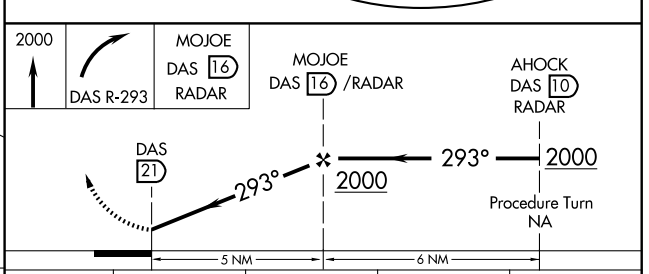
MISSED APPROACH: Climb to 2000 then right turn via DAS R-293 to MOJOE/DAS 16 DME/RADAR and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L





293° 5 NM from FAF

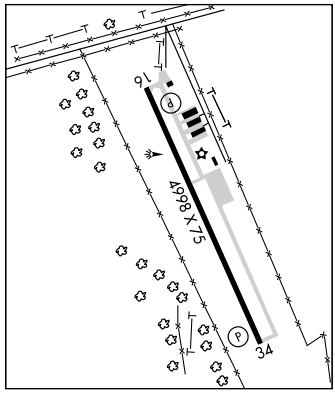


FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	680-1 529 (600-1)	680-1¼ 529 (600-1¼)	NA	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

CLEVELAND MUNI (6R3) 4 NE UTC−6(−5DT) N30°21.39′ W95°00.48′ HOUSTON
150 B S2 **FUEL** 100LL NOTAM FILE CXO L–19E, 21A, 60MW
RWY 16–34: H4998X75 (ASPH) S–30 MIRL IAP
RWY 16: PAPI(P4L)—GA 3.0° TCH 29′. Trees.
RWY 34: PAPI(P4L)—GA 3.0° TCH 34′. Trees.
AIRPORT REMARKS: Attended dalgt hours. Airframe and powerplant repairs by prior arrangement. To access arpt security gate use UNICOM freq. +25′ trees 260′ west of centerline at thld. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (281) 593–1754.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON APP/DEP CON** 119.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
DAISETTA (H) VORTACW 116.9 DAS Chan 116 N30°11.38′ W94°38.70′ 293° 21.3 NM to fld. 76/5E.



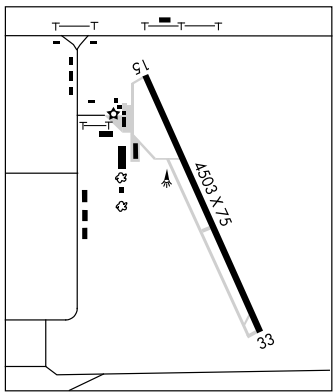
CLIFTON MUNI/ISENHOWER FLD (7F7) 2 N UTC−6(−5DT) N31°49.01′ W97°34.02′ SAN ANTONIO
760 B S4 **FUEL** 100LL OX 3 NOTAM FILE FTW L–19B, A
RWY 14–32: H3000X50 (ASPH) S–13 MIRL
RWY 14: PAPI(P2L)—GA 3.0° TCH 30′. Hill.
RWY 32: PAPI(P2R)—GA 3.0° TCH 30′. Thld dsplcd 140′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1500–2230Z‡. Security Gate locked after hrs. For access contact 254–675–6620. For arpt attendant on Sat and Sun–call 254–675–8478, after hrs fee. Rwy 14 has water ponding at end of rwy after heavy rain. MIRL Rwy 14–32 preset low intensity, to increase intst ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 292° 17.8 NM to fld. 510/9E.
HIWAS.

CLUCK RANCH (See GRUVER)

COCHRAN CO (See MORTON)

COFFI N31°41.64′ W97°12.23′ NOTAM FILE ACT. SAN ANTONIO
NDB (LOM) 358 AC 186° 4.5 NM to Waco Rgnl. L–19D, A

COLEMAN MUNI (COM) 2 NE UTC−6(−5DT) N31°50.47′ W99°24.22′ SAN ANTONIO
1697 B S4 **FUEL** 100LL NOTAM FILE FTW L–19B
RWY 15–33: H4503X75 (ASPH) S–12.5 MIRL 0.4% up NW IAP
RWY 15: REIL. Road.
RWY 33: REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Employee lives on premises. Multiple 65′ temporary cranes 1300′ NW AER 15. REIL Rwy 15 OTS indef. REIL Rwy 33 OTS indef.
WEATHER DATA SOURCES: AWOS–3 119.1 (325) 625–3563. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored indef.
FORT WORTH CENTER APP/DEP CON 127.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 138° 44.9 NM to fld. 1810/10E.



APP CRS	Rwy Idg	4503
148°	TDZE	1697
	Apt Elev	1697

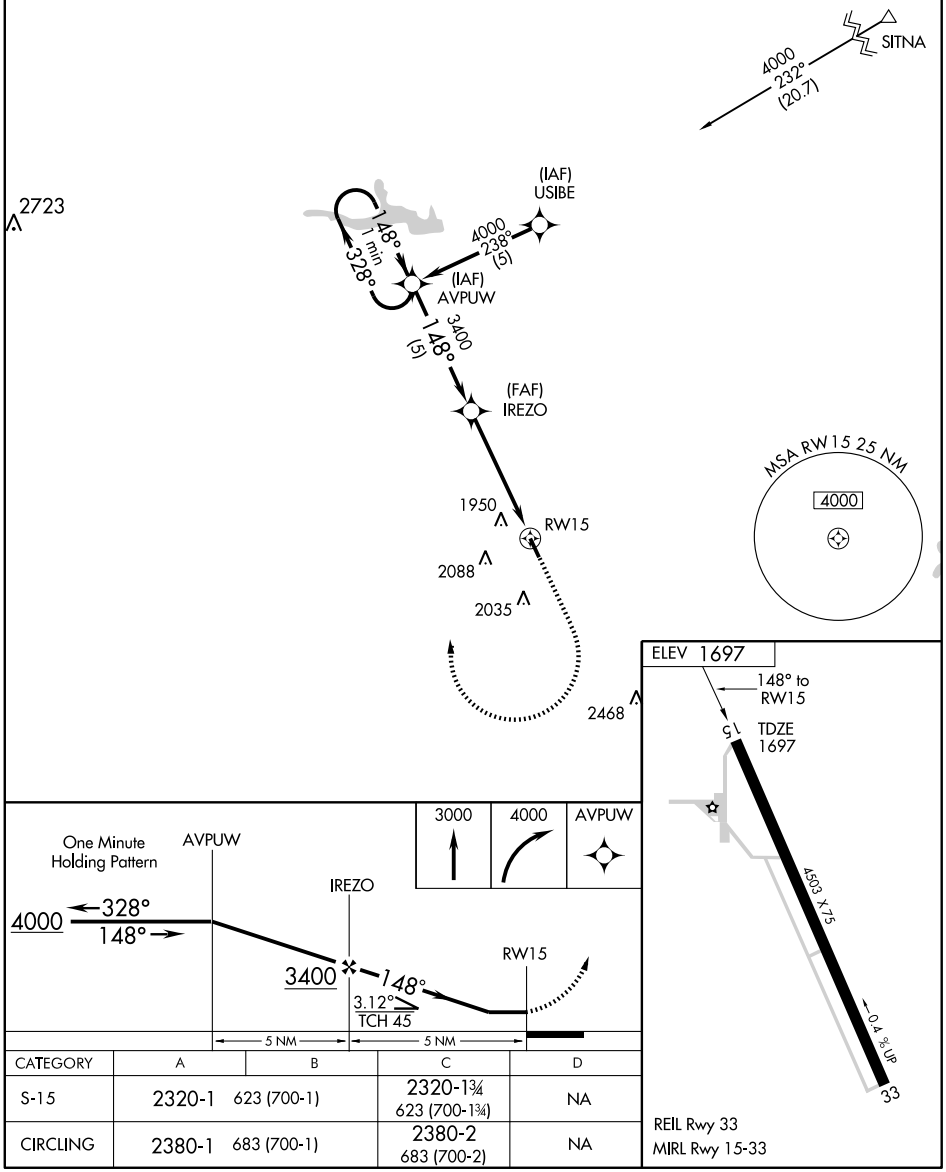
GPS RWY 15
COLEMAN MUNI (COM)

NA

Use Brownwood Rgnl, TX altimeter setting.

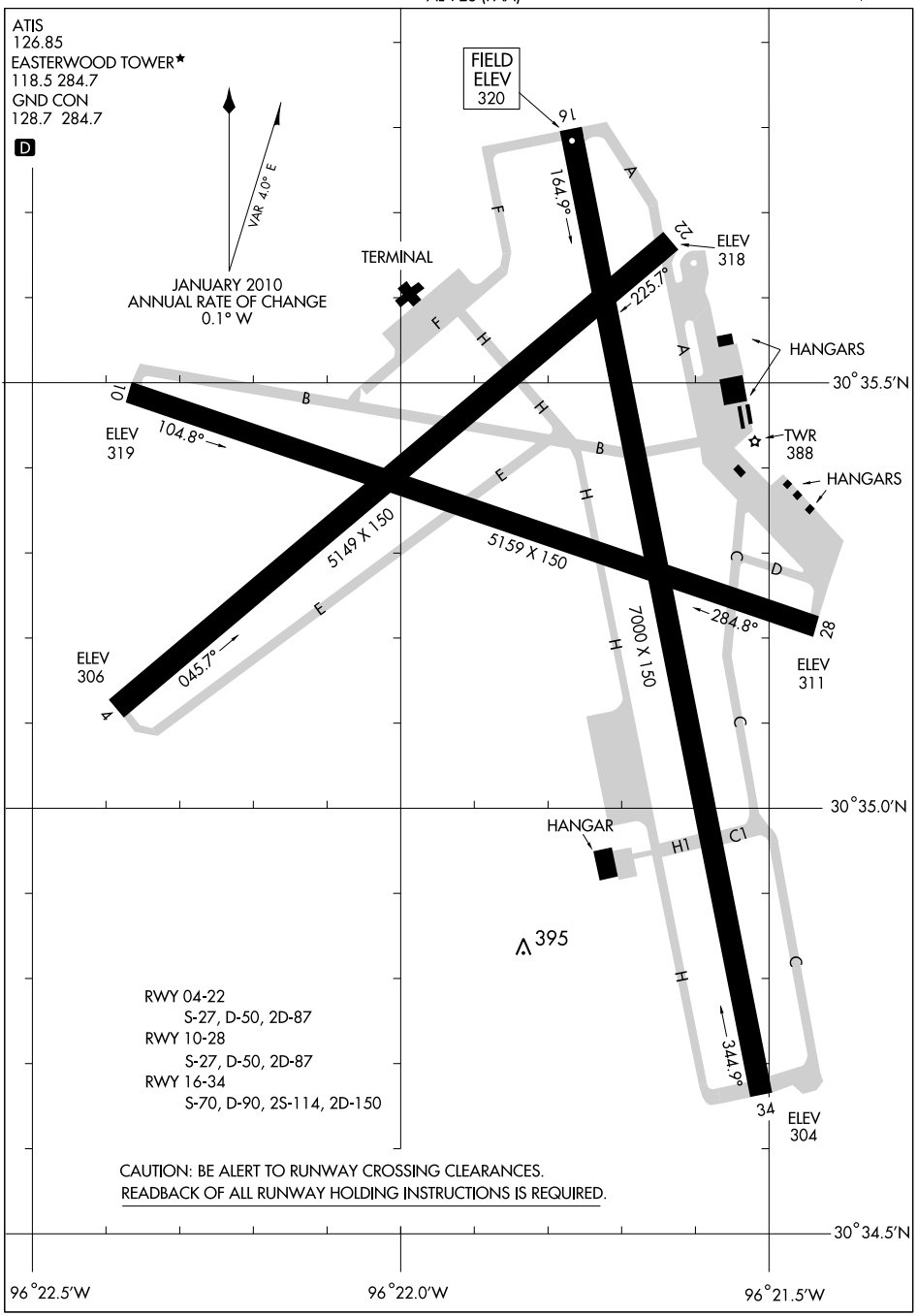
MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AVPUW WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.1	127.45 290.3	122.8 (CTAF)



CATEGORY	A	B	C	D
S-15	2320-1	623 (700-1)	2320-1¾ 623 (700-1¾)	NA
CIRCLING	2380-1	683 (700-1)	2380-2 683 (700-2)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010



SC-5, 26 AUG 2010 to 23 SEP 2010

COLLEGE STATION

EASTERWOOD FLD (CLL) 3 SW UTC−6(−5DT) N30°35.32′ W96°21.83′ **HOUSTON**

320 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE CLL **H–7C, L–19D, 21A**

RWY 16–34: H7000X150 (ASPH–CONC–GRVD) S–70, D–90, 2S–114, 2D–150 HIRL **IAP, AD**

RWY 16: VASI(V4R)—GA 3.0°TCH 51′. Tree. **RWY 34:** MALSR.

RWY 10–28: H5159X150 (ASPH–GRVD) S–27, D–50, 2D–87 MIRL

RWY 10: VASI(V4L)—GA 3.0° TCH 50′. Tree.

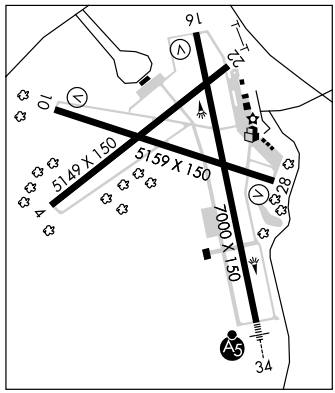
RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 54′. Tree.

RWY 04–22: H5149X150 (CONC) S–27, D–50, 2D–87

RWY 04: Tree. **RWY 22:** Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–5149	TODA–5149	ASDA–5149	LDA–5149
RWY 10:	TORA–5159	TODA–5159	ASDA–5159	LDA–5159
RWY 16:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 22:	TORA–5149	TODA–5149	ASDA–5149	LDA–5149
RWY 28:	TORA–5159	TODA–5159	ASDA–5159	LDA–5159
RWY 34:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000



AIRPORT REMARKS: Attended 1200–0400Z‡. For fuel after hours PPR call 979–845–4811 or ctc Texas A and M University police 979–845–2345; late ngt fee. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hours PPR call arpt manager 979–845–4811. Rwy 04–22 day VFR ops only. Itinerant acft park in front of twr, overnight parking fee. Ldg fee scheduled FAR 135 and all FAR 121 ops. Rwy 04–22 and Twy E S of Rwy 10–28 not avbl for air carrier acft with over 30 passenger seats. Rwy 16–34 first 1850′ Rwy 34 conc. PAEW adjacent all twys 1200–2200Z‡. When twr clsd ACTIVATE HIRL Rwy 16–34 and MALSR Rwy 34—CTAF. MIRL Rwy 10–28 and REIL Rwy 28 preset low ints only.

WEATHER DATA SOURCES: ASOS (979) 846–1708. **HIWAS** 113.3 CLL.

COMMUNICATIONS: CTAF 118.5 **ATIS** 126.85 **UNICOM** 122.95

COLLEGE STATION RCO 122.65 122.2 (MONTGOMERY COUNTY RADIO).

Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4

TOWER 118.5 (1400–0300Z‡) **GND CON** 128.7

AIRSPACE: CLASS D svc 1400–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.

COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 100° 3.1 NM to fld. 275/8E. **HIWAS.**

ROWDY NDB (LOM) 260 CL N30°29.62′ W96°20.26′ 341° 5.8 NM to fld.

ILS/DME 111.7 I–CLL Chan 54 Rwy 34. Class IB. LOM ROWDY NDB. ILS unmonitored when twr closed. DME unmonitored. GS unusable for coupled apchs blo 1050′ MSL.

COLLEGE STATION N30°36.30′ W96°25.24′ NOTAM FILE CLL. **HOUSTON**

(L) VORTACW 113.3 CLL Chan 80 100° 3.1 NM to Easterwood Fld. 275/08E. **HIWAS.** **H–7C, L–19D, 21A**

DME unusable:

101°–130° byd 25 NM blo 2,500′

131°–148° byd 30 NM blo 2,500′

149°–160° byd 30 NM blo 2,000′

325°–349° byd 30 NM blo 2,500′

350°–100° byd 25 NM blo 3,500′.

RCO 122.65 122.2 (MONTGOMERY COUNTY RADIO)

COLLIN COUNTY REGIONAL AT McKINNEY (See DALLAS)

COLLINSVILLE

SUDDEN STOP (T32) 1 NE UTC–6(–5DT) N33°34.29′ W96°54.43′ **DALLAS–FT. WORTH**

720 NOTAM FILE FTW

RWY 17–35: 1550X60 (TURF)

RWY 17: P–line. **RWY 35:** Road.

AIRPORT REMARKS: Attended continuously. Student training prohibited.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	343°	TDZE	311
Chan 54		Apt Elev	321

ILS or LOC RWY 34

COLLEGE STATION/ EASTERWOOD FIELD (CLL)

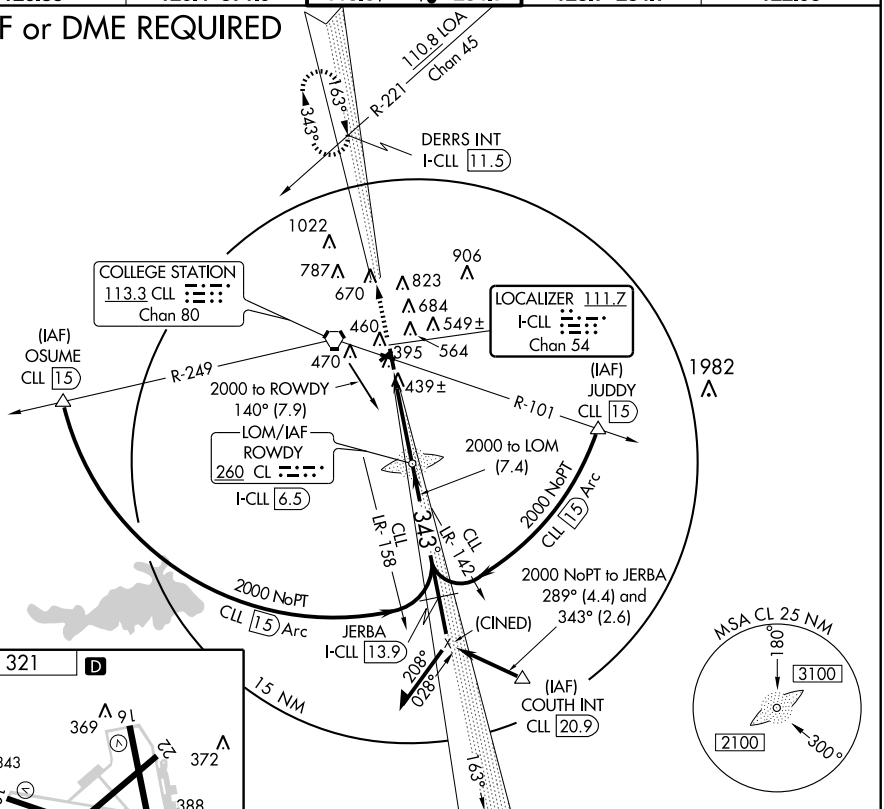
For inoperative MALSR increase S-ILS-34 Cat E visibility to ¾ mile, increase S-LOC-34 Cat E visibility to 1¼ mile. ILS glideslope unusable for coupled approaches below 1050 feet MSL. Use I-CLL DME when on localizer course.

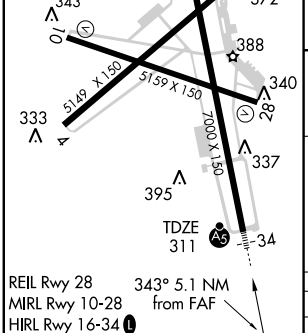
MALSR

MISSED APPROACH: Climb to 2500 via I-CLL north course to DERRS Int/I-CLL 11.5 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95

ADF or DME REQUIRED

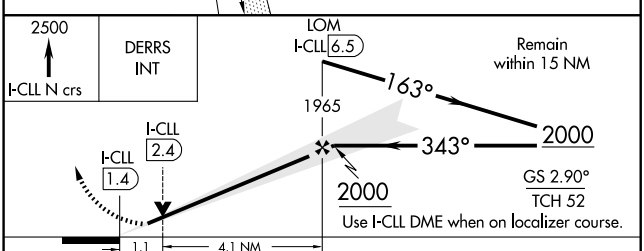




REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

343° 5.1 NM from FAF

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 34	511-½ 200 (200-½)				
S-LOC 34	700-½ 389 (400-½)			700-¾ 389 (400-¾)	
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	163°	TDZE	321
Chan 54		Apt Elev	321

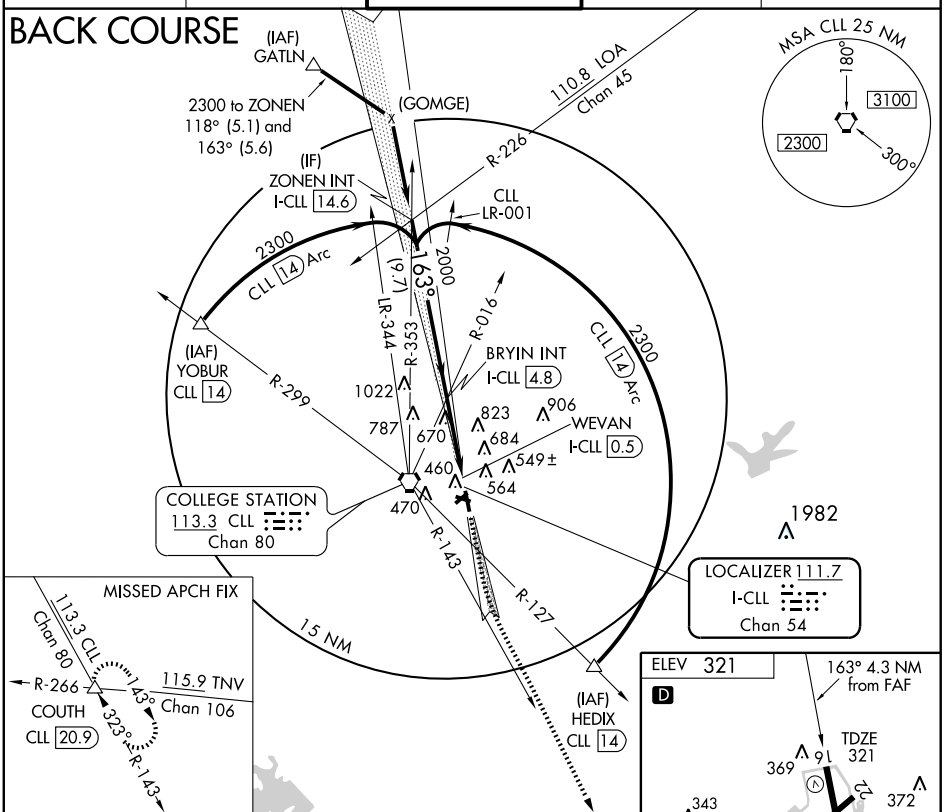
LOC BC RWY 16

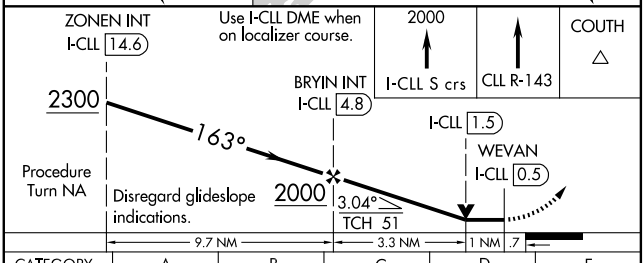
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

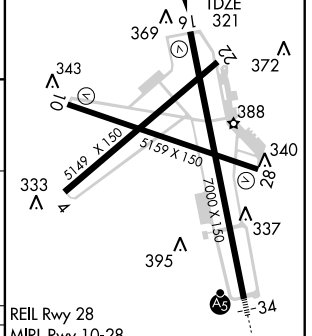
MISSED APPROACH: Climb to 2000 via I-CLL south course and CLL R-143 to COUTH Int/CLL 20.9 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95

BACK COURSE







CATEGORY	A	B	C	D	E
S-16	920-1	599 (600-1)	920-1½ 599 (600-1½)	920-1¾ 599 (600-1¾)	920-2 599 (600-2)
CIRCLING	920-1	599 (600-1)	920-1½ 599 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5159
103°	TDZE	320
	Apt Elev	321

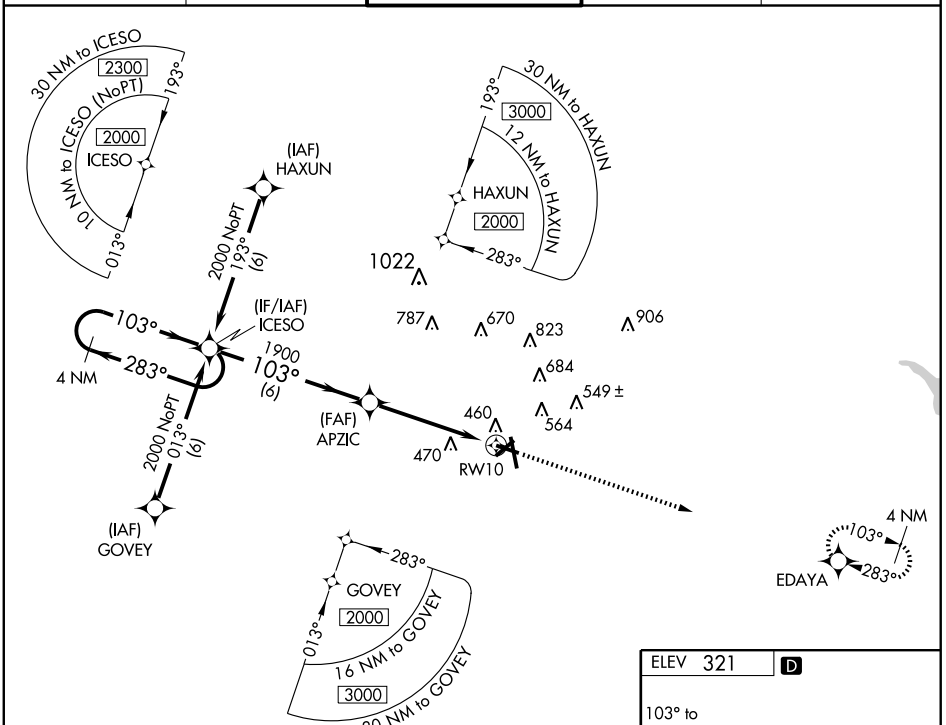
RNAV (GPS) RWY 10

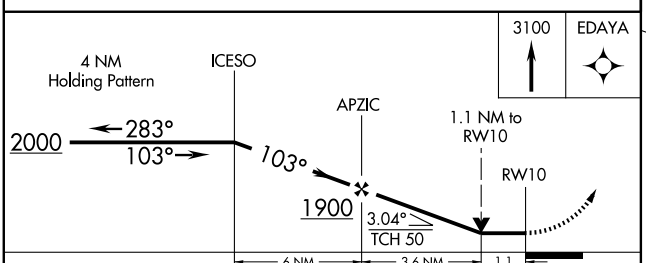
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

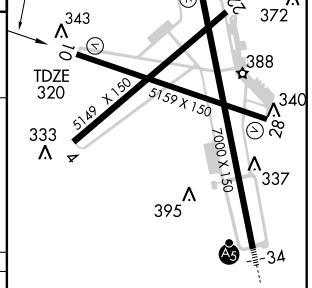
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct EDAYA and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7000
163°	TDZE	321
	Apt Elev	321

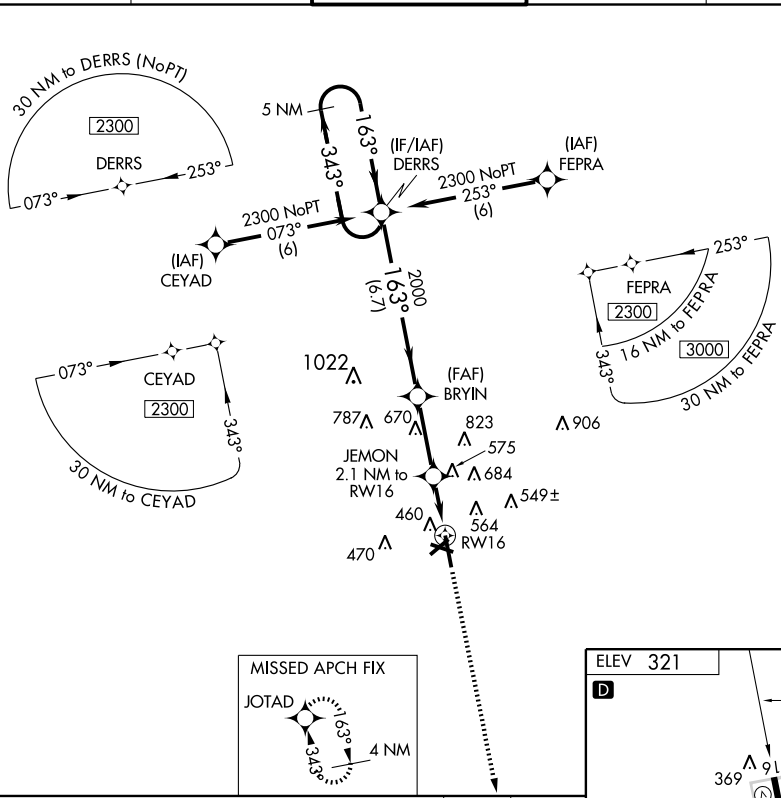
RNAV (GPS) RWY 16

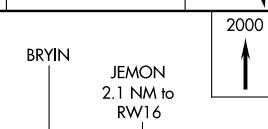
COLLEGE STATION/EASTERWOOD FIELD (CLL)

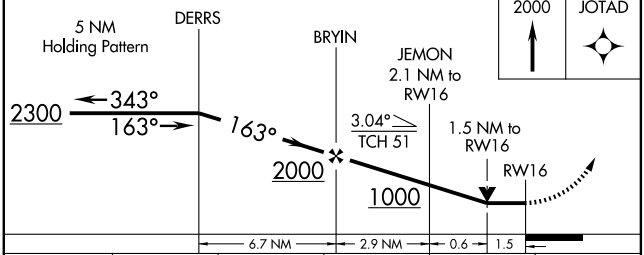
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct JOTAD and hold.

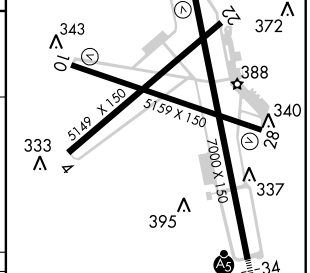
ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	840-1 519 (600-1)		840-1½ 519 (600-1½)	840-1¾ 519 (600-1¾)	
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5159
283°	TDZE	314
	Apt Elev	321

RNAV (GPS) RWY 28

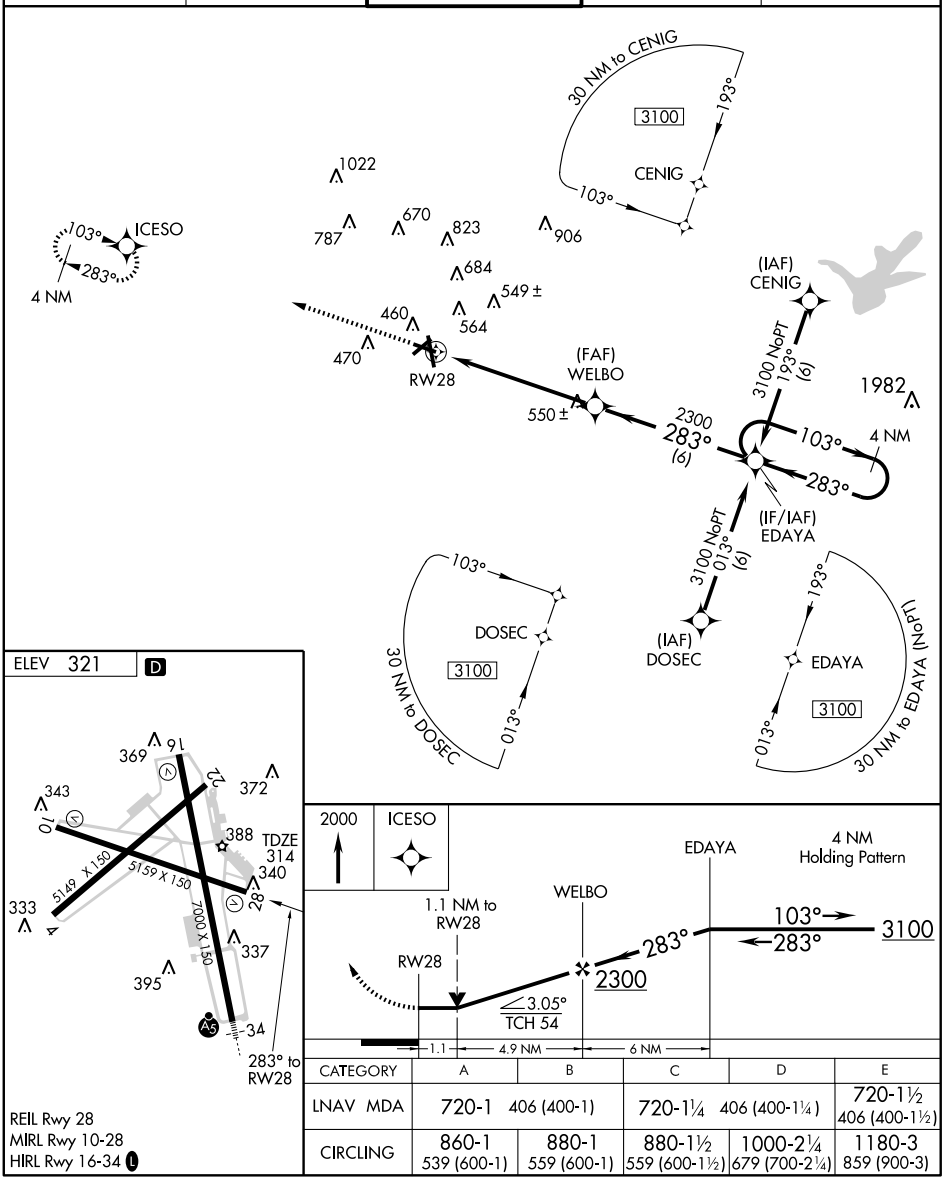
COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ICESO and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5(CTAF) L 284.7	128.7 284.7	122.95

SC-5, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D	E
LNAV MDA	720-1 406 (400-1)		720-1¼ 406 (400-1¼)		720-1½ 406 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

APP CRS	Rwy ldg	7000
343°	TDZE	311
	Apt Elev	321

RNAV (GPS) RWY 34

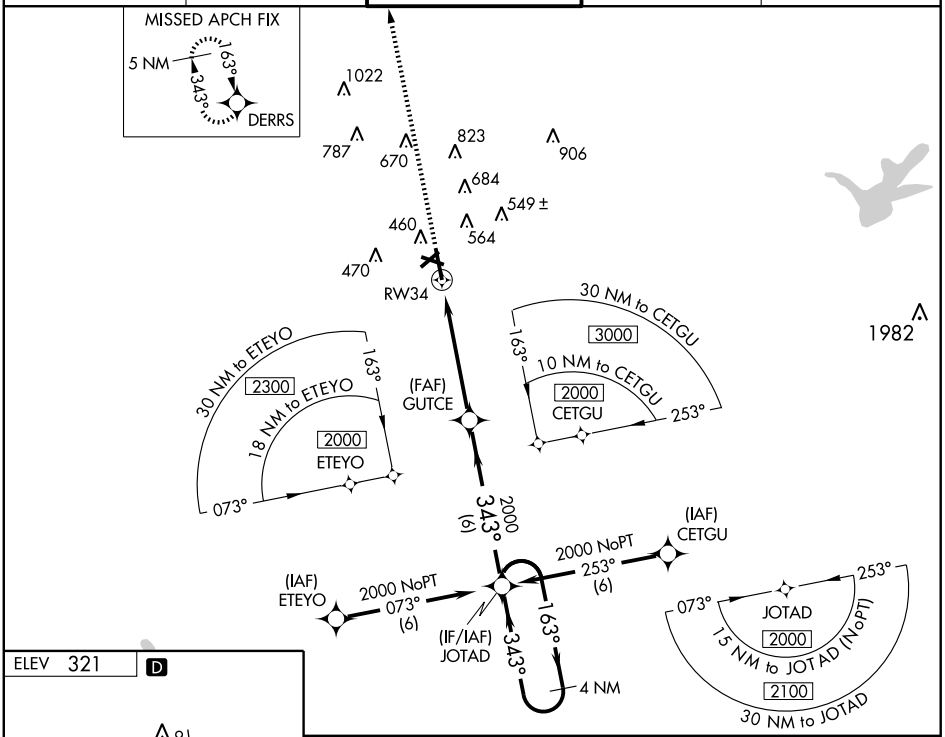
COLLEGE STATION/EASTERWOOD FIELD (CLL)

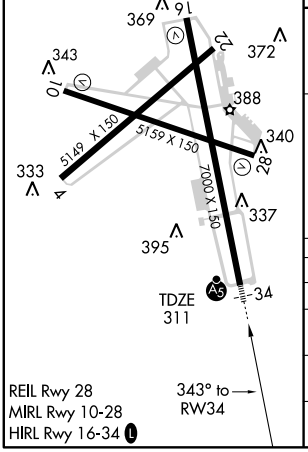
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1¼, LNAV Cat D visibility to 1¼, and Cat E to 1½.

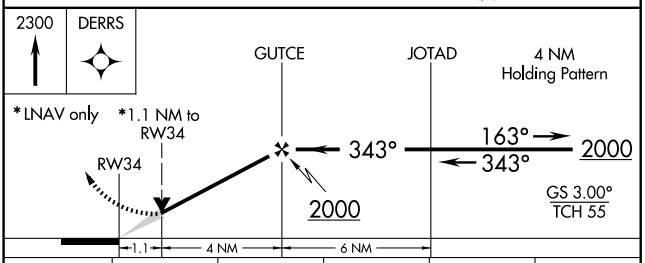
MALSR

MISSED APPROACH: Climb to 2300 direct DERRS and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	700-¾ 389 (400-¾)				
LNAV MDA	720-½ 409 (400-½)		720-¾ 409 (400-¾)	720-1 409 (400-1)	
CIRCLING	860-1¼ 539 (600-1¼)	880-1¼ 559 (600-1¼)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

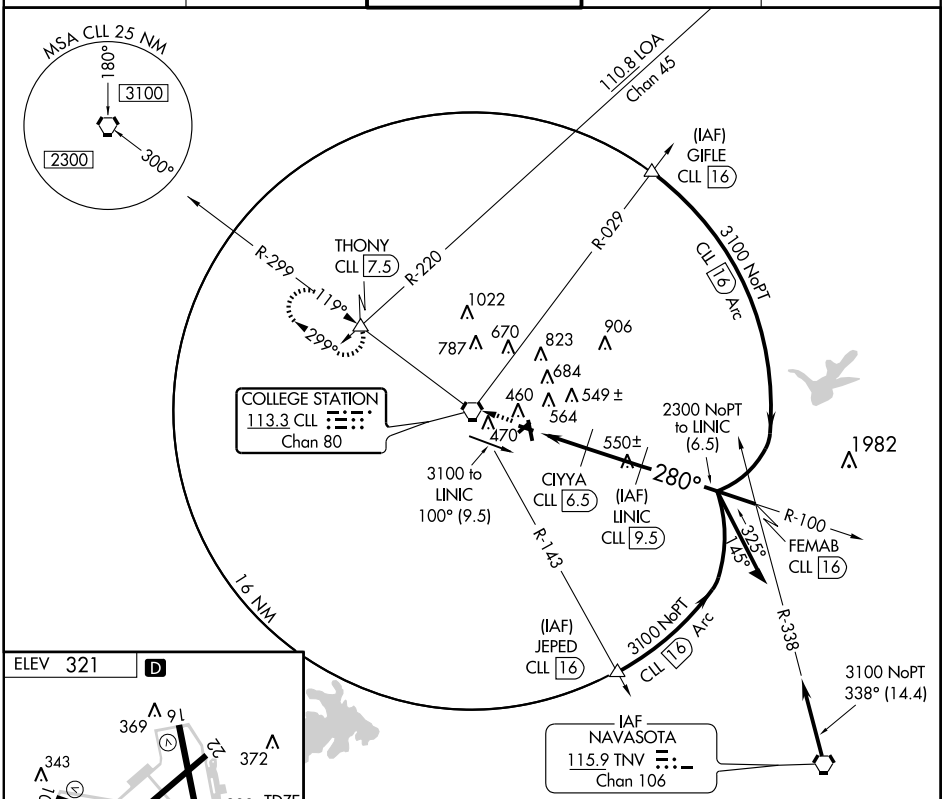
VORTAC CLL 113.3 Chan 80	APP CRS 280°	Rwy Idg 5159 TDZE 314 Apt Elev 321

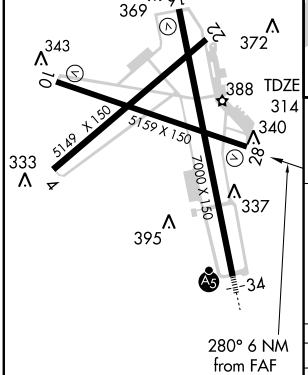
VOR/DME RWY 28

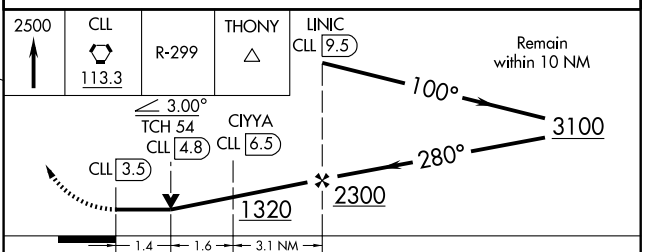
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2500 direct CLL VORTAC then via CLL R-299 to THONY Int/CLL 7.5 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D
S-28	800-1 486 (500-1)		800-1¼ 486 (500-1¼)	800-1½ 486 (500-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC CLL 113.3 Chan 80	APP CRS 100°	Rwy Idg 5159 TDZE 320 Apt Elev 321

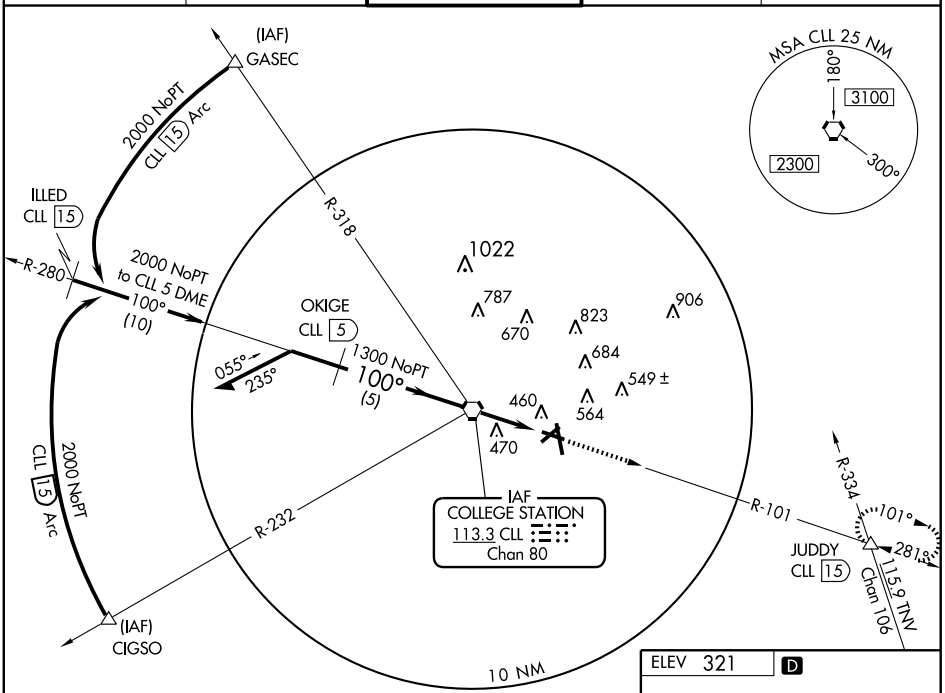
VOR or TACAN RWY 10

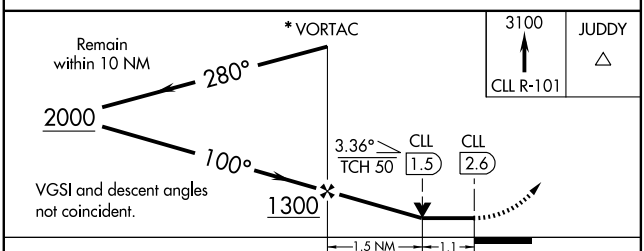
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

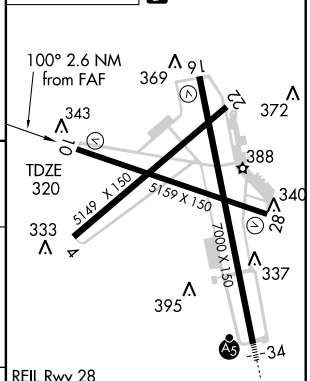
T A * Procedure turn NA for Cat E.

MISSED APPROACH: Climb to 3100 via CLL R-101 to JUDDY Int/CLL 15 DME and hold.

ATIS	HOUSTON CENTER	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	120.4 371.9	118.5 (CTAF) L 284.7	128.7 284.7	122.95







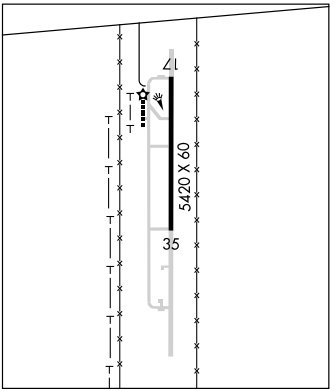
CATEGORY	A	B	C	D	E
S-10	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

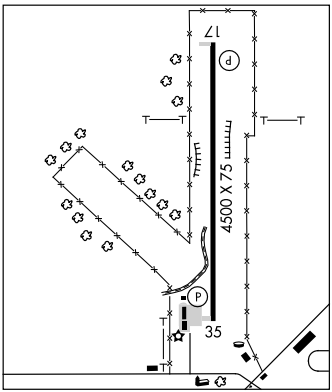
COLORADO CITY (T88) 6 NW UTC−6(−5DT) N32°28.11′ W100°55.27′ **DALLAS–FT. WORTH**
2214 B NOTAM FILE FTW **H–6G, L–17A**
RWY 17–35: H5420X60 (ASPH) S–50 LIRL
RWY 35: Tree.
AIRPORT REMARKS: Attended irregularly. Rwy 17–35 pavement from Rwy 35 thld lgts southward used as a twy and not maintained.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.
BIG SPRING (L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 069° 29.0 NM to fld. 2670/11E.



COLUMBUS

ROBERT R. WELLS JR (66R) 3 S UTC−6(−5DT) N29°38.46′ W96°30.95′ **HOUSTON**
242 B **FUEL** 100LL, JET A NOTAM FILE CXO **L–19D, 21A**
RWY 15–33: H3800X60 (ASPH) S–12.5 MIRL
RWY 15: REIL. PAPI(P2L). Thld dsplcd 305′. Fence. **RWY 33:** REIL. PAPI(P2L). Thld dsplcd 177′. Brush.
AIRPORT REMARKS: Unattended. Self svc fuel with major credit card. Rotating bcn OTS indef. Rwy 33 REIL OTS indef. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36′ W96°33.73′ 165° 19.0 NM to fld. 419/8E.

COMANCHE CO–CITY (MKN) 2 NE UTC−6(−5DT) N31°55.22′ W98°35.95′ **SAN ANTONIO**
1385 B **FUEL** 100LL, JET A NOTAM FILE MKN **L–19C**
RWY 17–35: H4500X75 (ASPH) S–12.5 MIRL **IAP**
RWY 17: PAPI(P2L)—GA 4.0° TCH 33′.
RWY 35: PAPI(P2L)—GA 4.0° TCH 35′. Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs with major credit card. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—122.8.
WEATHER DATA SOURCES: AWOS–3 118.575 (325) 356–7032.
COMMUNICATIONS: CTAF/UNICOM 123.075
FORT WORTH CENTER APP/DEP CON 135.375
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 327° 49.8 NM to fld. 1290/8E.



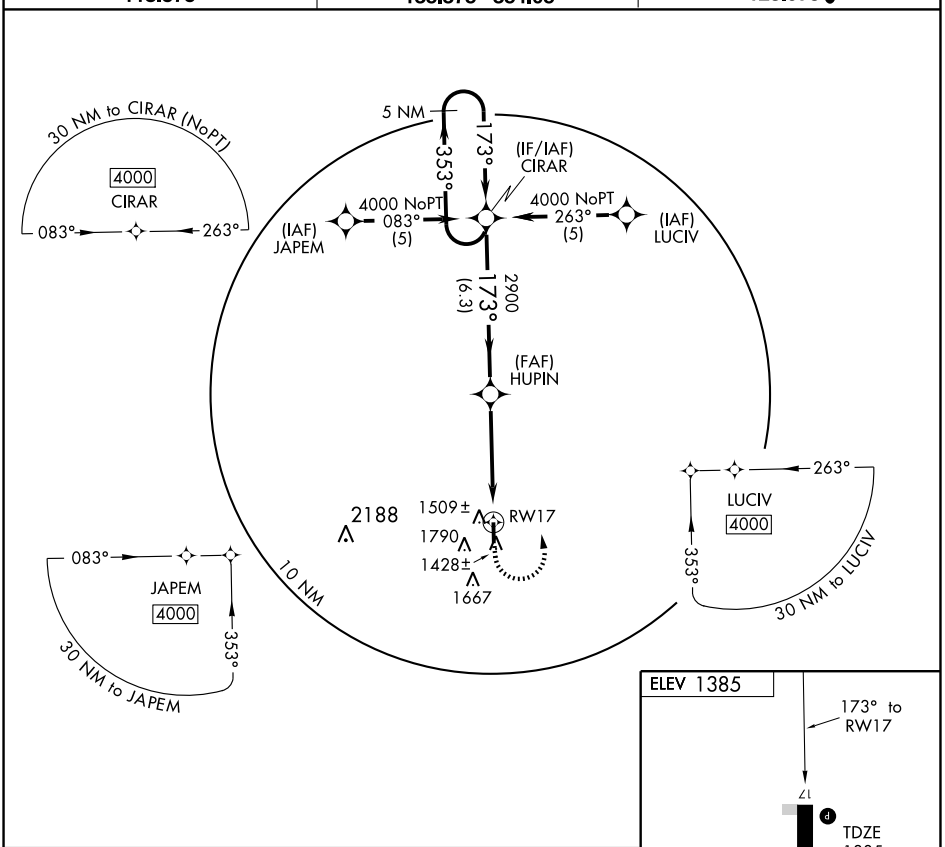
APP CRS	Rwy Idg	4500
173°	TDZE	1385
	Apt Elev	1385

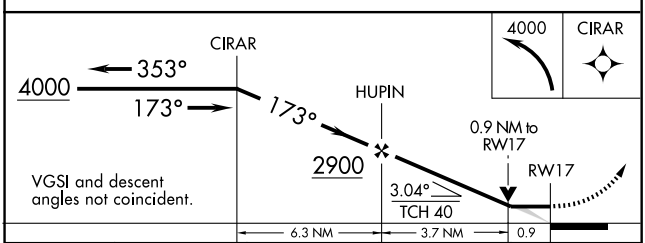
RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

DME/DME RNP-0.3 NA. VDP NA when using Brownwood altimeter setting. If local altimeter setting not received, use Brownwood altimeter setting and increase all MDAs 60 feet. Circling NA west of runway 17-35.

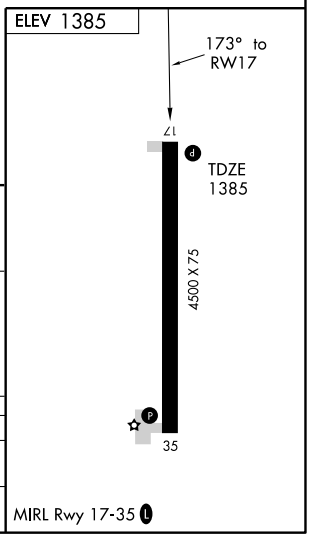
MISSED APPROACH: Climbing left turn to 4000 direct CIRAR and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	135.375 354.05	123.075 L





CATEGORY	A	B	C	D
LNAV MDA	1800-1 415 (500-1)		NA	
CIRCLING	1800-1 415 (500-1)	1840-1 455 (500-1)	NA	



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

COMMERCE MUNI (2F7) 3 N UTC−6(−5DT) N33°17.57′ W95°53.79′ **DALLAS–FT. WORTH**

515 B **FUEL** 100LL NOTAM FILE MKN **L–17D**

RWY 18–36: H3909X60 (ASPH) S–13 MIRL **IAP**

RWY 18: Road. **RWY 36:** Tree.

AIRPORT REMARKS: Unattended. Fuel service avbl with major credit card only. PAEW on arpt. South twy clsd indef.

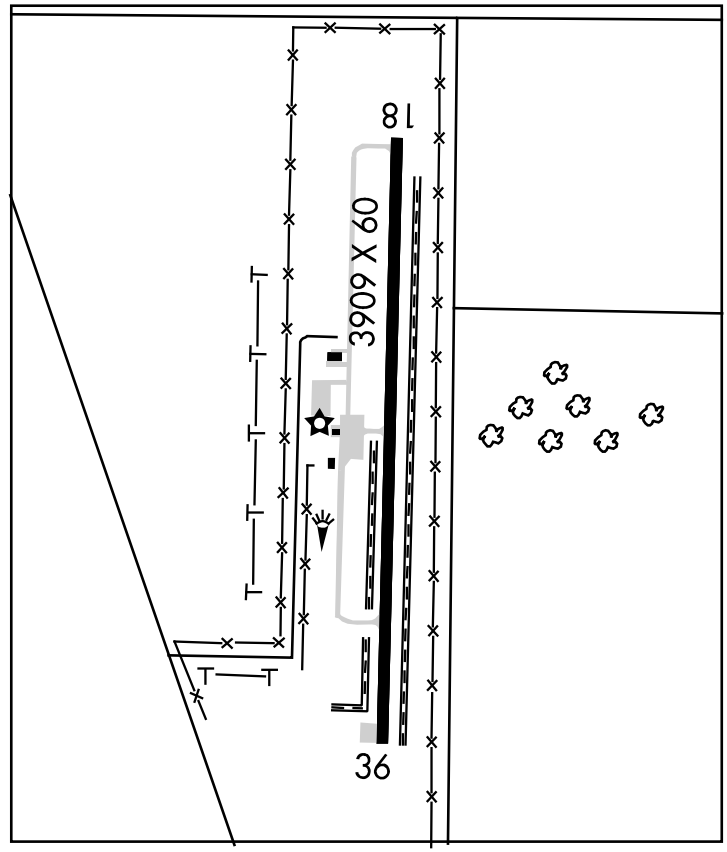
COMMUNICATIONS: CTAF 122.9

Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

SULPHUR SPRINGS (L) VORW/DME 109.0 SLR Chan 27

N33°11.91′ W95°32.56′ 280° 18.7 NM to fld. 508/8E.



CONIS N32°46.49′ W96°46.52′ NOTAM FILE DAL. **DALLAS–FT WORTH**

NDB (LOM) 275 LV 312° 5.8 NM to Dallas Love Fld.

CONWAY

EAGLES AERODOME (55T) 2 W UTC−6(−5DT) N35°12.94′ W101°24.65′ **DALLAS–FORT WORTH**

3475 S1 NOTAM FILE FTW

RWY 17–35: H5000X80 (TURF) LIRL (NSTD)

RWY 35: Road.

AIRPORT REMARKS: Attended continuously. Rwy 17–35 surface rough. NSTD LIRL, only center 3500′ lgtd. Arpt lgts opr dusk–0700Z‡.

COMMUNICATIONS: CTAF/UNICOM 122.8

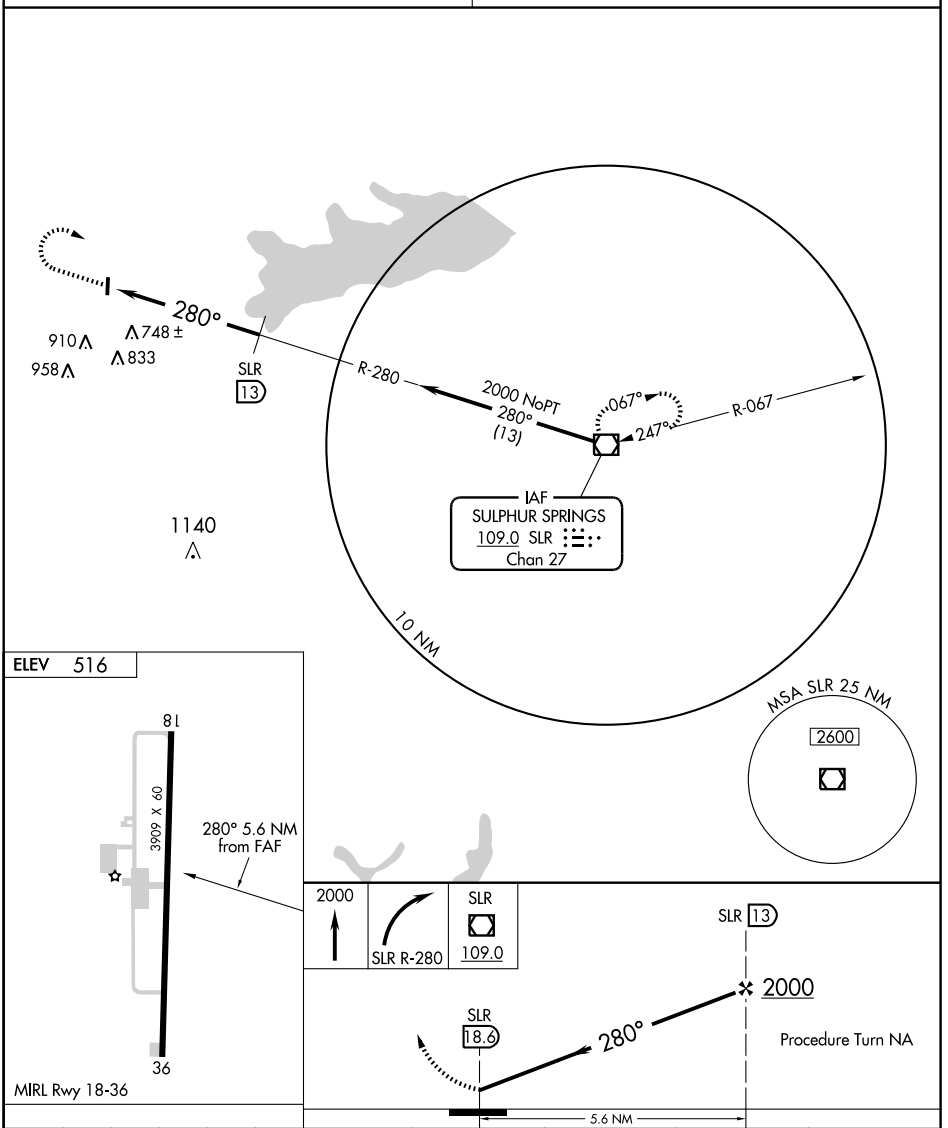
VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	280°	TDZE	N/A
Chan 27		Apt Elev	516

VOR/DME-A
COMMERCE MUNI (2F7)

Use Cox Field altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then right turn proceed via SLR R-280 to SLR VOR/DME and hold.

FORT WORTH CENTER	CTAF
127.6 254.3	122.9



Knots	60	90	120	150	180
Min:Sec					

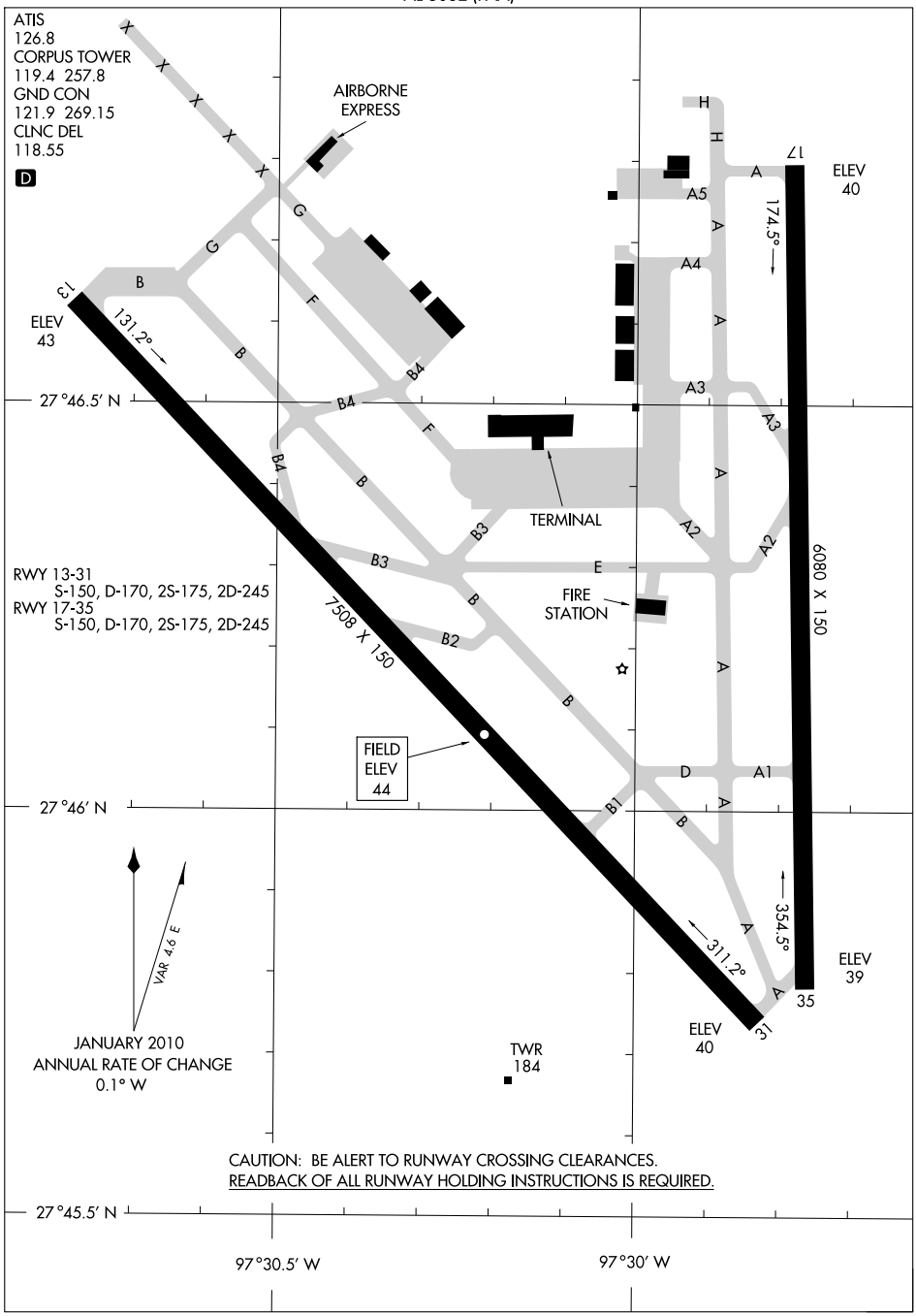
CATEGORY	A	B	C	D
CIRCLING	1080-1	564 (600-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

CORPUS CHRISTI INTL (CRP) 5 W UTC−6(−5DT) N27°46.22′ W97°30.07′

44 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index C

NOTAM FILE CRP

RWY 13–31: H7508X150 (ASPH–GRVD) S–150, D–170, 2S–175, 2D–245 HIRL

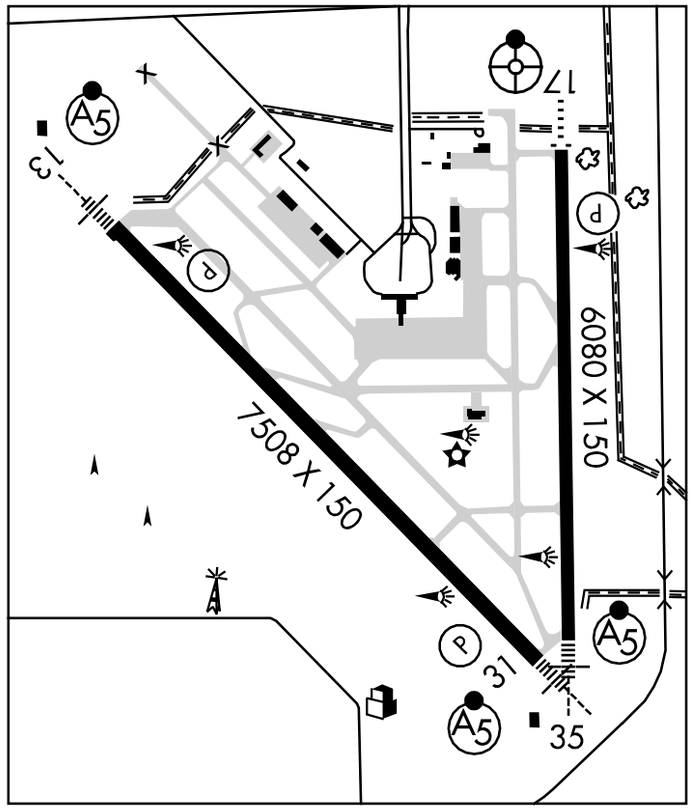
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Pole. Rgt tfc.

RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.

RWY 17–35: H6080X150 (ASPH–GRVD) S–150, D–170, 2S–175, 2D–245 HIRL

RWY 17: ODALS. PAPI(P4L)—GA 3.0° TCH 52′. Pole.

RWY 35: MALSR. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–7508	TODA–7508	ASDA–7508	LDA–7508
RWY 17:	TORA–6080	TODA–6080	ASDA–6080	LDA–6080
RWY 31:	TORA–7508	TODA–7508	ASDA–7508	LDA–7508
RWY 35:	TORA–6080	TODA–6080	ASDA–6080	LDA–6080

AIRPORT REMARKS: Attended Mon–Fri 1000–0630Z‡, Sat 1000–0500Z‡, Sun 1030–0630Z‡. For svc after hrs call 361–438–1190. Birds on and invof arpt year round. Cabaniss Fld located 5 miles southeast of arpt may be mistaken for Corpus Christi Intl arpt. VFR tfc may be operating in the Cabaniss Fld tfc pattern. Cuddihy Fld (clsd arpt) is located 4 miles south of arpt may be mistaken for Corpus Christi Intl arpt. Rwy 35 runway visual range touchdown avbl. Twr will provide progressive assistance. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (361) 289–0191. **HIWAS** 115.5 CRP.

COMMUNICATIONS: ATIS 126.8 **UNICOM** 122.95

RCO 122.65 (SAN ANGELO RADIO)

Ⓡ **APP CON** 120.9 (Rwy 31–Rwy 35/270°–045°) 120.9 (Rwy 13–Rwy 17/340°–045°) 124.8 (Rwy 31–Rwy 35/150°–269°) 124.8 (Rwy 13–Rwy 17/150°–339°) 125.4 (046°–149°)

TOWER 119.4 **GND CON** 121.9 **CLNC DEL** 118.55

Ⓡ **DEP CON** 120.9 (Rwy 31–Rwy 35/270°–045°) 120.9 (Rwy 13–Rwy 17/340°–045°) 124.8 (Rwy 31–Rwy 35/150°–269°) 124.8 (Rwy 13–Rwy 17/150°–339°)

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.

(H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 192° 8.5 NM to fld. 60/9E. **HIWAS.** TACAN unusable 024°–036° byd 35 NM blo 1,700′. 037°–023° byd 35 NM blo 2,000′. TACAN azimuth and DME unusable 265°–275°. DME unusable byd 35 NM below 2,000′.

ILS/DME 109.5 I–OYC Chan 32 Rwy 35. Class IB. LOC unusable inside 1.6 DME.

ILS/DME 110.3 I–CRP Chan 40 Rwy 13.

ILS/DME 110.3 I–EKI Chan 40 Rwy 31. LOC only.

LOC/DME I-CRP	APP CRS	Rwy Idg	7508
110.3	129°	TDZE	43
Chan 40		Apt Elev	44

ILS or LOC RWY 13

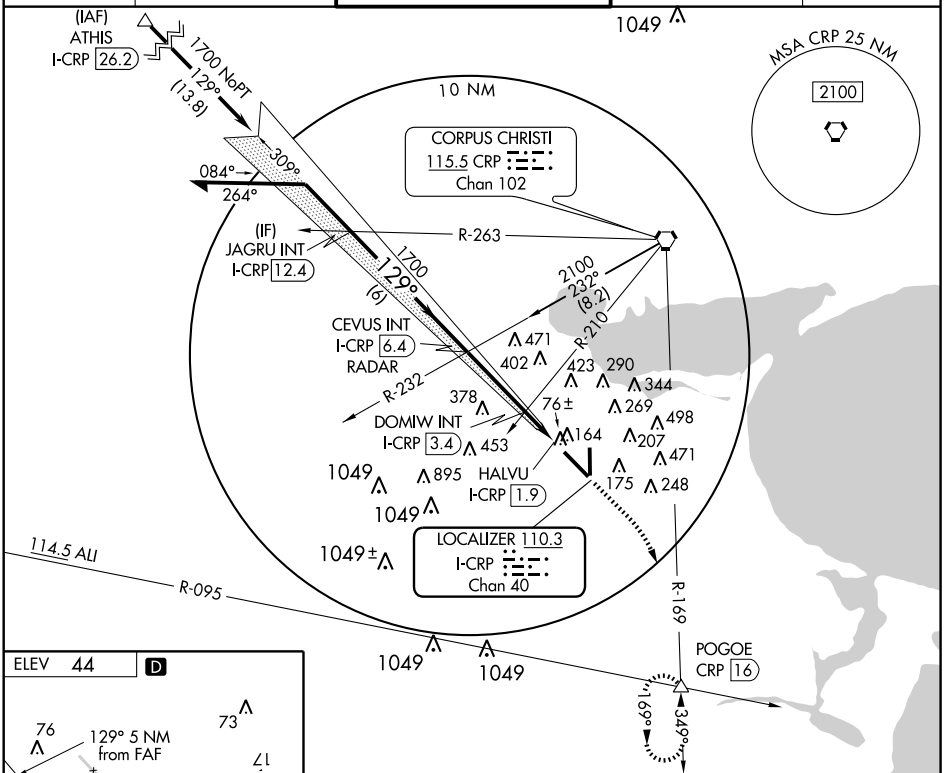
CORPUS CHRISTI INTL (CRP)

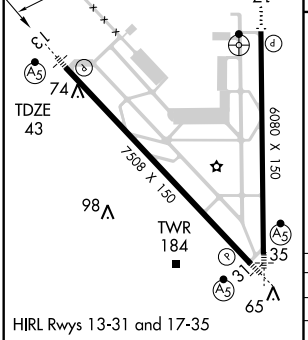
*RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR increase S-ILS Cat E visibility ¼ mile and S-LOC Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and CRP R-169 to POGOE INT/CRP 16 DME and hold.

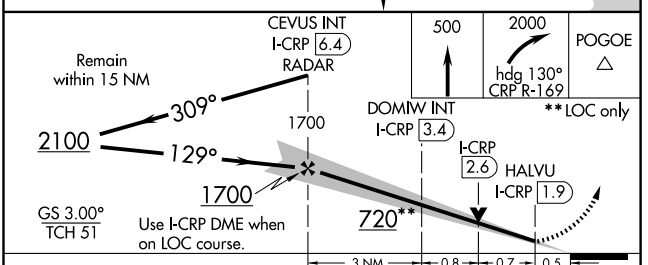
ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55





HIRL Rwys 13-31 and 17-35

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 13	*243/24 200 (200-½)				
S-LOC 13	480/24 437 (500-½)		480/40 437 (500-¾)	480/50 437 (500-1)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 35

CORPUS CHRISTI INTL (CRP)

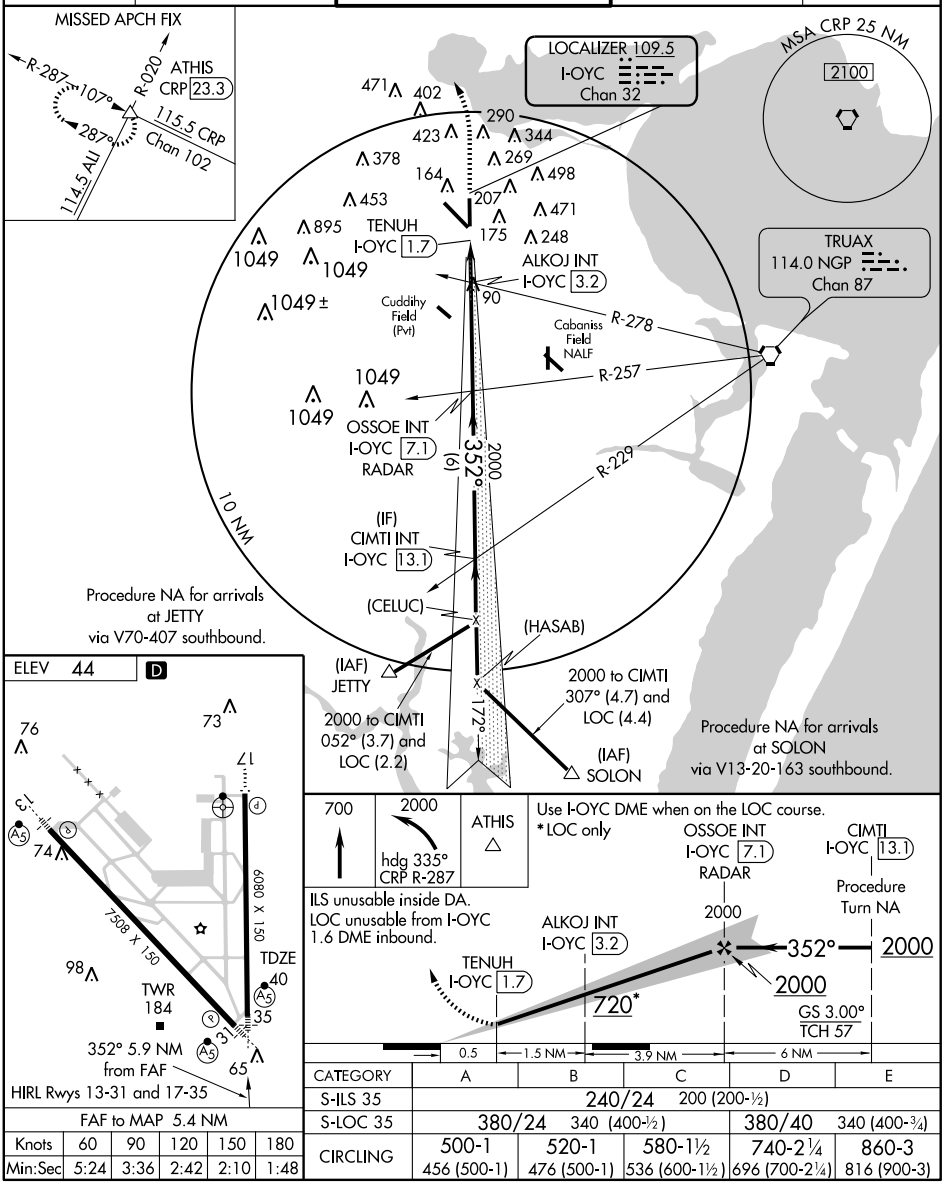
LOC/DME I-OYC	APP CRS	Rwy Idg	6080
109.5	352°	TDZE	40
Chan 32		Apt Elev	44

For inoperative MALSR, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cat D visibility to RVR 5000, Cat E to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 335° and CRP R-287 to ATHIS INT/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D	E
S-ILS 35	240/24 200 (200-½)				
S-LOC 35	380/24 340 (400-½)			380/40 340 (400-¾)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC RWY 31

CORPUS CHRISTI INTL (CRP)

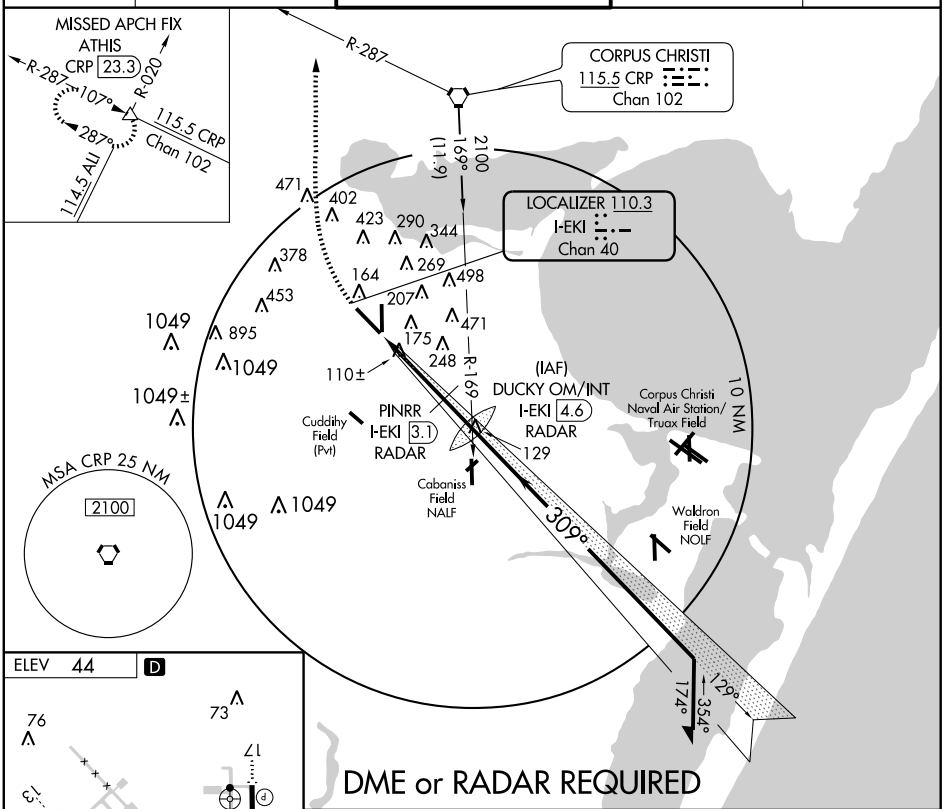
LOC/DME I-EKI	APP CRS	Rwy Idg	7508
110.3	309°	TDZE	44
Chan 40		Apt Elev	44

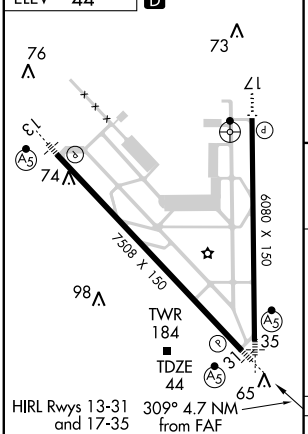
For inoperative MALSR, increase S-31 Cats D and E visibility to 1 mile.

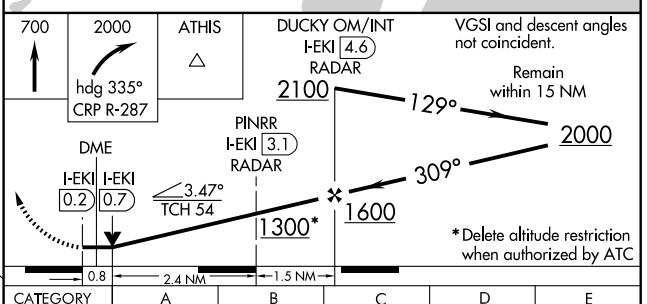
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 335° and via CRP R-287 to ATHIS Int/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-31	360-½ 316 (400-½)			360- ¾	316 (400-¾)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7508
CH 97515	129°	TDZE	43
W13A		Apt Elev	44

RNAV (GPS) RWY 13

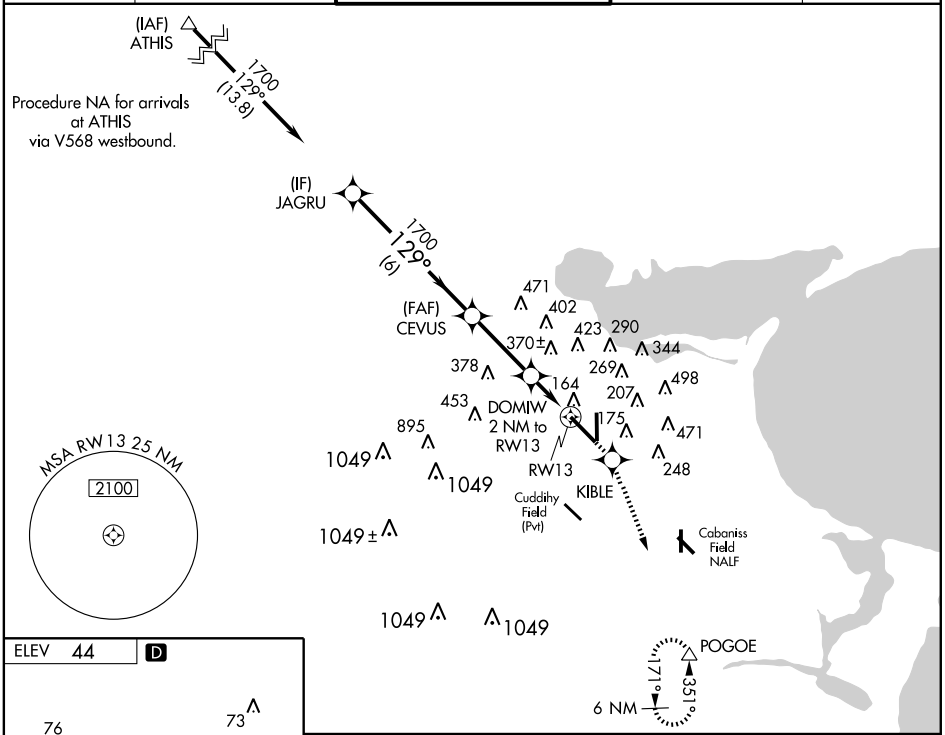
CORPUS CHRISTI INTL (CRP)

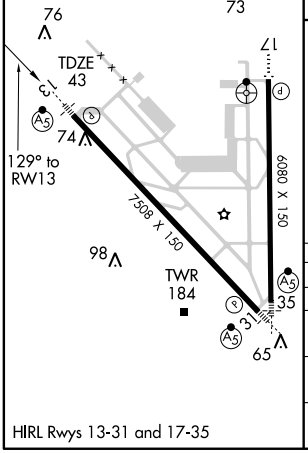
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility ¼ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile.

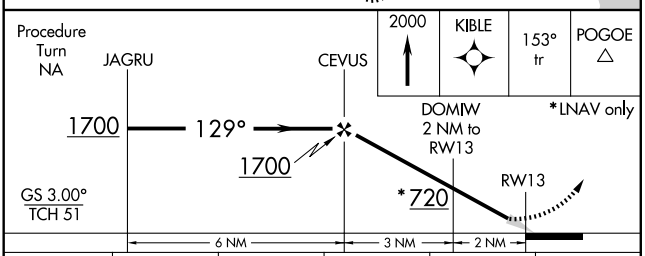
MALSR

MISSED APPROACH: Climb to 2000 direct KIBLE and via track 153° to POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55







CATEGORY	A	B	C	D	E
LPV DA	243/24 200 (200-½)				
LNAV/VNAV DA	480/50 437 (500-1)				
LNAV MDA	660/24 617 (700-½)		660/60 617 (700-1¼)	660-1½ 617 (700-1½)	660-1¾ 617 (700-1¾)
CIRCLING	660-1 616 (700-1)		660-1¾ 616 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

CORPUS CHRISTI INTL (CRP)

APP CRS	Rwy Idg	6080
172°	TDZE	42
	Apt Elev	44

Inoperative table does not apply to Cat C.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55

(IAF) ATHIS
2100
103° (19.2)

Procedure NA for arrival at ATHIS on V568 northwestbound.

1049
2100
229° (15.7)
(IAF) WORRY

Procedure NA for arrival at WORRY on V13-407 northeastbound.

CAVLA
1700
172° (6)

(FAF) PEERS

471 402 423 378 453 895 1049 1049 1049± 1049 1049
290 344 269 498 207 164 RW17 471 175 248

MSA RW17 25 NM
2100

POGOE
171° 351°
6 NM

2000

CAVLA
2100
172°
PEERS
1700
3.04°
TCH 52
1.9 NM to RW17
RW17
Procedure Turn NA
6 NM 3.1 NM 1.9 NM

CATEGORY	A	B	C	D	E
LNAV MDA	680-¾ 638 (700-¾)		680-1¾ 638 (700-1¾)	680-2 638 (700-2)	680-2¼ 638 (700-2¼)
CIRCLING	680-1 636 (700-1)		680-1¾ 636 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

ELEV 44 D

172° to RW17
76 73 17
TDZE 42
13
74
7508 X 150
6080 X 150
98
TWR 184
31 35
65

HIRL Rwys 13-31 and 17-35

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 60914 W31A	APP CRS 309°	Rwy Idg 7508 TDZE 44 Apt Elev 44

RNAV (GPS) RWY 31

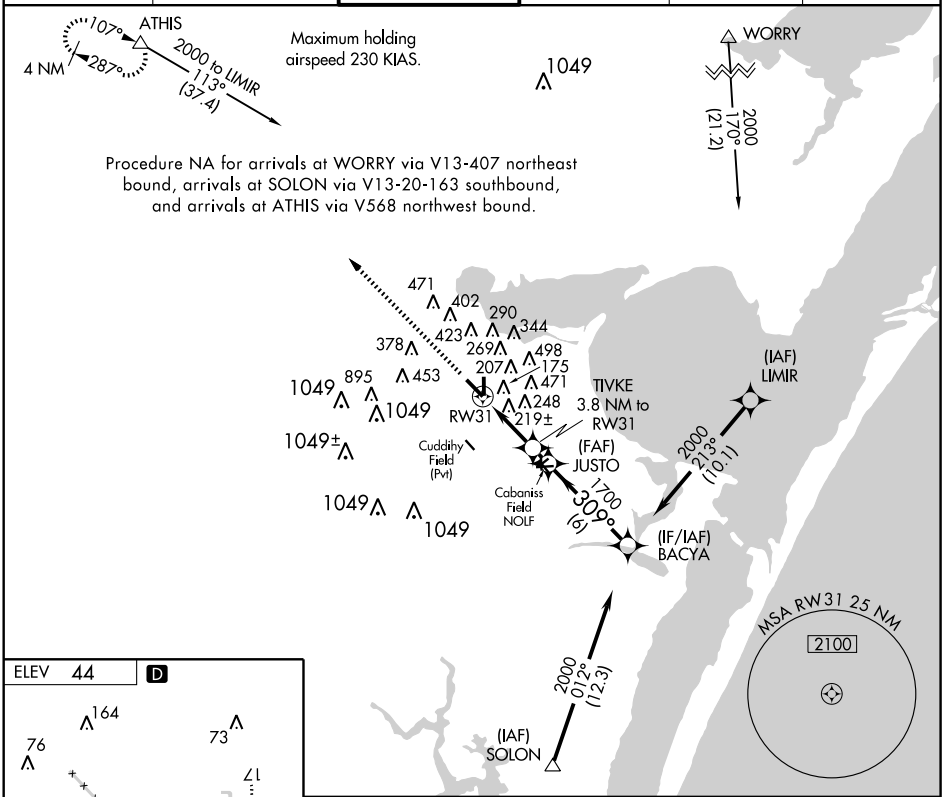
CORPUS CHRISTI INTL (CRP)

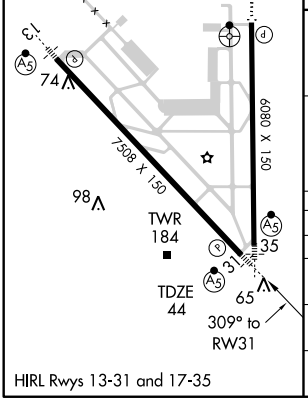
T For inoperative MALSR, increase LPV Cat. E visibility to ¾, LNAV/VNAV Cat. E visibility to 1½, and LNAV Cat. E visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

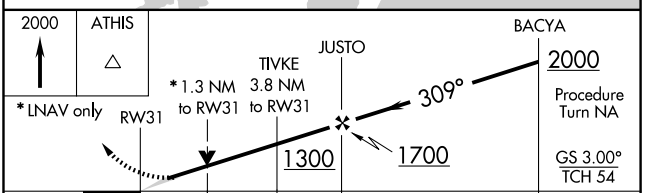
MALSR

MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL	UNICOM
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55	122.95







CATEGORY	A	B	C	D	E
LPV DA	294-½ 250 (300-½)				
LNAV/VNAV DA	450-1 406 (500-1)				
LNAV MDA	520-½ 476 (500-½)		520-¾ 476 (500-¾)	520-1 476 (500-1)	520-1¼ 476 (500-1¼)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6080
CH 69617	352°	TDZE	40
W35A		Apt Elev	44

RNAV (GPS) RWY 35

CORPUS CHRISTI INTL (CRP)

T A For inoperative MALSR, increase LPV Cat E visibility to RVR 4000. LNAV/VNAV Cat E visibility to 1¾, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct FEKEL and on track 302° to ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55

MISSED APCH FIX

ATHIS 107° 287° 4 NM

302°

FEKEL

471 402 290 344 378 423 269 498 164 207 471 453 895 181 175 248 1049 1049 1049 1049± 1049 1049

RW35

COKNU 1.3 NM to RW35

Cuddihy Field (Pvt)

Cabaniss Field NOLF

(FAF) OSSOE

352° (6.2) 2000

(IF) HADON

328° (8.2) 2000

(IAF) SOLON

Procedure NA for arrivals at SOLON on V13-20-163 southbound.

MSA RW35 25 NM 2100

ELEV 44 D

76 73 74 98 TWR 184 35 40 65 TDZE

6080 X 150

7508 X 150

352° to RW35

HIRL Rwys 13-31 and 17-35

2000 | FEKEL | 302° tr | ATHIS

OSSOE 2000 352° 2000

HADON 2000 Procedure Turn NA GS 3.00° TCH 57

* LNAV only

COKNU 1.3 NM to RW35

RW35 *500

1.3 NM 4.6 NM 6.2 NM

CATEGORY	A	B	C	D	E
LPV DA	240/24 200 (200-½)				
LNAV/VNAV DA	558/60 518 (600-1¼)				
LNAV MDA	440/24 400 (400-½)			440/50 400 (400-1)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CRP 115.5 Chan 102	APP CRS 191°	Rwy Idg 6080 TDZE 42 Apt Elev 43

VOR or TACAN RWY 17

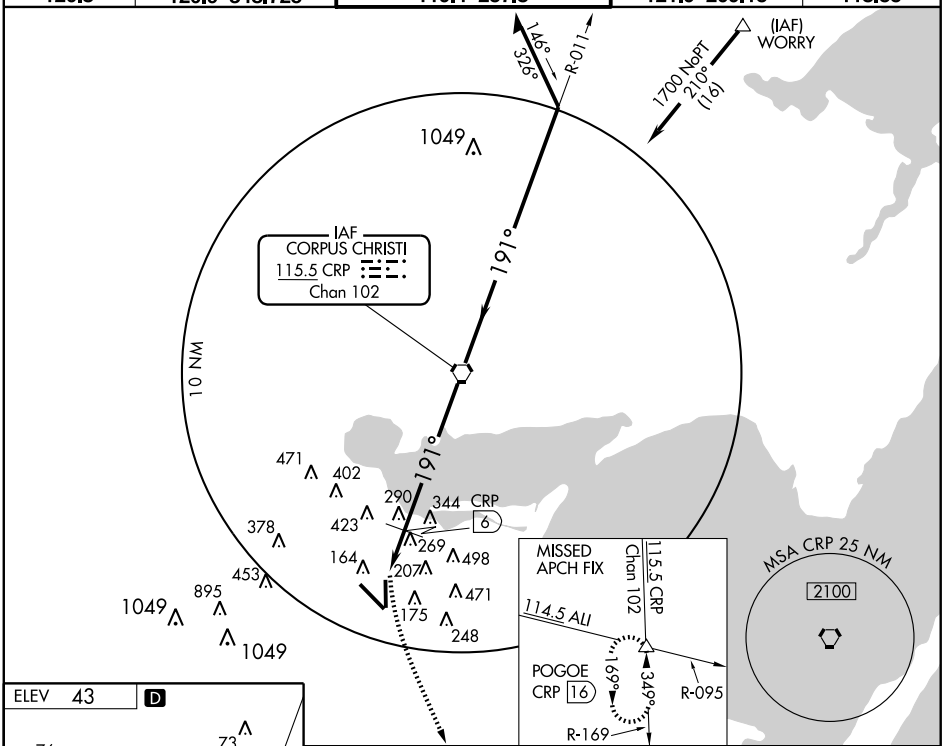
CORPUS CHRISTI INTL (CRP)

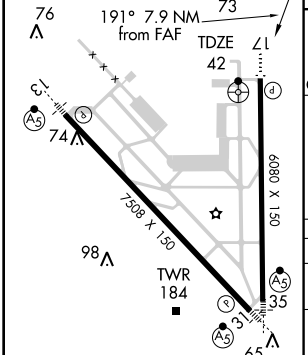
Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2000 via CRP R-169 to POGOE Int/16 DME and hold.

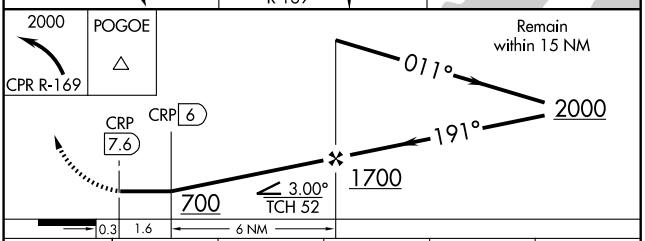
ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55





HIRL Rwys 13-31 and 17-35

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D	E
S-17	700-¾	658 (700-¾)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)	700-2¼ 658 (700-2¼)
CIRCLING	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)
DME MINIMUMS					
S-17	600-¾	558 (600-¾)	600-1½ 558 (600-1½)	600-1¾ 558 (600-1¾)	600-2 558 (600-2)
CIRCLING	600-1	557 (600-1)	600-1½ 557 (600-1½)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ATIS ★
114.0 127.9 290.9
NAVY CORPUS TOWER ★
134.85 340.2 (N)
125.525 360.2 (S)
GND CON
118.7 257.85
CLNC DEL
314.3

JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W

VAR 4.7°E

97°18'W
97°17'W
97°16'W
27°41'N
27°42'N

ELEV 12
1000 x 200
130.3°
ELEV 17
040.3°
8002 x 200
5004 x 196
HOT CARGO AREA
ELEV 13
130.3°
220.3°
355.3°
35
17
5003 x 196
175.3°
ELEV 13
ELEV 17
310.3°
5000 x 196
FIELD ELEV 18
ELEV 15
ELEV 13
22
ELEV 17
750 x 100
ELEV 18
CR
CONTROL TOWER
111
BASE OPERATIONS
TERMINAL, NOCD AND
TRANSIENT AIRCRAFT
PARKING
USCG
ELEV 128
USA
HANGAR
ELEV 10
USA
USA
USA
USA
SEAWALL
FIRE STATION
LGT
WATER
TOWER
163
RWY 4-22
PCN 33 F/B/W/T
RWY 13L-31R
PCN 47 F/B/W/T
RWY 13R-31L
PCN 55 R/C/W/T
RWY 17-35
PCN 41 F/B/W/T

SC-3, 26 AUG 2010 to 23 SEP 2010

CORPUS CHRISTI NAS (TRUAX FLD) (NGP)(KNGP) NAS (A CG) 6 SE UTC−6(−5DT) **BROWNSVILLE**
N27°41.56′ W97°17.42′ **H–7C, L–20H, 21A, GOMW**
18 B NOTAM FILE SJT Not insp. **DIAP, AD**

RWY 13R–31L: H8002X200 (PEM) PCN 55 R/C/W/T HIRL
RWY 13R: SALS. REIL. Rgt tfc. **RWY 31L:** REIL.
RWY 04–22: H5004X196 (ASPH) PCN 33 F/B/W/T HIRL
RWY 22: Rgt tfc.
RWY 17–35: H5003X196 (ASPH) PCN 41 F/B/W/T HIRL
RWY 17: Rgt tfc.
RWY 13L–31R: H5000X196 (ASPH) PCN 47 F/B/W/T HIRL
RWY 31R: Rgt tfc.

MILITARY SERVICE: LGT When twr closed ACTIVATE—3–step apch lgt Rwy 13R, HIRL Rwy 13R–31L and Rwy 04–22—134.85.

JASU 2(GTC–85) 1(NCPP–105) 2(NC–8) 1(A/U47A–5) 1(NC–10C) 1(AM32A–108). **FUEL** J5 **FLUID** SP PRESAIR LOX LHOXRB **OIL** O–128–156

TRAN ALERT Svc avbl during ops hrs 1300–0500Z‡. Tran acft expect delays due limited refueling/svc. Maintenance extremely limited during non–work hr.

MILITARY REMARKS: Opr Mon–Thu 1330–0430Z, Fri 1330–0200Z, CLOSED Sat, Sun and hol (DT Mon–Thu 1200–0400Z, Fri 1200–0100Z, CLOSED Sat, Sun and hol), other times check NOTAM. No clsd fld ops 1 hr prior to schedule fld opening, except for USCG, Search and Rescue, and U.S. Custom Service law enforcement. **RSTD** Refueling/tran alert arrangements strongly recommended for all acft to avoid extensive servicing/turnaround delays or parking in high foreign object damage risk areas. PPR all tran acft, DSN 861–2505/2506, C361–961–2505/2506. Clsd Fld Ops prohibited Mon–Fri 1100–1200Z‡ due to afld preparation. Mission critical or other event req ctc Base Ops C361–961–2505/2506/2507, DSN 861–2505/2506/2507 for approval. **CAUTION** High mid–air potential, extreme vigilance rqr. Exercise extreme caution vicinity Waldron Fld NALF located 3 NM S. Bird activity/Bird Aircraft Strike Hazard—See AP–1. See AP–1. Extensive rotary wing test opr conducted Mon–Fri from 5 NM S of the Port of Aransas to 2 NM N of Truax NDB to 1200′. Numerous birds vicinity afld. If equipped, all acft shall utilize UHF ATC frequencies unless assigned VHF. **TFC PAT** All tfc use ldg or taxi lgt while in arpt tfc area. Tran acft expect apch to full stop ldg only when single rwy ops are being conducted, practice apch not authorized. Non–CNATRA tran acft expect one apch to full stop ldg or departure when parallel rwy ops. **CSTMS/AG/IMG** CSTMS, IMG avbl for acft arriving from overseas, plan arrival from between 1400–2100Z‡, C361–888–2505/2506. Pilots rqr to provide Identa–Plate number to Inspector for billing. **A** Avoid flt over populated areas blo 1000′ AGL prior to Gulf shore line. Rotary wing acft destined for Corpus Christi Army Depot turn in will remain at least ¼ NM off shore and 500′ prior to ctc Navy Corpus Twr. PPR all CCAD tran acft. Turn in will only be accepted during normal duty hr, Mon–Fri 1300–2300Z‡. All rotary wing and fixed wing acft ldg/taxiing to seawall PPR DSN 861–2006/2007, C361–961–2006/2007. Rotary wing acft make apch to helipad adjacent Hangar 46, ctc Army OPS, X–ray Charlie 49.70, 139.2, 386.6 prior to taxi on Corpus Christi Army Depot ramp. POC Aviation Division, Hangar 44. Avoid overflt of building S of ramp area and ammo dump E of containment area. Tran and parts pickup acft park/fuel at Navy tran ramp (Separate PPR), DSN 861–2505, C361–961–2505. All acft with weapons arriving Corpus Christi Army Depot after normal duty hr notify Corpus Christi Army Depot Security DSN 861–3314, C361–961–3314. Major maintenance avbl. Loading/unloading of air cargo—military/civilian designated for Corpus Christi Army Depot will be scheduled for daylgt hr only. During times of national emergency exceptions approved by Director, Supply Corpus Christi Army Depot DSN 861–2557, C361–961–2557. **CG** Search and Rescue unit opr continuously. **MISC** Clsd fld ops: Departing IFR acft shall obtain an IFR clearance and release from San Angelo FSS prior to tkf when the fld is IFR via ground link or landline 1–800–WX–BRIEF. If the fld is VFR, a VFR departure is authorized. Key mike quickly 2 times for San Angelo FSS on ground link system. Rwy 13L–31R CLSD Sun 1200–1600Z‡, Rwy 13R–31L CLSD Mon and Tue 1200–1400Z‡ for sweeper ops.

WEATHER DATA SOURCES: HIWAS 115.5 CRP

COMMUNICATIONS: ATIS 114.0 127.9 290.9 (Mon–Thu 1300–0400Z‡, Fri 1300–0200Z‡, Sat clsd, Sun 0000–0400Z‡, if Mon holiday, Sun clsd, Mon 0000–0400Z‡ (during DT Mon–Thu 1200–0400Z‡, Fri 1200–0100Z‡, Sat clsd, Sun 0000–0400Z‡, if Mon holiday, Sun clsd, Mon 0000–0400Z‡, other times check NOTAM.)

Ⓡ **APP CON** 120.9 125.4 307.9 348.725

Ⓡ **DEP CON** 125.4 307.9 (120.9 348.725 Rwy 04 13L/R 17, 125.4 307.9 Rwy 22 31L/R 35)

NAVY CORPUS TOWER 134.85 340.2 (North) 125.525 360.2 (South), (Mon–Thu 1330–0430Z, Fri 1330–0200Z, CLOSED Sat, Sun and hol (DT Mon–Thu 1200–0400Z, Fri 1200–0100Z, CLOSED Sat, Sun and hol), other times check NOTAM)

NAVY CORPUS GND CON 118.7 257.85 **NAVY CORPUS CLNC DEL** 314.3 **BASE OPS** 346.65 7965 **AIR** 381.8X 3123X 5696X 8984X 11201X **PMSV METRO** 343.5 (Mon–Fri 1200–0400Z‡, Sun 2200–0400Z‡.) (Radar weather advisory svc.)

AIRSPACE: CLASS D svc Mon–Thu 1330–0430Z‡, Fri 1300–0200Z‡, CLOSED Sat, Sun and holidays. (during DT Mon–Thu 1200–0400Z, Fri 1200–0100Z‡, CLOSED Sat, Sun and holidays). Other times check NOTAMS. Other times CLASS E.

CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.

TRUAX (L) VORTAC 114.0 NGP Chan 87 N27°41.18′ W97°17.68′ at fld. 17/6E. TACAN unusable byd 35 NM blo 1,000′. VOR portion unusable 012°–020°, 200°–220°. No NOTAM MP second Wed each month 1500–1800Z‡.

(H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 138° 15.1 NM to fld. 60/9E. **HIWAS.** TACAN unusable 024°–036° byd 35 NM blo 1,700′. 037°–023° byd 35 NM blo 2,000′. TACAN azimuth and DME unusable 265°–275°.

ILS 111.3 I–NGP Rwy 13R. Glide Slope unusable byd 4.0° right side of course and byd 6.0° left side of course. GS unusable within .2 NM of thld blo 150′ MSL. No NOTAM MP third Tue each month 1700–0000Z‡.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CORSICANA N32°01.71′ W96°23.68′ NOTAM FILE CRS. **DALLAS–FT. WORTH A**

NDB (MHW) 396 CRS at C. David Campbell Fld – Corsicana Muni. Unmonitored.

CORSICANA

C. DAVID CAMPBELL FLD–CORSICANA MUNI (CRS) 5 SE UTC−6(−5DT) **DALLAS–FT. WORTH H–6H, L–19D, A IAP**

N32°01.68′ W96°24.04′

449 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CRS

RWY 14–32: H5004X75 (ASPH) S–26 MIRL 0.3% up NW

RWY 14: REIL. VASI(V4R)—GA 3.0° TCH 26.′ Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 02–20: 3200X75 (TURF) 0.3% up NE

RWY 02: Brush. **RWY 20:** Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl self–serve. Rwy 02, 45 feet marked p-line at 935 feet across extended centerline. Rwy 14–32 has 4″–6″ drop–off at edge of pavement along both sides. Rwy 14–32 6″–12″ conc boxes exposed at rwy light fixtures. Rwy 14–32 parallel twy has 4″–6″ drop–off along full length of both sides. MIRL Rwy 14–32 preset med ints to increase ints and ACTIVATE VASI Rwy 14 and PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 120.675 (903) 872–9321.

COMMUNICATIONS: CTAF/UNICOM 122.8

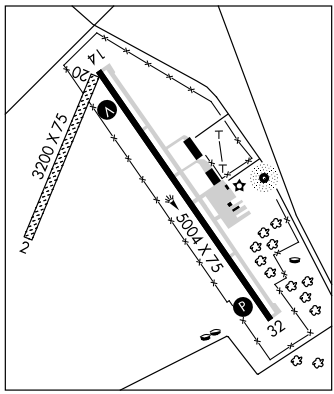
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 219° 13.3 NM to fld. 400/6E.

CORSICANA NDB (MHW) 396 CRS N32°01.71′ W96°23.68′ at fld. Unmonitored. NOTAM FILE CRS.

POWELL NDB (MHW) 344 CGQ N32°03.85′ W96°25.58′ 143° 2.5 NM to fld. NOTAM FILE CRS. Unmonitored.



COTULLA–LA SALLE CO (COT) 1 NE UTC−6(−5DT) N28°27.40′ W99°13.10′ **SAN ANTONIO H–7B, L–20G IAP**

474 B S3 **FUEL** 100LL, JET A OX 3 TPA—1474(1000) NOTAM FILE COT

RWY 13–31: H5005X75 (ASPH) S–25 MIRL 0.5% up NW

RWY 13: PAPI(P2L)—GA 3.0° TCH 20′.

RWY 31: PAPI(P2L)—GA 3.0° TCH 20′. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0000Z‡. Arpt unattended Easter, Christmas and Thanksgiving. Fuel and svc avbl on call after hours 830–879–3858. Occasional military acft operations on and invof arpt. Ramp fee waived with minimum fuel purchase. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF. Landing fee.

WEATHER DATA SOURCES: ASOS 118.32 (830) 879–2861. **HIWAS** 115.8 COT.

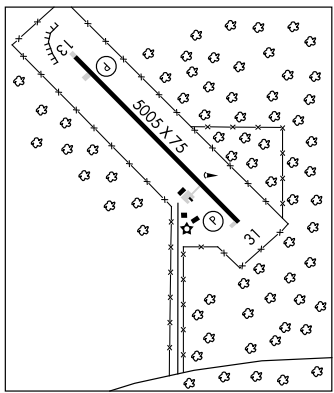
COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.2 (SAN ANGELO RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COT.

(L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 258° 5.3 NM to fld. 520/9E. **HIWAS.**



HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	143°	TDZE	13
		Arpt Elev	18

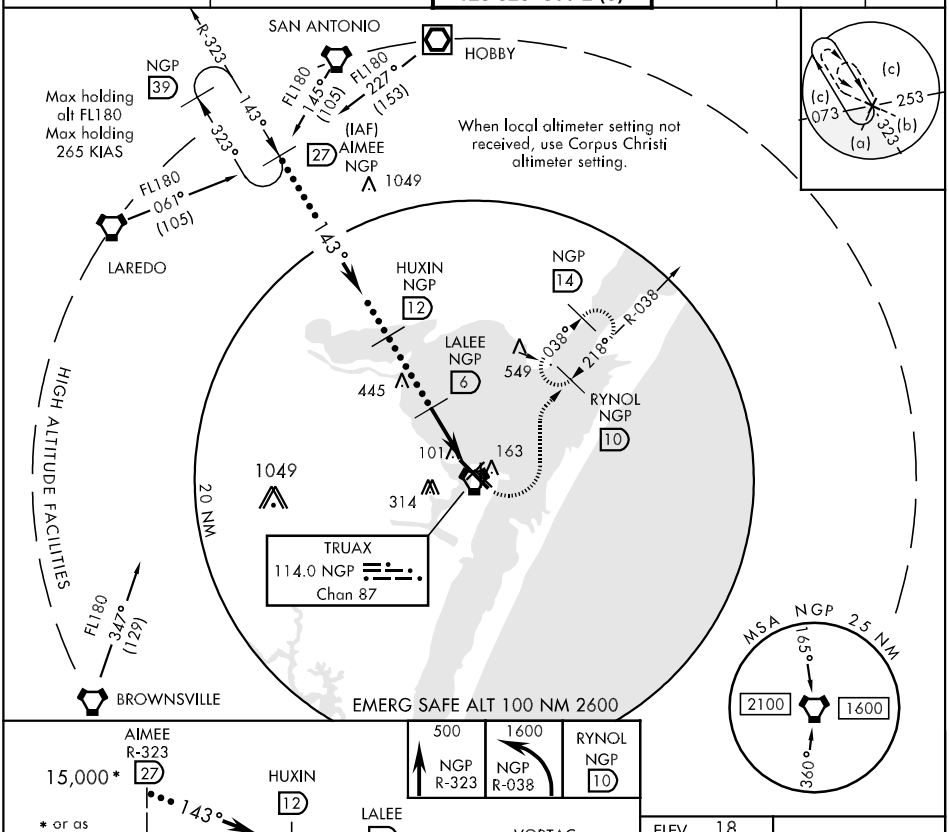
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

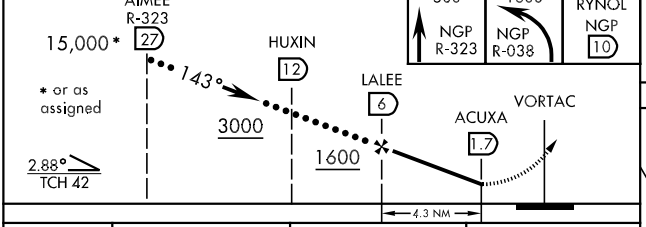
* When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

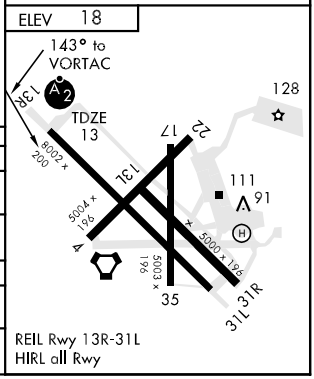
SALSF

MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	C	D	E
S-13R *	360-¾ 347 (400-¾)	360-1 347 (400-1)	
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
CORPUS CHRISTI ALTIMETER SETTING			
S-13R *	400-¾ 387 (400-¾)	400-1 387 (400-1)	
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 31L

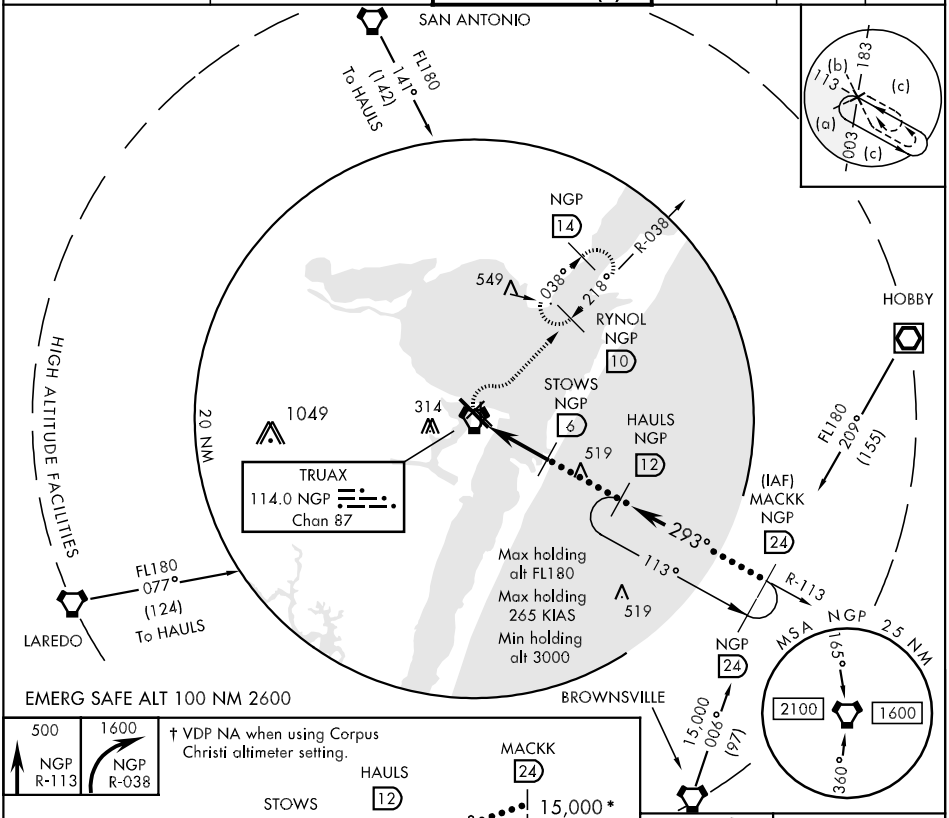
TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	293°	TDZE	17
		Arpt Elev	18

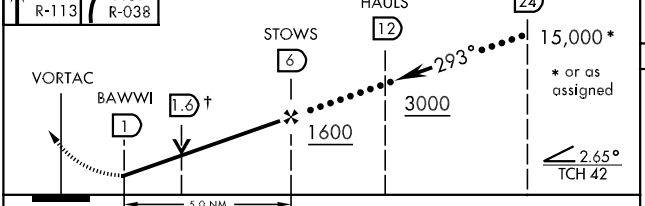
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

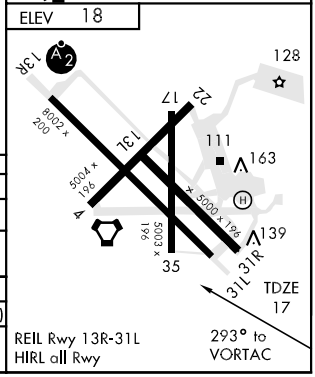
▼ When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	C	D	E
S-31L	400-1 383 (400-1)	400-1¼ 383 (400-1¼)	
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
CORPUS CHRISTI ALTIMETER SETTING			
S-31L	440-1¼ 423 (500-1¼)		440-1½ 423 (500-1½)
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS Y or RNAV (GPS) RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

LOC I-NGP	APCH CRS	Rwy ldg	8002
111.3	129°	TDZE	13
		Arpt Elev	18

* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.
*** When ALS inop, increase CAT CD vis to 1 mile.

SALSF

MISSED APPROACH: Climb to 1600, direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME/DME RNP-0.3 NA

IAF CORPUS CHRISTI 115.5 CRP Chan 102

(IAF) CISAN 1600

162° (5.9) 1600

219° (7.6) 1600

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20), or radar vectors.

(IF) TYLLR 1600

498

129° (4.2)

(FAF) GEMJO

101 RW13R 226 163

LOCALIZER 111.3 I-NGP

1049

CAUTION:
When using CISAN IAF, intermediate segment lenght 4.2 NM.
Max speed IAF to FAF 210 KIAS.
GPS required for ILS procedure.

MSA RW 13R 25 NM 2100

When local altimeter setting not received, use Corpus Christi altimeter setting.

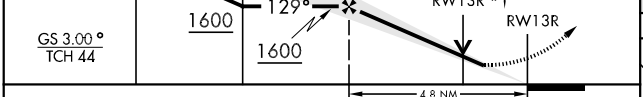
EMERG SAFE ALT 100 NM 2600

549

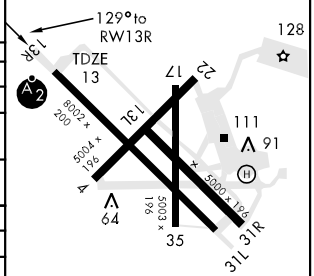
BIGUY 129° 309° 4 NM

* VDP NA when using Corpus Christi altimeter setting
† LNAV ONLY

1600 BIGUY



ELEV 18



REIL Rwy 13R-31L
HIRL all Rwy

CATEGORY	A	B	C	D
S-ILS 13R *	213-½ 200 (200-½)		213-¾ 200 (200-¾)	
LNAV MDA **	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R ***	245-¾ 232 (300-¾)			
LNAV MDA **	400-¾ 387 (400-¾)			400-1 387 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS Z or LOC/DME RWY 13R

LOC I-NGP	APCH CRS	Rwy Idg / TDZE / Arpt Elev
111.3	129°	8002 / 13 / 18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 1600, intercept NGP VORTAC R-127 to BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME REQUIRED

IAF CORPUS CHRISTI 115.5 CRP Chan 102

N bound arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20), or radar vectors.

CAUTION: Aircraft intercepting LOC course from 10 DME Arc, intermediate segment lenght 4.3 NM.

Max holding alt 6000
Max holding 230 KIAS

(IAF) RYNOL NGP 10

TYLLR NGP 9.9

GEMJO NGP 5.6

LOCALIZER 111.3 I-NGP

TRUAX 114.0 NGP Chan 87

BIGUY NGP 11.5

NGP 14

NGP 15.5

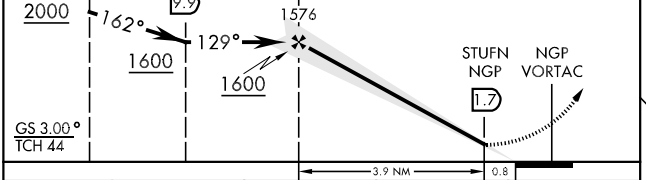
MSA NGP 2.5 NM 2100 1600

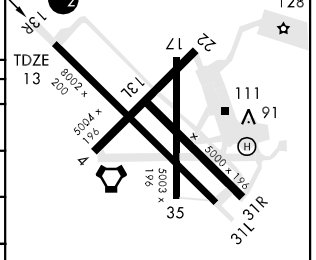
When local altimeter setting not received, use Corpus Christi altimeter setting.

EMERG SAFE ALT 100 NM 2600

1600 NGP R-127 | BIGUY NGP 11.5

ELEV 18





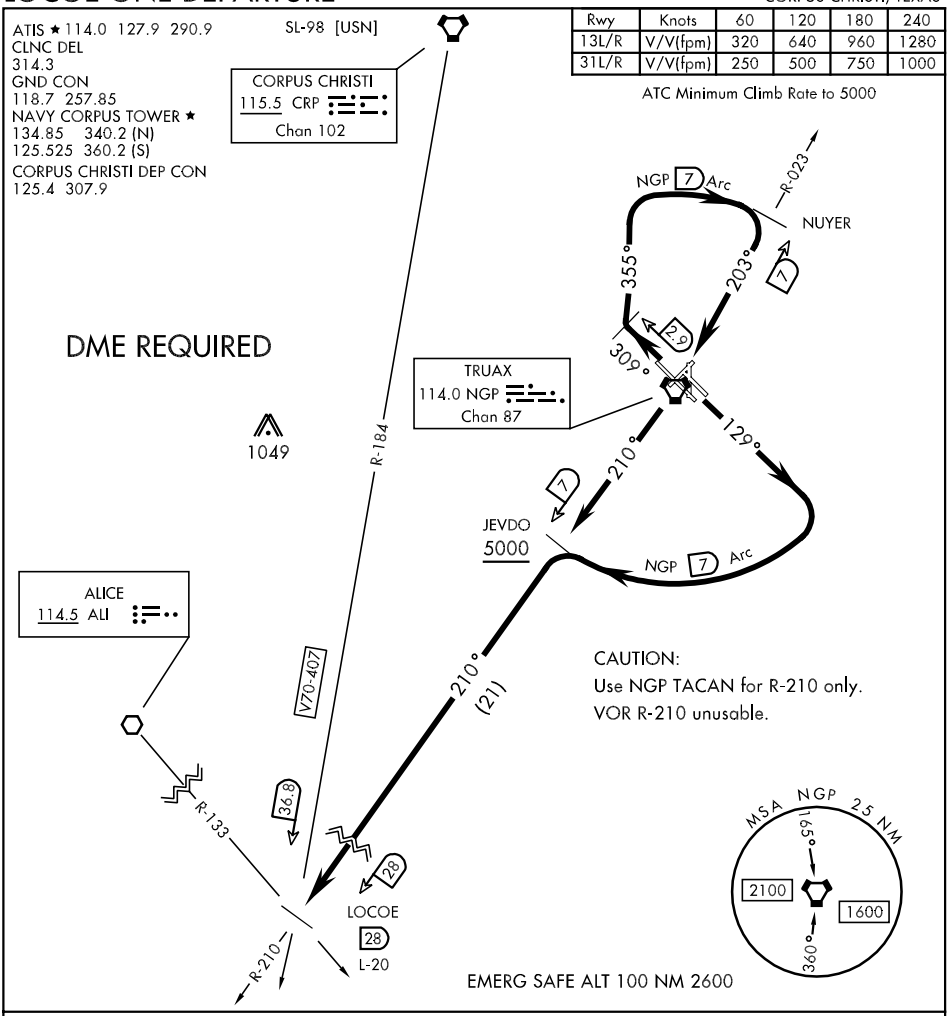
CATEGORY	A	B	C	D
S-ILS 13R *	213- ½ 200 (200-½)		213- ¾ 200 (200-¾)	
S-LOC/DME 13R **	340-¾ 327 (400-¾)			
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R **	245- ¾ 232 (300-¾)			
S-LOC/DME 13R ***	360- ¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SC-3, 26 AUG 2010 to 23 SEP 2010

LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)



Rwy	Knots	60	120	180	240
13L/R	V/V(fpm)	320	640	960	1280
31L/R	V/V(fpm)	250	500	750	1000

ATC Minimum Climb Rate to 5000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME arc. Arc CW South of NGP via 7 DME arc to JEVDO, NGP R-210/7 DME. Cross JEVDO at or above 5000. Thence....

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME arc. Arc CW North of NGP via 7 DME arc to NUYER, NGP R-023/7 DME. Then via R-023 to NGP and R-210 to JEVDO, NGP R-210/7 DME. Cross JEVDO at above 5000. Thence....

THENCE.... from JEVDO via NGP R-210 to LOCOE. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 4

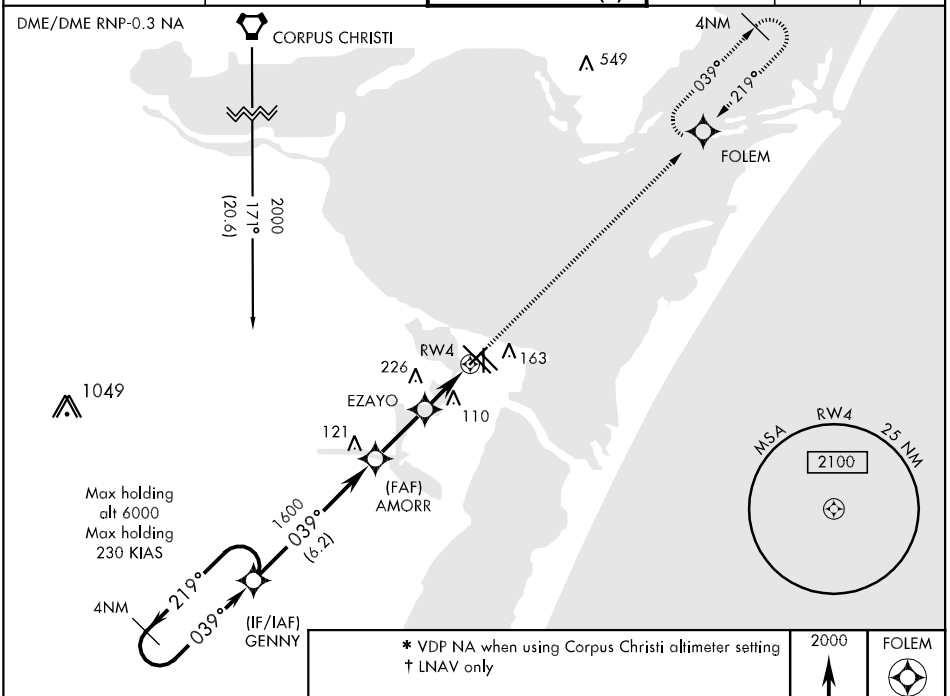
APCH CRS	Rwy ldg	5004
039°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

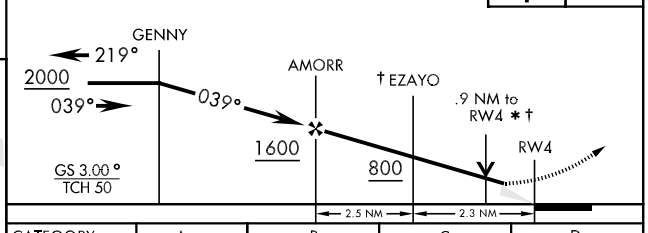
MISSED APPROACH: Climb to 2000 direct FOLEM and hold.

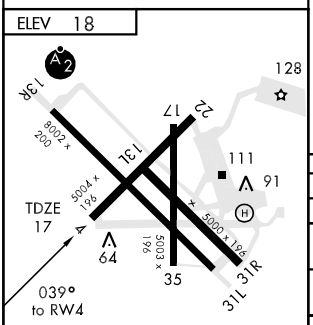
ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



* VDP NA when using Corpus Christi altimeter setting
† LNAV only

2000 FOLEM





REIL Rwy 13R-31L
HIRL all Rwy

CATEGORY	A	B	C	D
LNAV/VNAV DA	280-1 263 (300-1)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 13L

APCH CRS	Rwy ldg	5000
129°	TDZE	18
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

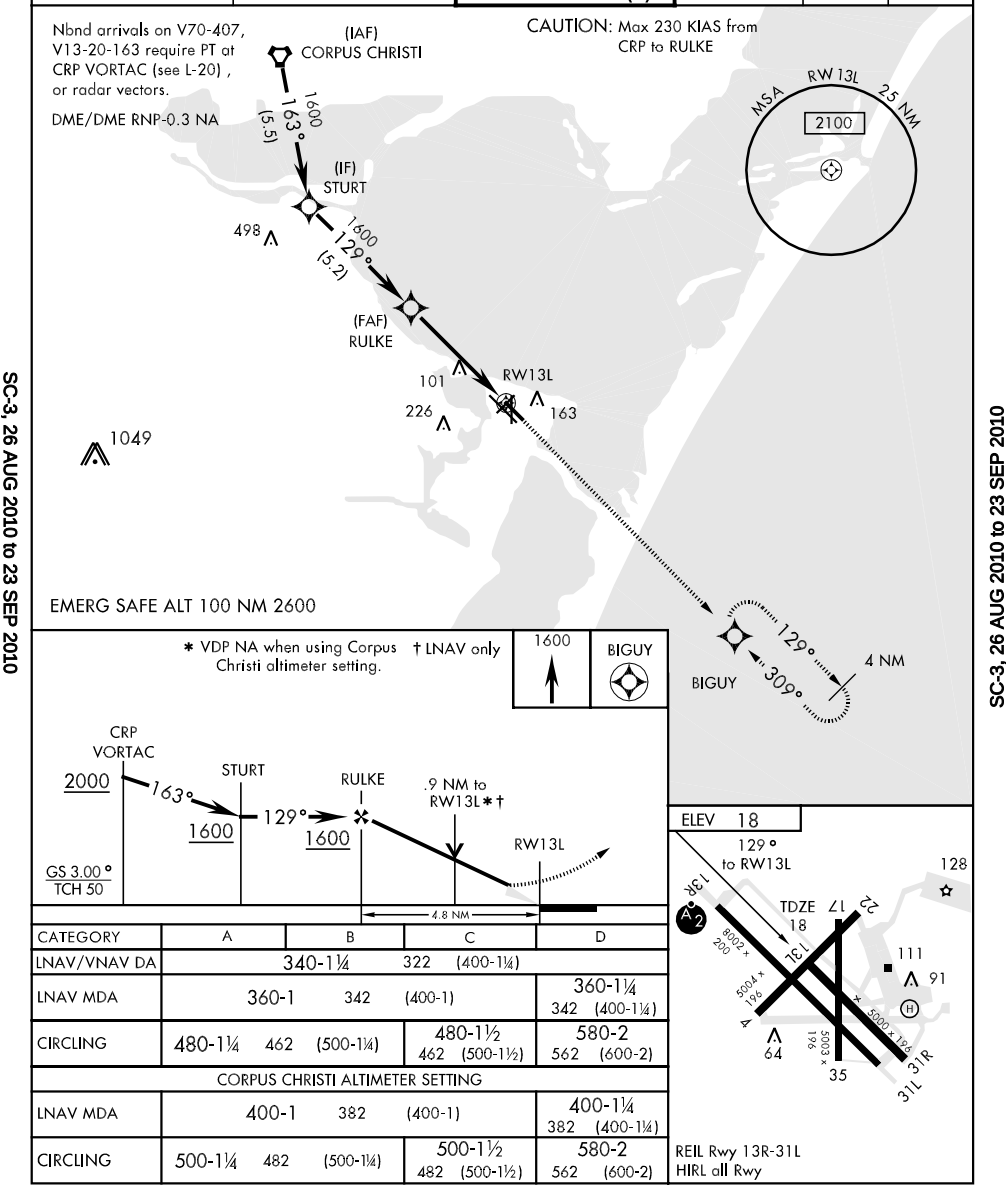
MISSED APPROACH: Climb to 1600 direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (see L-20), or radar vectors.

DME/DME RNP-0.3 NA

CAUTION: Max 230 KIAS from CRP to RULKE



* VDP NA when using Corpus Christi altimeter setting. † LNAV only

CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1¼	322 (400-1¼)		
LNAV MDA	360-1	342 (400-1)		360-1¼ 342 (400-1¼)
CIRCLING	480-1¼	462 (500-1¼)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	400-1	382 (400-1)		400-1¼ 382 (400-1¼)
CIRCLING	500-1¼	482 (500-1¼)	500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

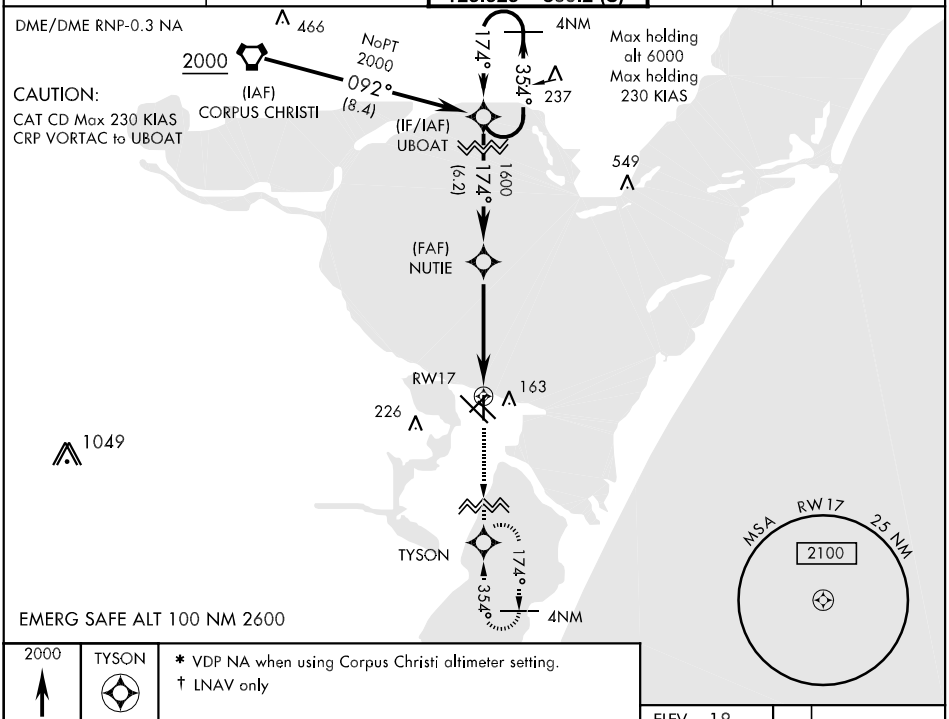
APCH CRS	Rwy Idg	5003
174°	TDZE	18
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F).
Baro VNAV NA when local altimeter not available.

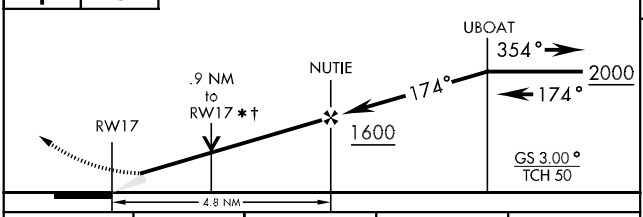
MISSED APPROACH: Climb to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



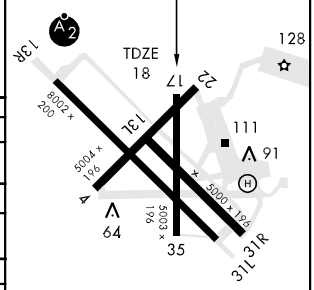
2000 TYSON

* VDP NA when using Corpus Christi altimeter setting.
† LNAV only



CATEGORY	A	B	C	D
LNAV MDA	340-1 322 (400-1)			
LNAV/VNAV DA	340-1¼ 322 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	360-1 342 (400-1)			360-1¼ 342 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

ELEV 18



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 22

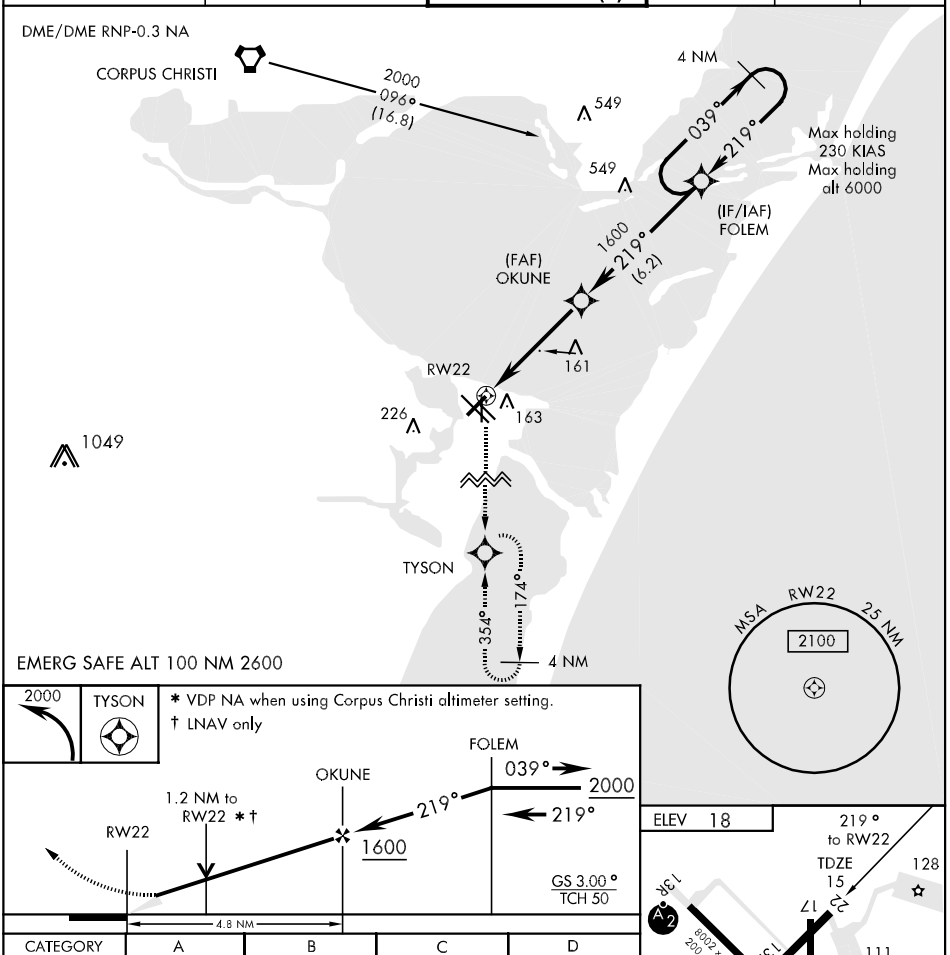
APCH CRS	Rwy ldg	5004
219°	TDZE	15
	Arpt Elev	18

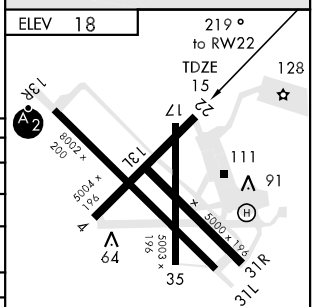
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing left turn to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	





CATEGORY	A	B	C	D
LNAV/VNAV DA		340-1¼ 325 (400-1¼)		
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31L

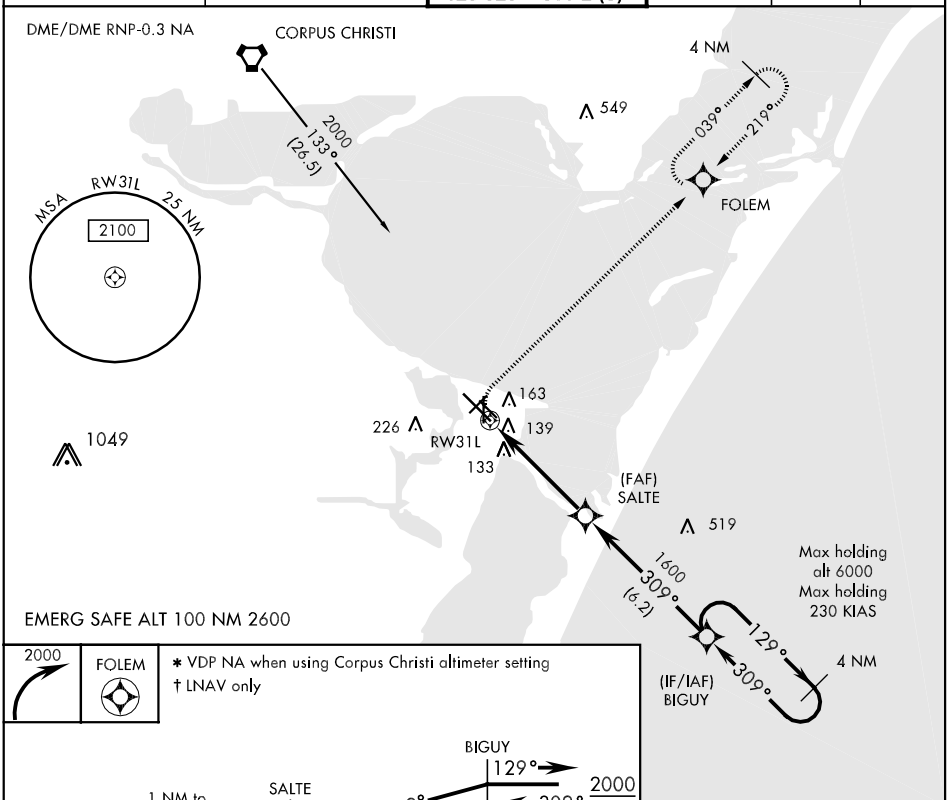
APCH CRS	Rwy ldg	8002
309°	TDZE	17
	Arpt Elev	18

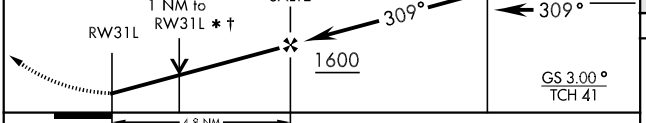
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

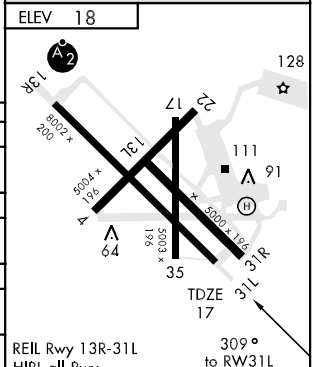
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
LNAV/VNAV DA	440-1½ 423 (500-1½)			
CIRCLING	480-1½ 462 (500-1½)			580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	440-1½ 423 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31R

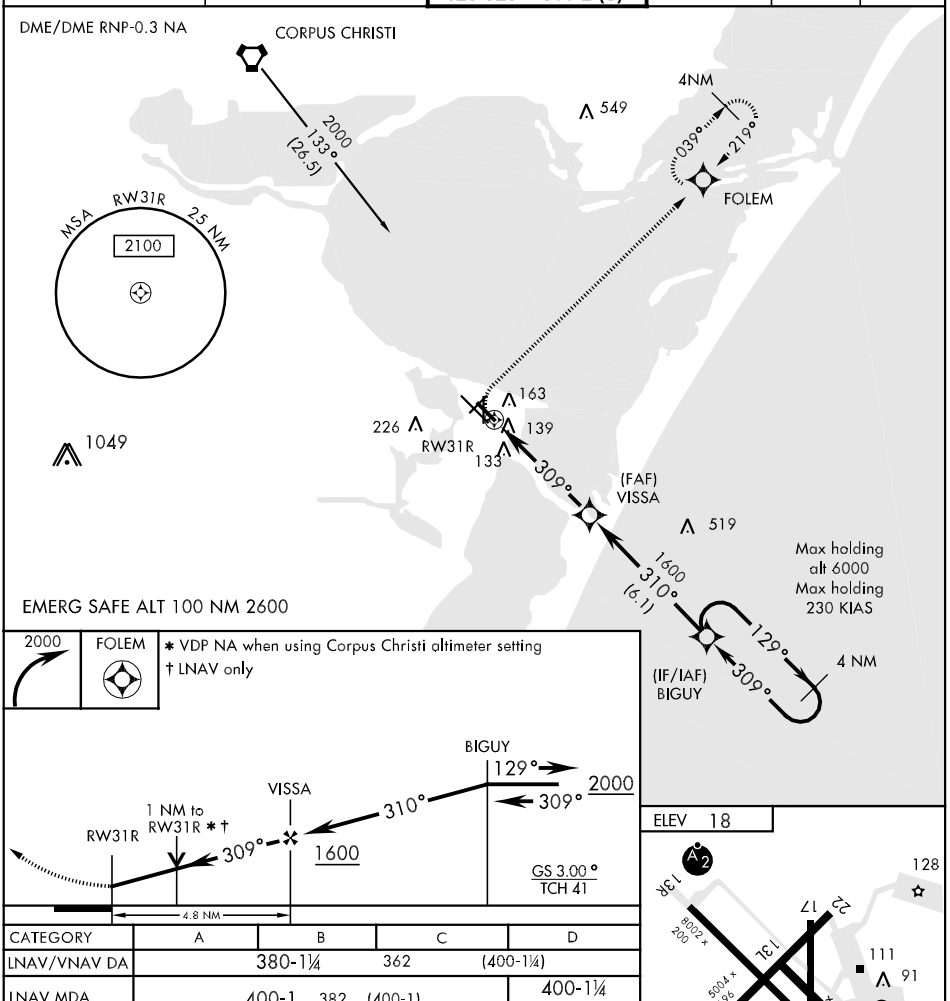
APCH CRS	Rwy Idg	5000
309°	TDZE	18
	Arpt Elev	18

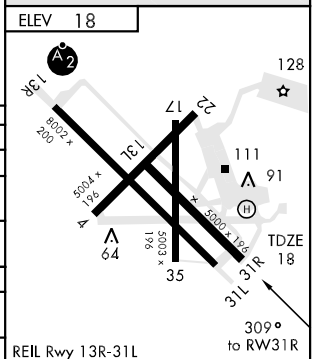
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	





CATEGORY	A	B	C	D
LNAV/VNAV DA	380-1¼ 362 (400-1¼)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

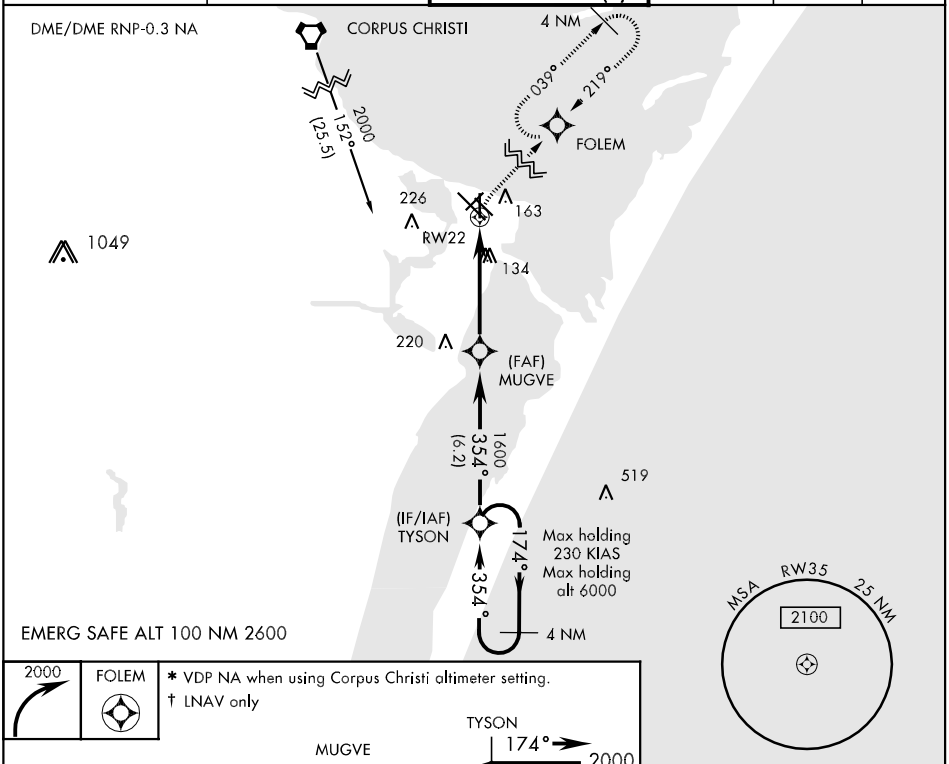
APCH CRS	Rwy ldg	5003
354°	TDZE	18
	Arpt Elev	18

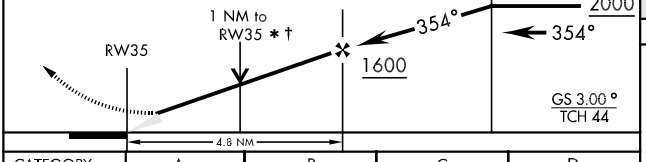
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

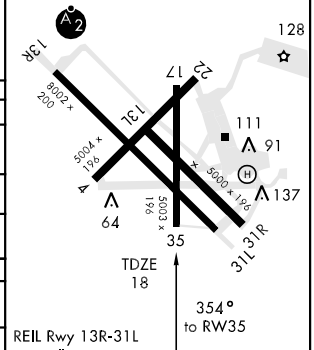
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
LNAV/VNAV DA	400-1¼ 382 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	420-1 402 (500-1)		420-1¼ 402 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 17

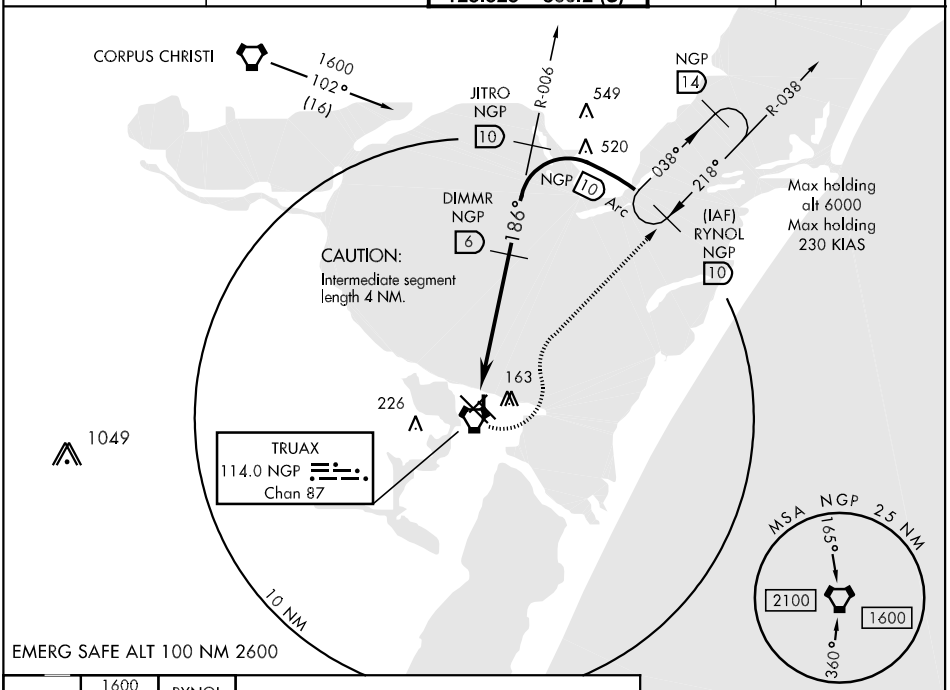
VORTAC NGP	APCH CRS	Rwy Idg 5003
114.0 Chan 87	186°	TDZE 18
		Arpt Elev 18

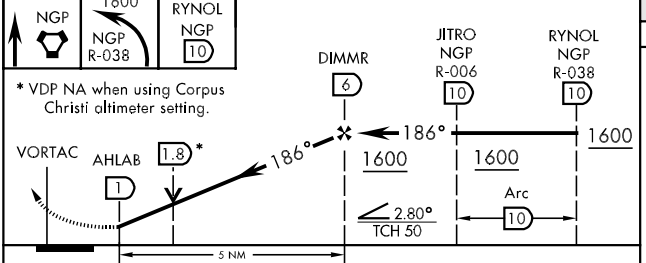
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

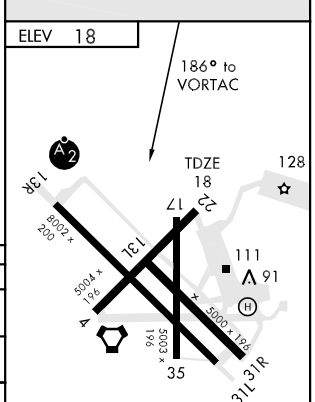
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-006, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-17	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-17	420-1 402 (500-1)			420-1¼ 402 (500-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 35

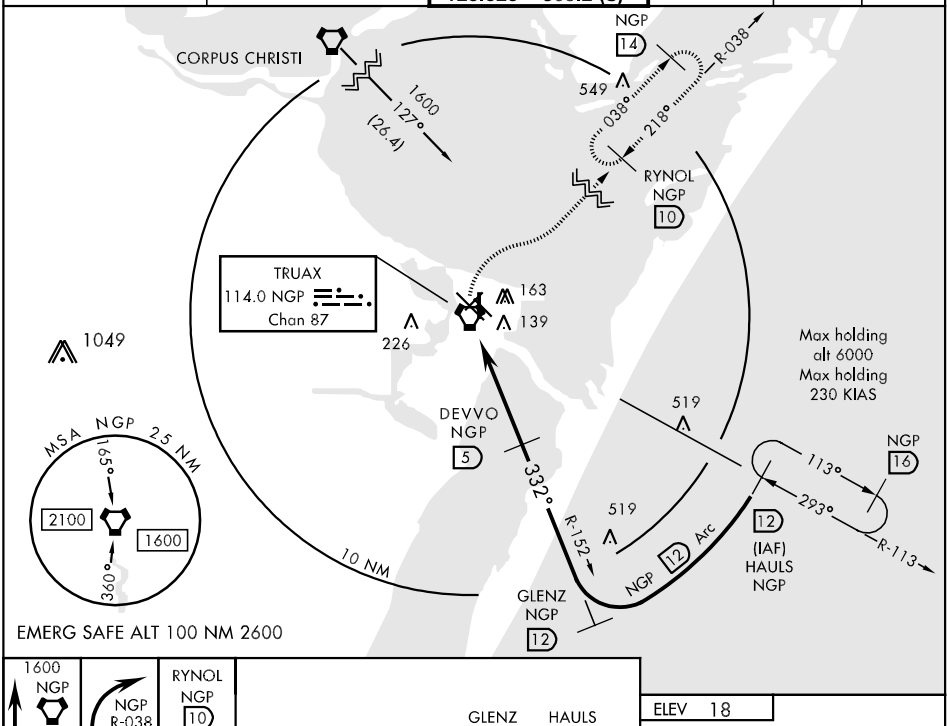
VORTAC NGP	APCH CRS	Rwy Idg	5003
114.0	332°	TDZE	18
Chan 87		Arpt Elev	18

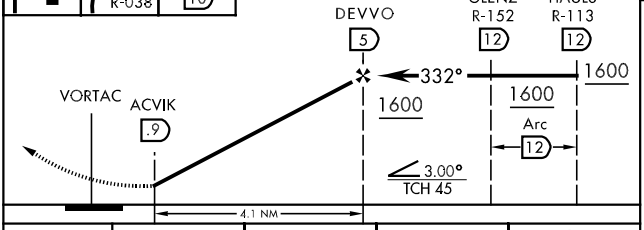
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

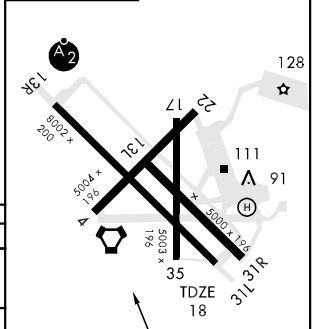
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-152, then climbing right turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-35	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-35	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

VOR/DME or TACAN RWY 35

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME X RWY 31L

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

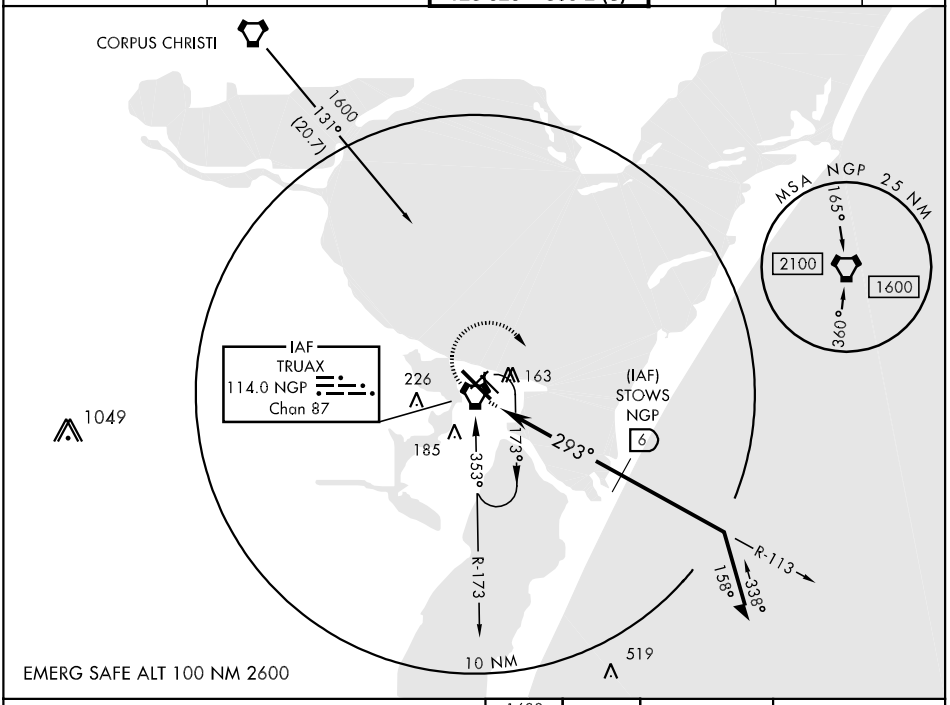
AL-98 [USN]

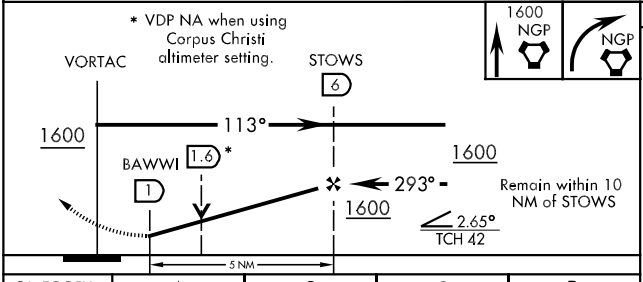
VORTAC NGP	APCH CRS	Rwy Idg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

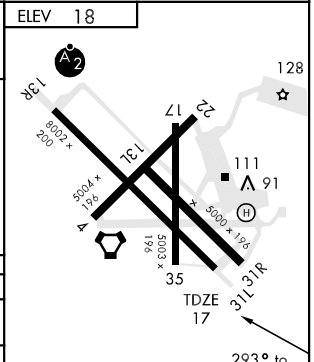
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-113, then climbing right turn to1600 direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME Y or TACAN Y RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VORTAC CRP 115.5 Chan 102	APCH CRS 139°	Rwy ldg 8002 TDZE 13 Arpt Elev 18

* When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ mile.

SALSF

MISSED APPROACH: Climb to 1600 via CRP R-138 to VICCC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.

IAF CORPUS CHRISTI 115.5 CRP Chan 102

R-139 206 JAGTO CRP 3

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20) or radar vectors. PT at IAF NA for TACAN procedure.

139° 445 ROAMM CRP 9

137 163 226 1049

VICCC CRP 21 138° 318° CRP 25 R-138

EMERG SAFE ALT 100 NM 3100

10 NM

MSA CRP 25 NM 210° 2100 1600 360°

† VDP NA when using Corpus Christi altimeter setting

1600 CRP R-138 VICCC 21

VORTAC 2000 139° 1600 JAGTO 3 139° 1600 ROAMM 9 † 13.4 ZAMGU 14

2.73° TCH 42

5 NM

CATEGORY	A	B	C	D
S-13R *	360-¾	347 (400-¾)		360-1 347 (400-1)
CIRCLING	480-1	462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-13R *	400-¾	387 (400-¾)		400-1 387 (400-1)
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

ELEV 18

REIL Rwy 13R-31L

HIRL all Rwy

TDZE 13

13R 31L 17 35 8002 x 200 5004 x 196 5000 x 196 111 91 128

139° 14 NM from VORTAC

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CRP	APCH CRS	Rwy ldg 8002
115.5	318°	TDZE 17
Chan 102		Arpt Elev 18

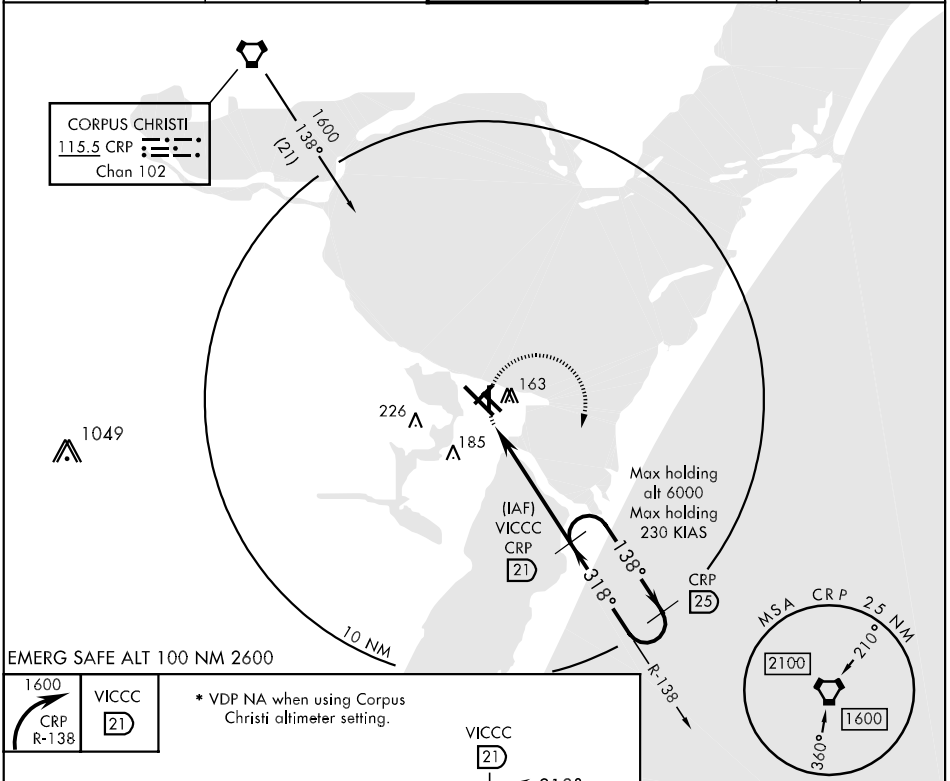
VOR/DME Y or TACAN Y RWY 31L

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

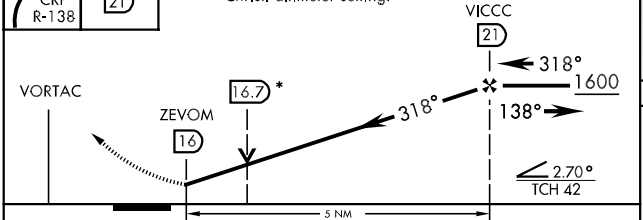
MISSED APPROACH: Climbing right turn to 1600, intercept CRP VORTAC R-138 outbound to VICCC and hold.

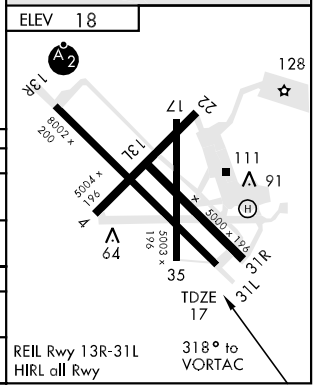
ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



1600 CRP R-138 | VICCC 21

* VDP NA when using Corpus Christi altimeter setting.





CATEGORY	A	B	C	D
S-31L	420-1 403 (500-1)		420-1¼ 403 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC NGP	APCH CRS	Rwy Idg	8002
114.0	143°	TDZE	13
Chan 87		Arpt Elev	18

VOR/DME Z or TACAN Z RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

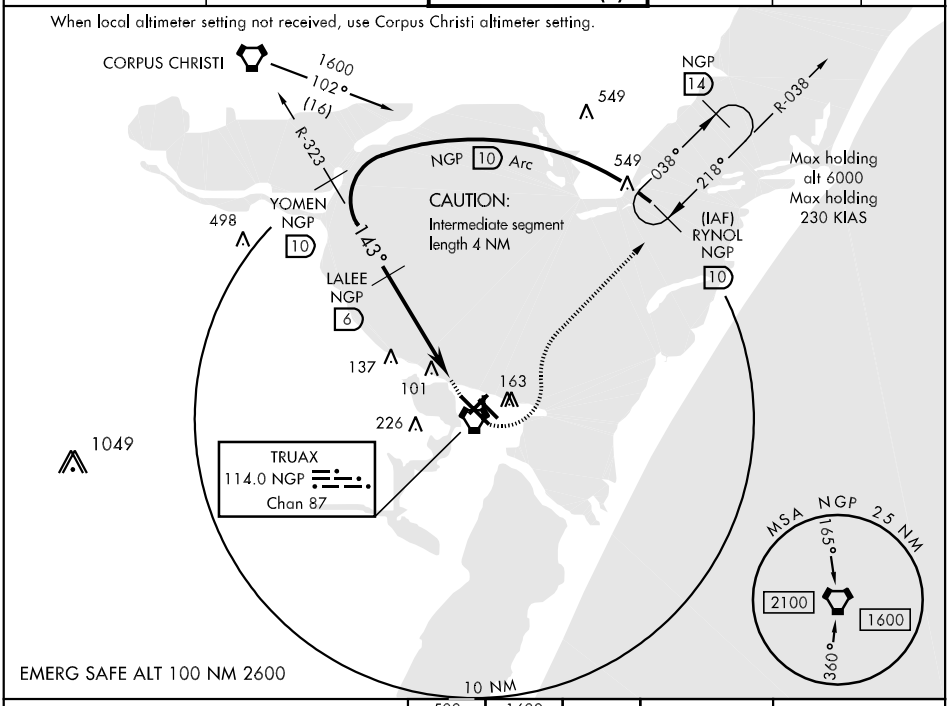
* When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

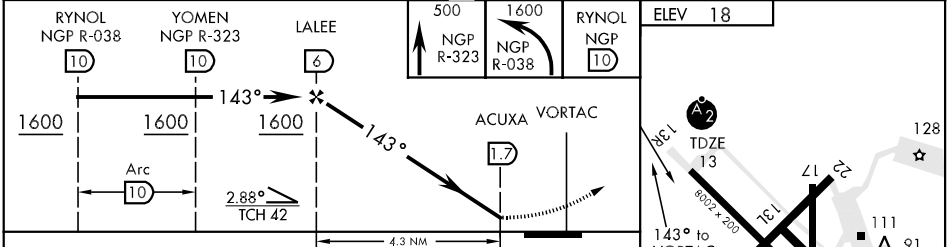
SALSF

MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS *	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER *	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.





CATEGORY	A	B	C	D
S-13R *	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-13R *	400-¾ 387 (400-¾)			400-1 387 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME Z or TACAN Z RWY 31L

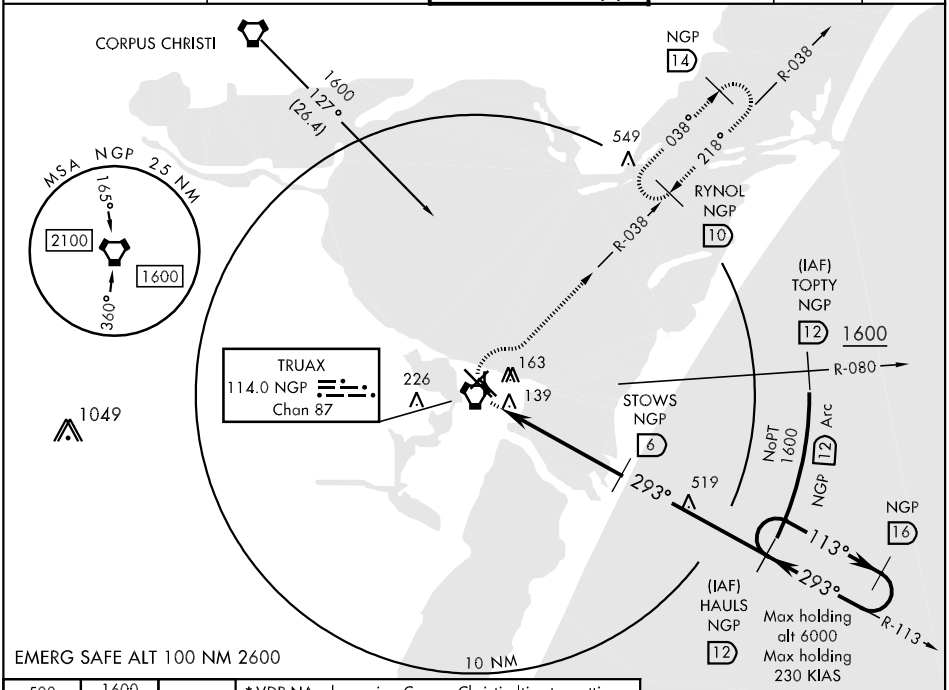
VORTAC NGP	APCH CRS	Rwy Idg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

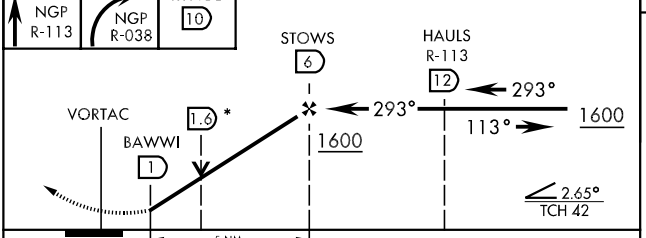
MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

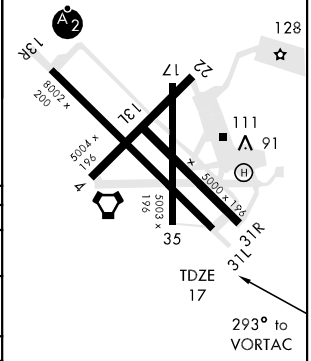


500 NGP R-113	1600 NGP R-038	RYNOL 10

* VDP NA when using Corpus Christi altimeter setting



ELEV 18



CATEGORY	A	B	C	D
S-31L	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
	CORPUS CHRISTI ALTIMETER SETTING			
S-31L	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR RWY 22

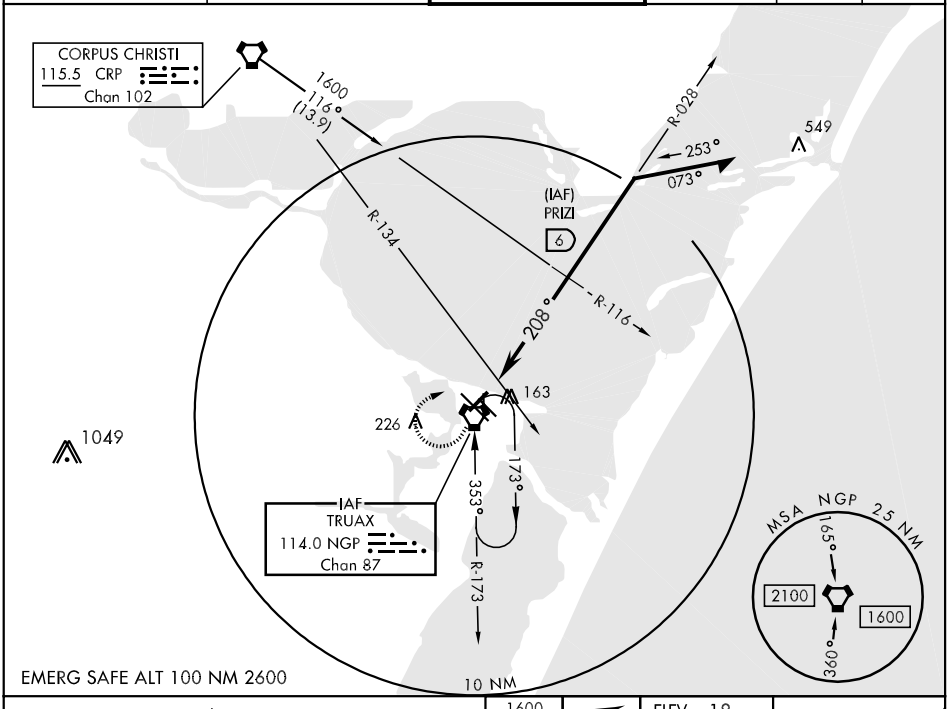
VORTAC NGP	APCH CRS	Rwy Idg 5004
114.0	208°	TDZE 15
Chan 87		Arpt Elev 18

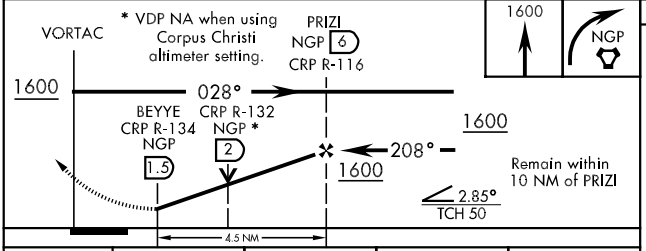
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

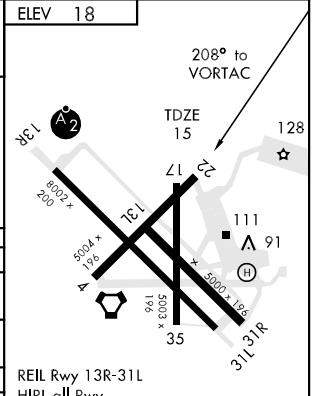
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600, then turn right direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	(N) 134.85 340.2 (S) 125.525 360.2	118.7 257.85	314.3	





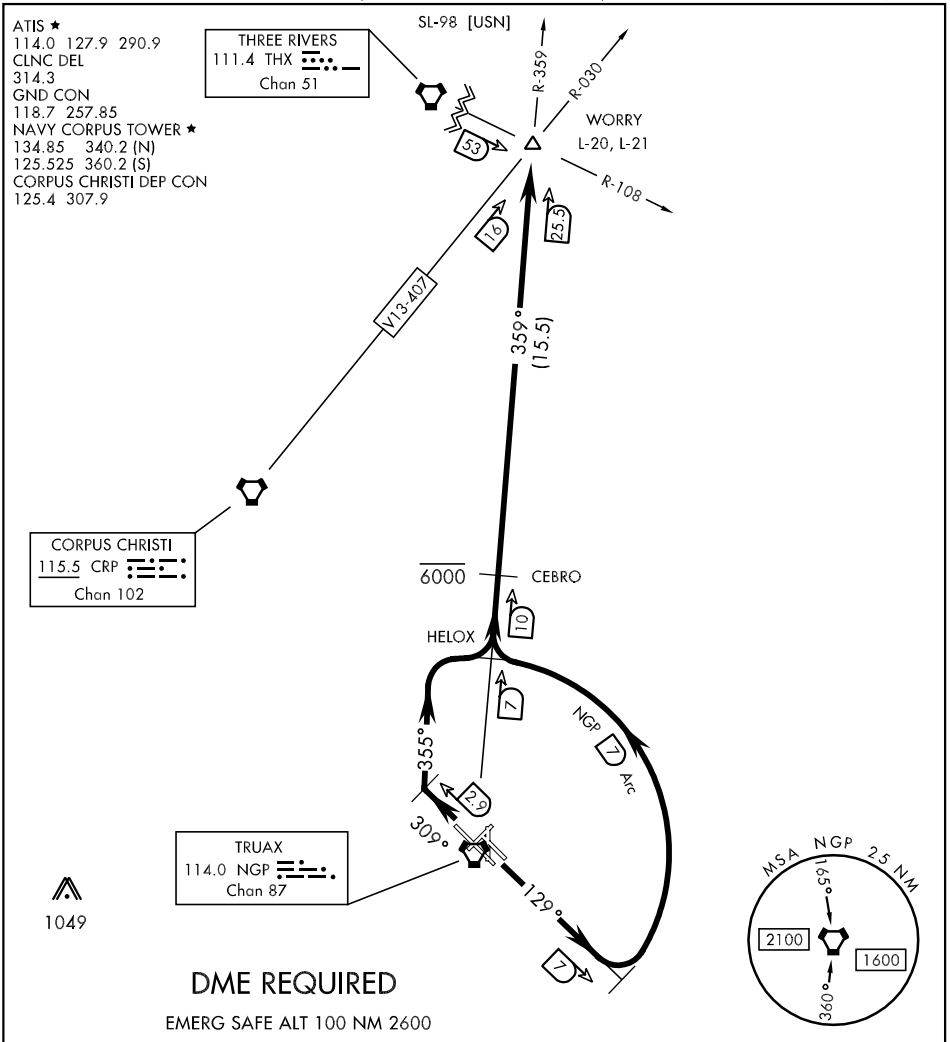


CATEGORY	A	B	C	D
S-22	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-22	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WORRY ONE DEPARTURE (WORRY1 • WORRY)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME Arc. Arc CCW north of NGP via 7 DME arc to HELOX, NGP R-359/7. Thence,

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME Arc. Arc CW North of NGP via 7 DME arc to HELOX, NGP R-359/7 DME. Thence...

THENCE....from HELOX via NGP VORTAC R-359 to WORRY, NGP R-359/25.5 DME. Cross CEBRO, NGP R-359/10 DME at or below 6000. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.

TRUAX (L) VORTAC 114.0 NGP Chan 87 N27°41.18′ W97°17.68′ at fld. 17/6E. TACAN unusable byd 35 NM blo 1,000′. VOR portion unusable 012°–020°, 200°–220°. No NOTAM MP second Wed each month 1500–1800Z‡.

(H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 138° 15.1 NM to fld. 60/9E. **HIWAS.** TACAN unusable 024°–036° byd 35 NM blo 1,700′. 037°–023° byd 35 NM blo 2,000′. TACAN azimuth and DME unusable 265°–275°.

ILS 111.3 I–NGP Rwy 13R. Glide Slope unusable byd 4.0° right side of course and byd 6.0° left side of course. GS unusable within .2 NM of thld blo 150′ MSL. No NOTAM MP third Tue each month 1700–0000Z‡.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CORSICANA N32°01.71′ W96°23.68′ NOTAM FILE CRS. **DALLAS–FT. WORTH A**

NDB (MHW) 396 CRS at C. David Campbell Fld – Corsicana Muni. Unmonitored.

CORSICANA

C. DAVID CAMPBELL FLD–CORSICANA MUNI (CRS) 5 SE UTC−6(−5DT) **DALLAS–FT. WORTH H–6H, L–19D, A IAP**

N32°01.68′ W96°24.04′

449 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CRS

RWY 14–32: H5004X75 (ASPH) S–26 MIRL 0.3% up NW

RWY 14: REIL. VASI(V4R)—GA 3.0° TCH 26.′ Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 02–20: 3200X75 (TURF) 0.3% up NE

RWY 02: Brush. **RWY 20:** Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl self–serve. Rwy 02, 45 feet marked p-line at 935 feet across extended centerline. Rwy 14–32 has 4″–6″ drop–off at edge of pavement along both sides. Rwy 14–32 6″–12″ conc boxes exposed at rwy light fixtures. Rwy 14–32 parallel twy has 4″–6″ drop–off along full length of both sides. MIRL Rwy 14–32 preset med ints to increase ints and ACTIVATE VASI Rwy 14 and PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 120.675 (903) 872–9321.

COMMUNICATIONS: CTAF/UNICOM 122.8

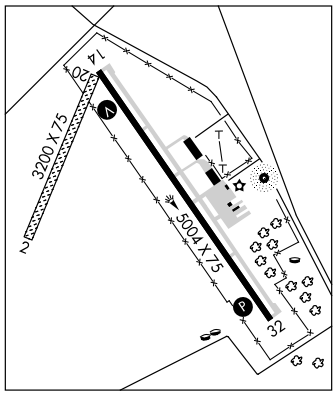
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 219° 13.3 NM to fld. 400/6E.

CORSICANA NDB (MHW) 396 CRS N32°01.71′ W96°23.68′ at fld. Unmonitored. NOTAM FILE CRS.

POWELL NDB (MHW) 344 CGQ N32°03.85′ W96°25.58′ 143° 2.5 NM to fld. NOTAM FILE CRS. Unmonitored.



COTULLA–LA SALLE CO (COT) 1 NE UTC−6(−5DT) N28°27.40′ W99°13.10′ **SAN ANTONIO H–7B, L–20G IAP**

474 B S3 **FUEL** 100LL, JET A OX 3 TPA—1474(1000) NOTAM FILE COT

RWY 13–31: H5005X75 (ASPH) S–25 MIRL 0.5% up NW

RWY 13: PAPI(P2L)—GA 3.0° TCH 20′.

RWY 31: PAPI(P2L)—GA 3.0° TCH 20′. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0000Z‡. Arpt unattended Easter, Christmas and Thanksgiving. Fuel and svc avbl on call after hours 830–879–3858. Occasional military acft operations on and invof arpt. Ramp fee waived with minimum fuel purchase. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF. Landing fee.

WEATHER DATA SOURCES: ASOS 118.32 (830) 879–2861. **HIWAS** 115.8 COT.

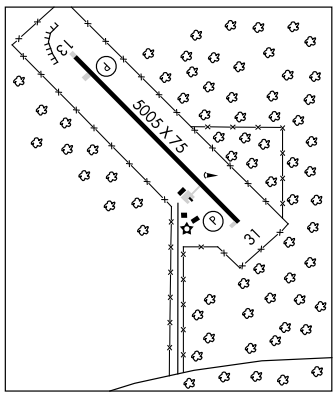
COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.2 (SAN ANGELO RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COT.

(L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 258° 5.3 NM to fld. 520/9E. **HIWAS.**



NDB CGQ 344	APP CRS 139°	Rwy Idg 5004 TDZE 449 Apt Elev 449

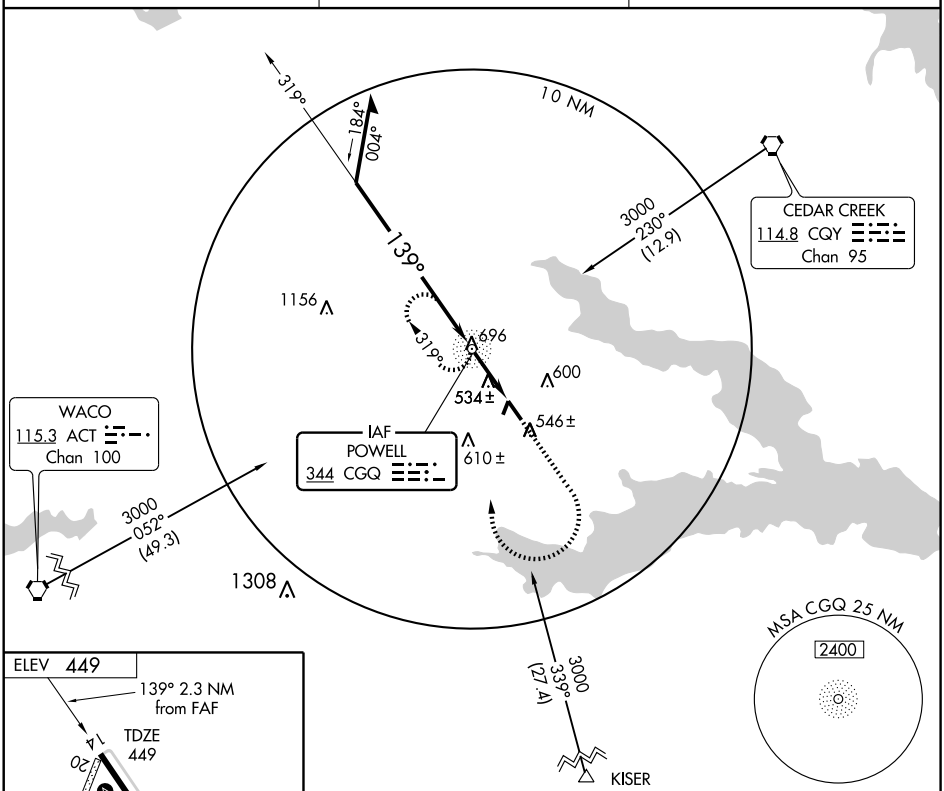
NDB RWY 14

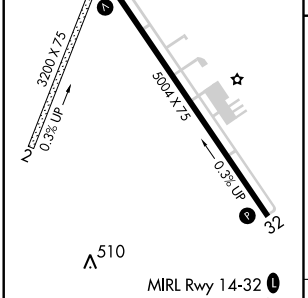
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA

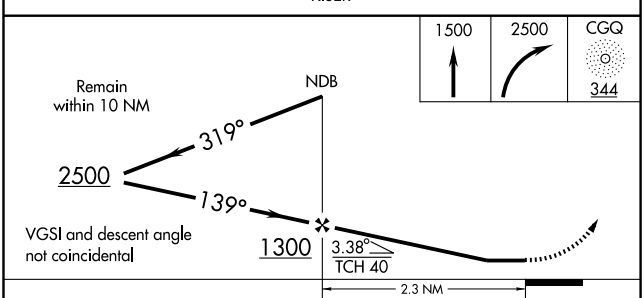
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct CGQ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D
S-14	860-1 411 (500-1)		860-1¼ 411 (500-1¼)	
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1000-2 551 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB CRS	APP CRS	Rwy Idg	5004
396	327°	TDZE	442
		Apt Elev	449

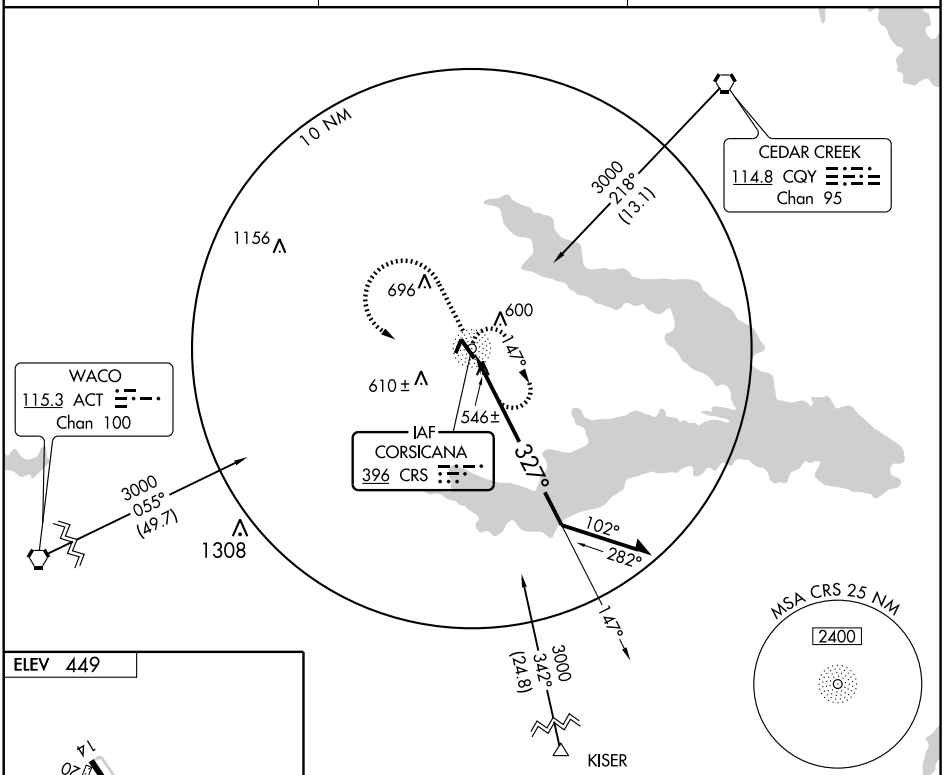
NDB RWY 32

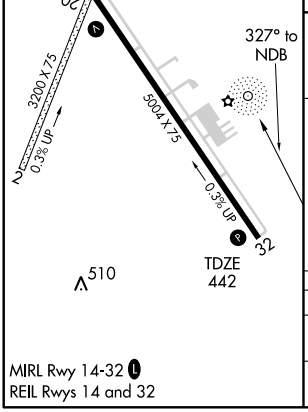
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA

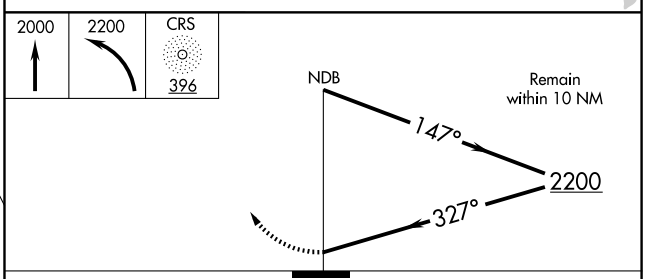
MISSED APPROACH: Climb to 2000 then left climbing turn to 2200 direct CRS NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
S-32	960-1 518 (600-1)		960-1½ 518 (600-1½)	960-1¾ 518 (600-1¾)
CIRCLING	960-1 511 (600-1)		960-1½ 511 (600-1½)	1000-2 551 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5004
139°	TDZE	449
	Apt Elev	449

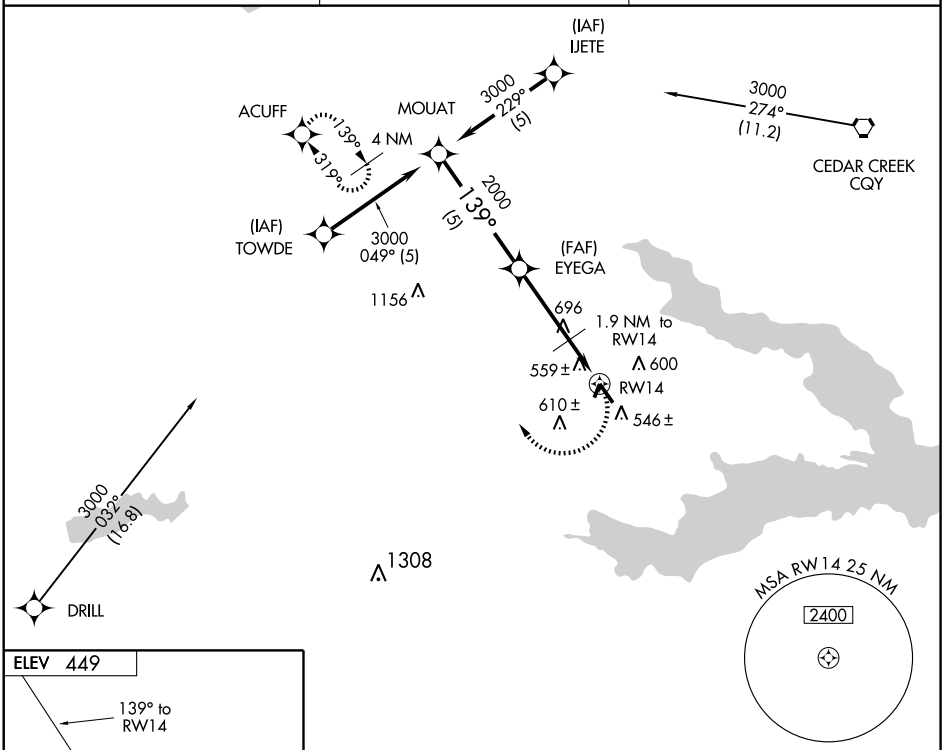
RNAV (GPS) RWY 14

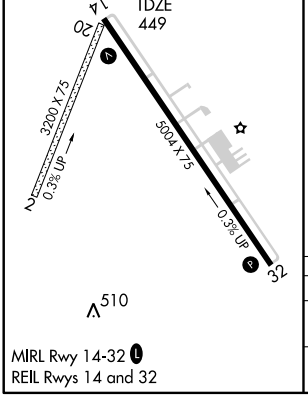
CORSICANA/ C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

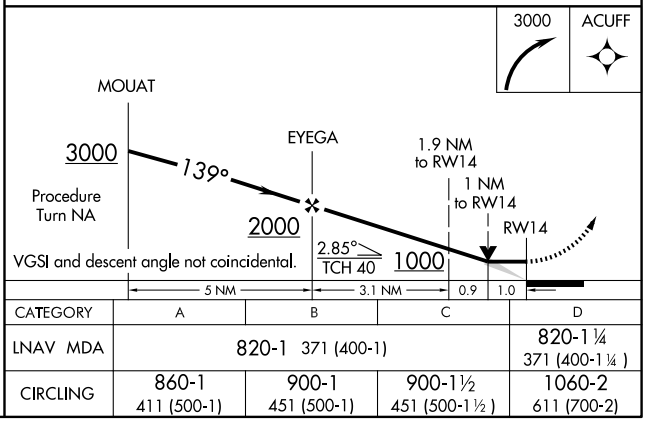
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 371 (400-1)			820-1¼ 371 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5004
319°	TDZE	442
	Apt Elev	449

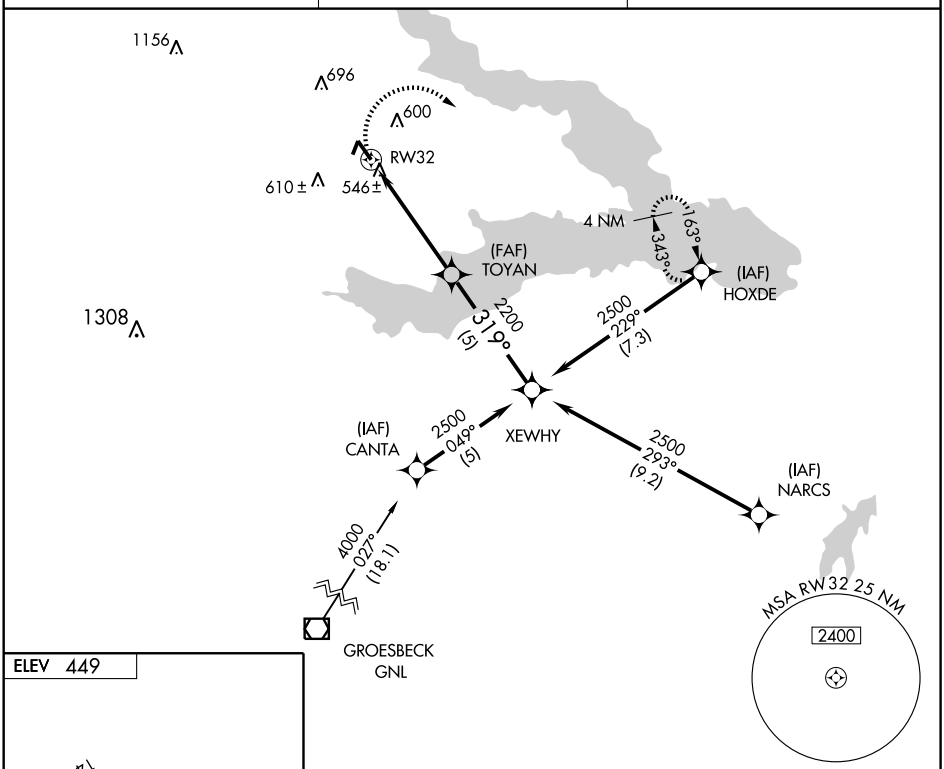
RNAV (GPS) RWY 32

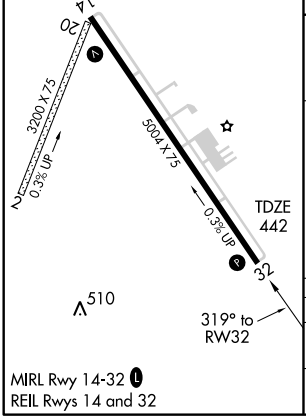
CORSICANA/C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

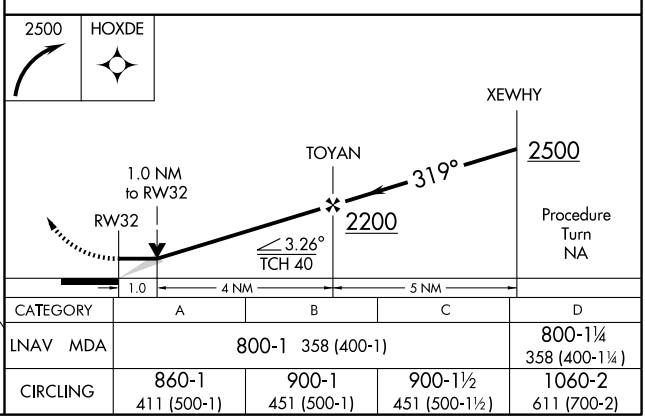
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct HOXDE and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 358 (400-1)			800-1¼ 358 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC CQY 114.8 Chan 95	APP CRS 218°	Rwy Idg N/A TDZE N/A Apt Elev 449

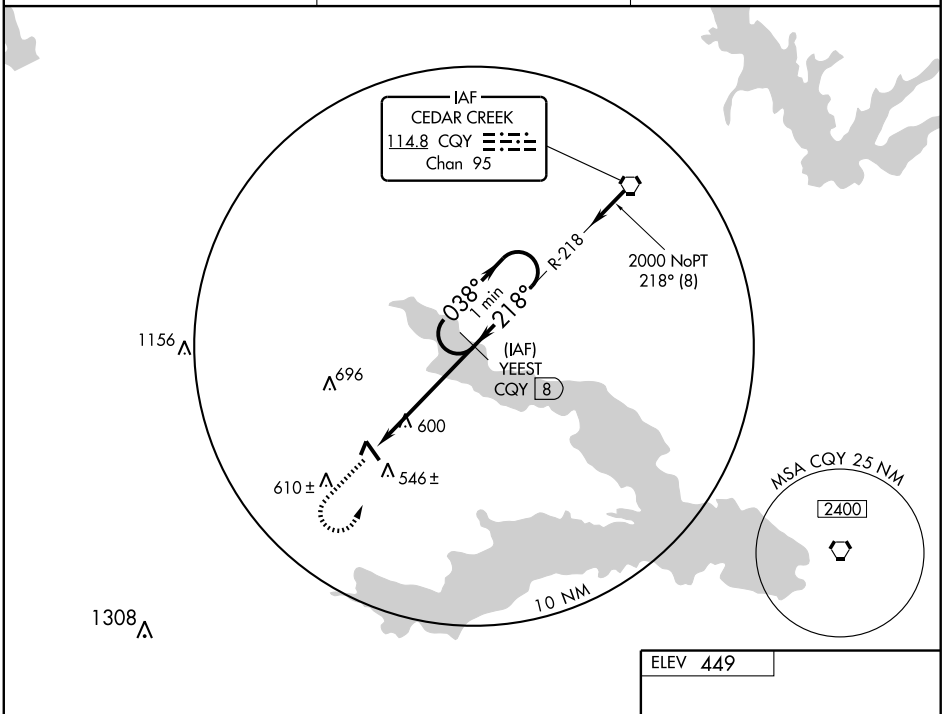
CORSICANA/
C. DAVID CAMBPELL FIELD-CORSICANA MUNI (CRS)

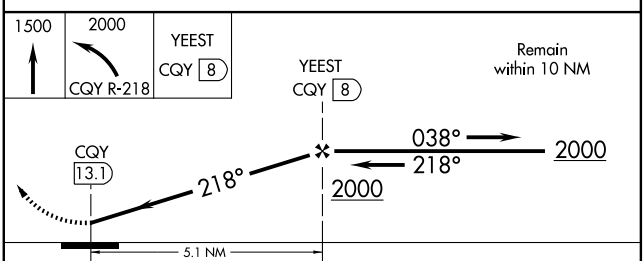
VOR/DME-A

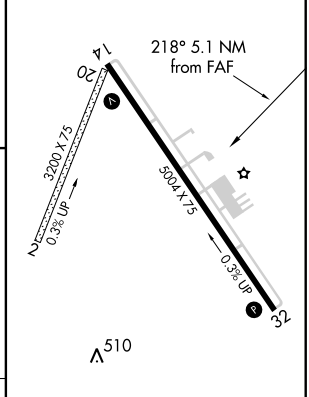
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

ASOS 120.675	FORT WORTH CENTER 135.25 265.1	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC CQY 114.8 Chan 95	APP CRS 038°	Rwy Idg N/A TDZE N/A Apt Elev 449

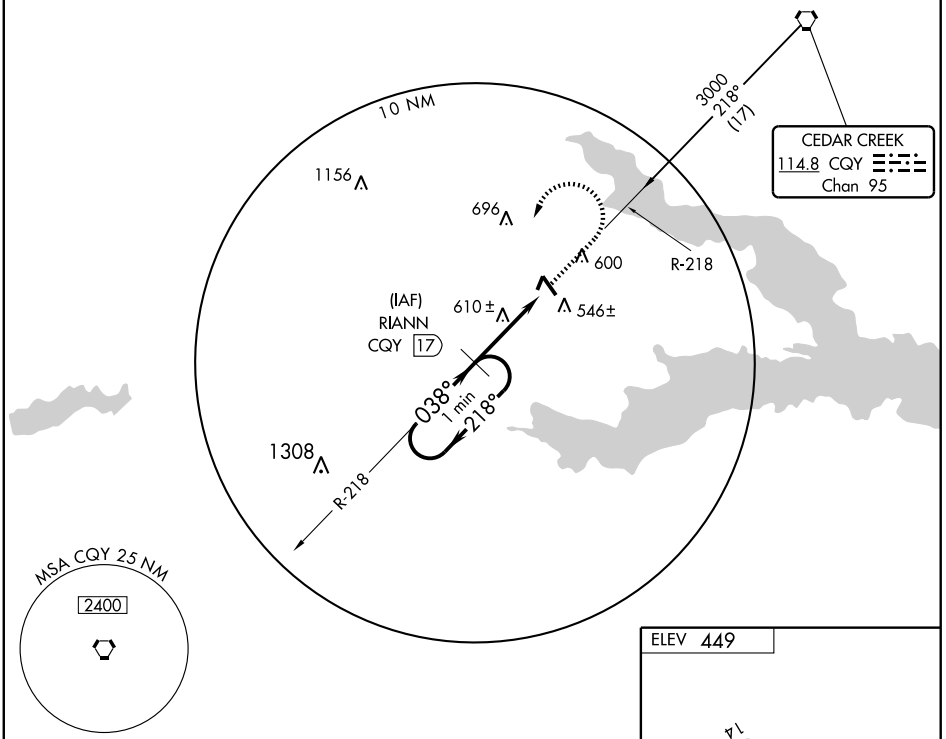
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

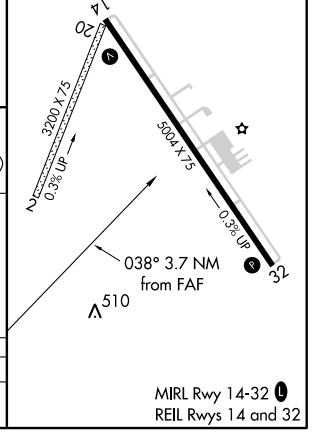
VOR/DME-B

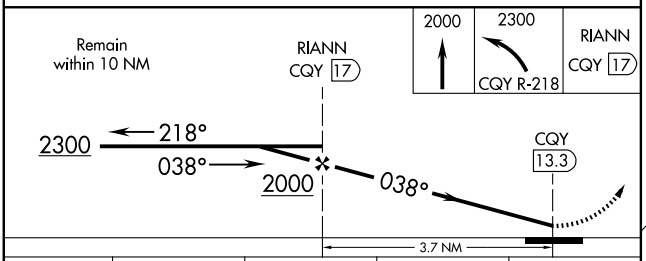
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 via CQY VORTAC R-218 to RIANN/CQY 17 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 26 AUG 2010 to 23 SEP 2010

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.

TRUAX (L) VORTAC 114.0 NGP Chan 87 N27°41.18′ W97°17.68′ at fld. 17/6E. TACAN unusable byd 35 NM blo 1,000′. VOR portion unusable 012°–020°, 200°–220°. No NOTAM MP second Wed each month 1500–1800Z‡.

(H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 138° 15.1 NM to fld. 60/9E. **HIWAS.** TACAN unusable 024°–036° byd 35 NM blo 1,700′. 037°–023° byd 35 NM blo 2,000′. TACAN azimuth and DME unusable 265°–275°.

ILS 111.3 I–NGP Rwy 13R. Glide Slope unusable byd 4.0° right side of course and byd 6.0° left side of course. GS unusable within .2 NM of thld blo 150′ MSL. No NOTAM MP third Tue each month 1700–0000Z‡.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CORSICANA N32°01.71′ W96°23.68′ NOTAM FILE CRS. **DALLAS–FT. WORTH A**

NDB (MHW) 396 CRS at C. David Campbell Fld – Corsicana Muni. Unmonitored.

CORSICANA

C. DAVID CAMPBELL FLD–CORSICANA MUNI (CRS) 5 SE UTC−6(−5DT) **DALLAS–FT. WORTH H–6H, L–19D, A IAP**

N32°01.68′ W96°24.04′

449 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CRS

RWY 14–32: H5004X75 (ASPH) S–26 MIRL 0.3% up NW

RWY 14: REIL. VASI(V4R)—GA 3.0° TCH 26.′ Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 02–20: 3200X75 (TURF) 0.3% up NE

RWY 02: Brush. **RWY 20:** Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl self–serve. Rwy 02, 45 feet marked p-line at 935 feet across extended centerline. Rwy 14–32 has 4″–6″ drop–off at edge of pavement along both sides. Rwy 14–32 6″–12″ conc boxes exposed at rwy light fixtures. Rwy 14–32 parallel twy has 4″–6″ drop–off along full length of both sides. MIRL Rwy 14–32 preset med ints to increase ints and ACTIVATE VASI Rwy 14 and PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 120.675 (903) 872–9321.

COMMUNICATIONS: CTAF/UNICOM 122.8

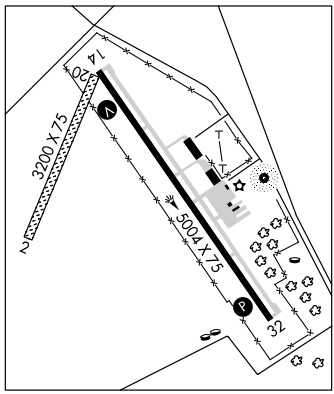
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 219° 13.3 NM to fld. 400/6E.

CORSICANA NDB (MHW) 396 CRS N32°01.71′ W96°23.68′ at fld. Unmonitored. NOTAM FILE CRS.

POWELL NDB (MHW) 344 CGQ N32°03.85′ W96°25.58′ 143° 2.5 NM to fld. NOTAM FILE CRS. Unmonitored.



COTULLA–LA SALLE CO (COT) 1 NE UTC−6(−5DT) N28°27.40′ W99°13.10′ **SAN ANTONIO H–7B, L–20G IAP**

474 B S3 **FUEL** 100LL, JET A OX 3 TPA—1474(1000) NOTAM FILE COT

RWY 13–31: H5005X75 (ASPH) S–25 MIRL 0.5% up NW

RWY 13: PAPI(P2L)—GA 3.0° TCH 20′.

RWY 31: PAPI(P2L)—GA 3.0° TCH 20′. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0000Z‡. Arpt unattended Easter, Christmas and Thanksgiving. Fuel and svc avbl on call after hours 830–879–3858. Occasional military acft operations on and invof arpt. Ramp fee waived with minimum fuel purchase. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF. Landing fee.

WEATHER DATA SOURCES: ASOS 118.32 (830) 879–2861. **HIWAS** 115.8 COT.

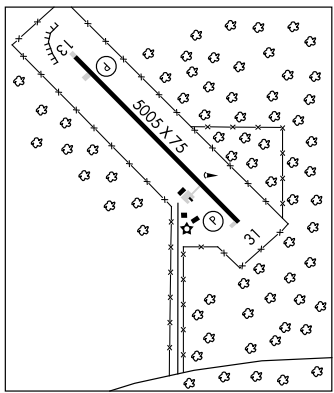
COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.2 (SAN ANGELO RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COT.

(L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 258° 5.3 NM to fld. 520/9E. **HIWAS.**



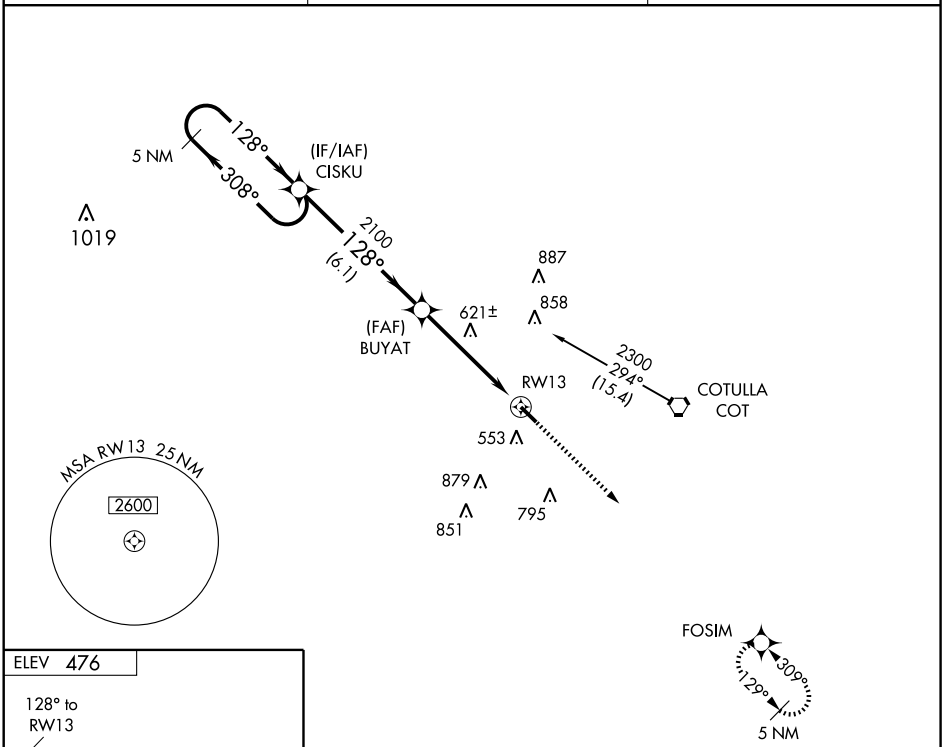
APP CRS	Rwy Idg	5005
128°	TDZE	474
	Apt Elev	476

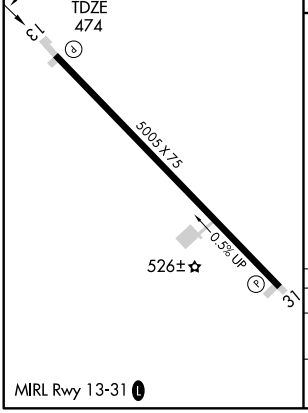
RNAV (GPS) RWY 13
COTULLA-LA SALLE COUNTY (COT)

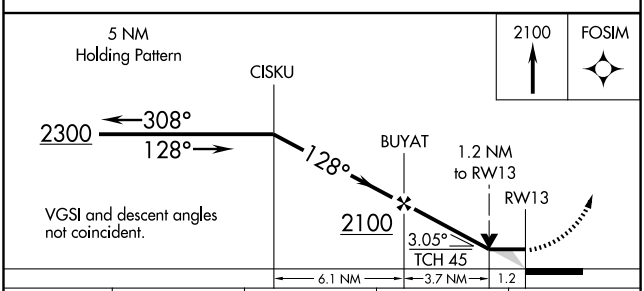
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct FOSIM and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1	406 (500-1)	880-1¼ 406 (500-1¼)	NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

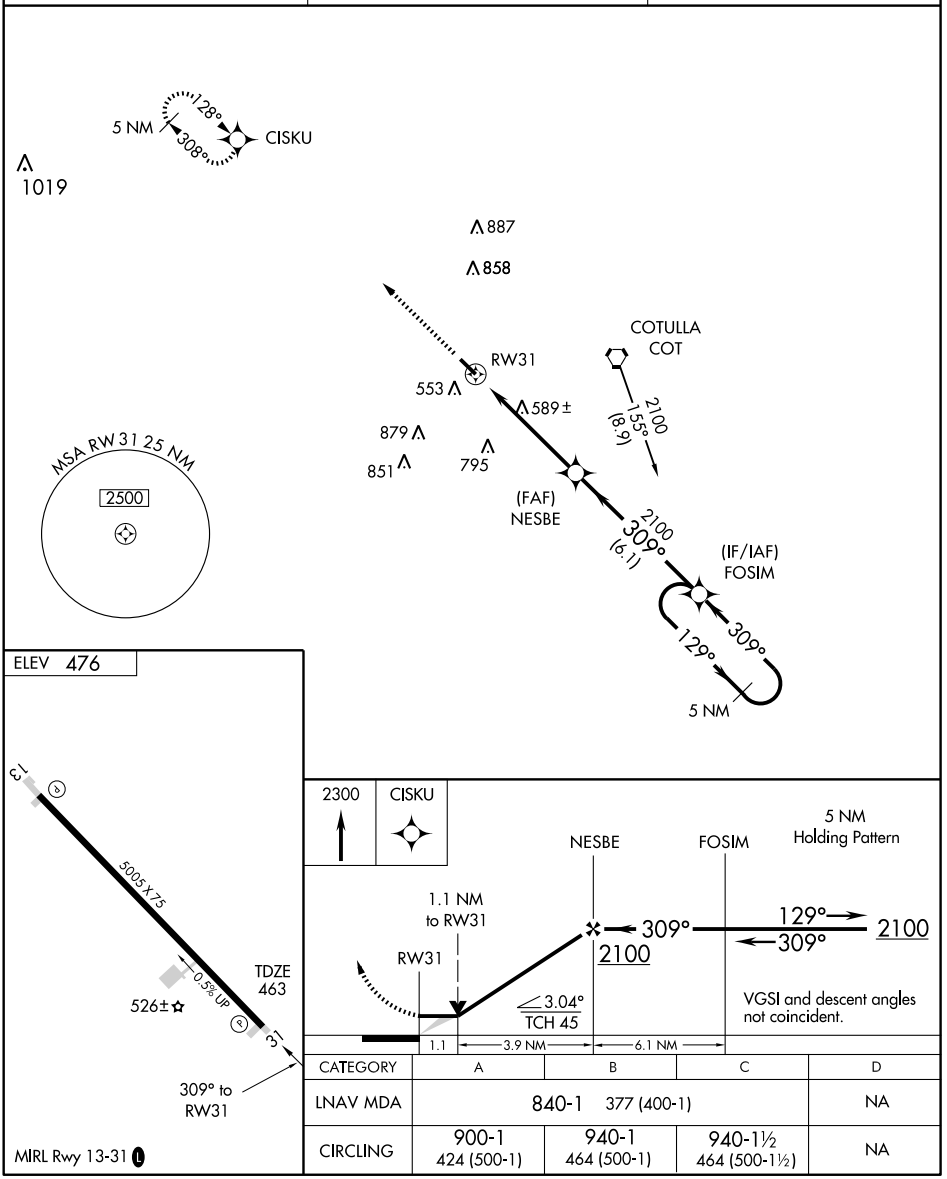
APP CRS	Rwy Idg	5005
309°	TDZE	463
	Apt Elev	476

RNAV (GPS) RWY 31
COTULLA-LA SALLE COUNTY (COT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct CISKU and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 377 (400-1)			NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC COT 115.8 Chan 105	APP CRS 259°	Rwy Idg N/A TDZE N/A Apt Elev 474

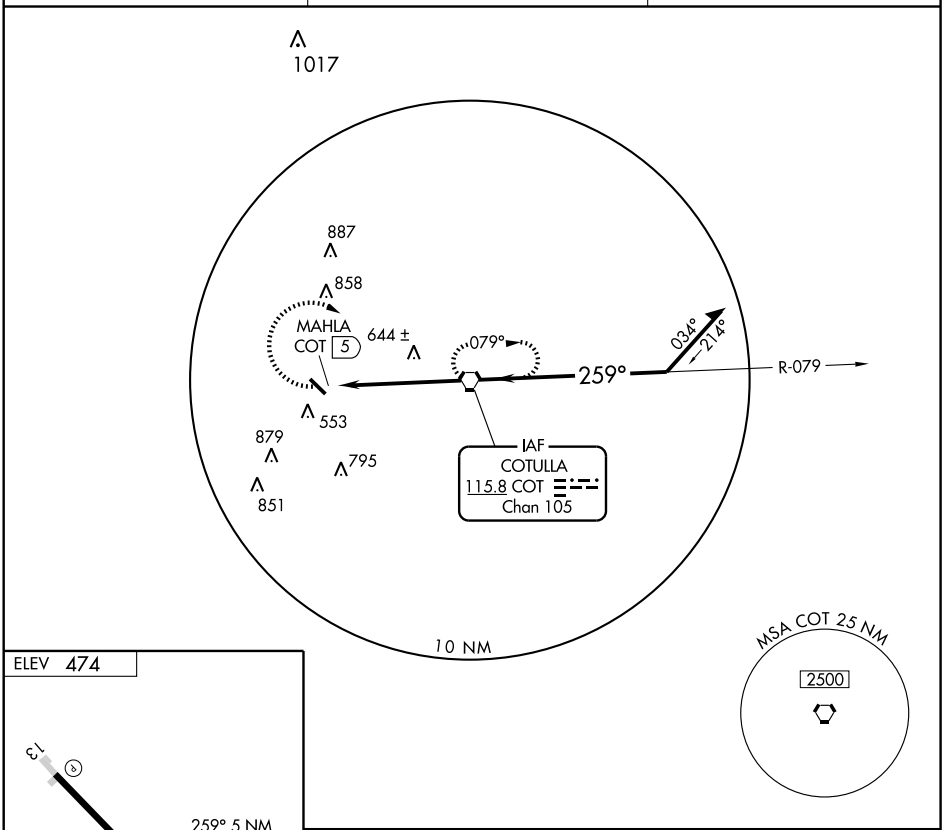
VOR-A

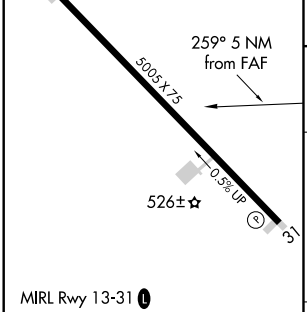
COTULLA-LA SALLE COUNTY (COT)

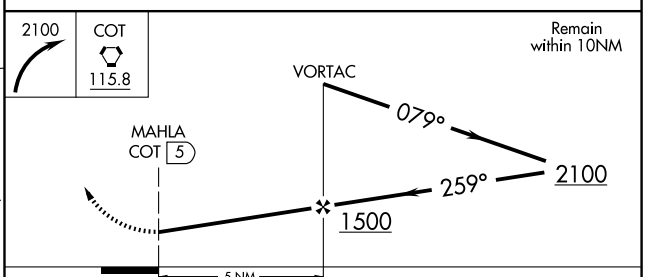
If local altimeter setting not received, use Pleasanton Muni altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2100 direct COT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	900-1 426 (500-1)	940-1 466 (500-1)	940-1½ 466 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

COULTER FLD (See BRYAN)

COVEY TRAILS (See FULSHEAR)

COWBOY N32°53.42′ W96°54.24′ NOTAM FILE FTW. DALLAS–FT WORTH
(H) VORW/DME 116.2 CVE Chan 109 128° 3.7 NM to Dallas Love Fld. 450/6E. COPTER
H–6H, L–17C, A

COX FIELD (See PARIS)

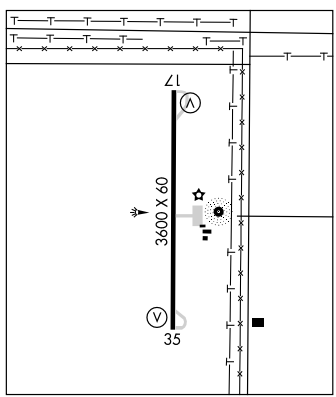
CRANE CO (E13) 1 NW UTC−6(−5DT) N31°24.91′ W102°21.78′ SAN ANTONIO
2552 B **FUEL** 100LL TPA—3352(800) NOTAM FILE SJT L–19A
RWY 12–30: H4145X70 (ASPH) MIRL
RWY 12: VASI(V2L). **RWY 30:** Thld dsplcd 449′. P–line.
RWY 15–33: H3395X50 (ASPH)
RWY 15: Tower. **RWY 33:** Thld dsplcd 176′. P-line.
RWY 08–26: H2290X50 (GRVL)
RWY 08: Brush. **RWY 26:** P–line.
AIRPORT REMARKS: Unattended. For fuel call 432–558–3572.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 183° 36.7 NM to fld. 2860/11E.

CREED N30°05.38′ W97°40.56′ NOTAM FILE BSM. SAN ANTONIO
NDB (LOM) 255 BS 353° 6.4 NM to Austin–Bergstrom Intl.

CROCKETT

HOUSTON CO (DKR) 3 SE UTC−6(−5DT) N31°18.42′ W95°24.23′ HOUSTON
348 B NOTAM FILE DKR L–19D, 21A
RWY 02–20: H4000X75 (ASPH) S–12 MIRL 0.5% up NE IAP
RWY 02: PAPI(P2L)—GA 3.0° TCH 35′. Trees. **RWY 20:** PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Unattended. PAEW on Rwy 02–20 Rotating bcn OTS indef. Twy A, Twy B and ramp clsd indef. ACTIVATE MIRL Rwy 02–20—123.5.
WEATHER DATA SOURCES: AWOS–3 118.775 (936) 545–8510. Ceiling unavbl.
COMMUNICATIONS: CTAF 122.9
HOUSTON CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
LEONA (L) VORTACW 110.8 LOA Chan 45 N31°07.44′ W95°58.08′ 061° 31.0 NM to fld. 350/8E.

CROSBYTON MUNI (8F3) 2 S UTC−6(−5DT) N33°37.43′ W101°14.45′ DALLAS–FT. WORTH
3018 B **FUEL** 100LL NOTAM FILE FTW L–17A
RWY 17–35: H3600X60 (ASPH) S–12 MIRL IAP
RWY 17: VASI(V2L). P-line.
RWY 35: VASI(V2L)—GA 4.0° TCH 23′. Trees.
AIRPORT REMARKS: Unattended. Rwy 17 VASI OTS indefinitely. Rwy 35 VASI OTS indefinitely. Rotating bcn OTS indef. Windsock OTS indef. For rwy lights key 122.8 3 times, operates on step 1 only.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LUBBOCK APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 087° 34.1 NM to fld. 3310/11E. **HIWAS.**
NDB (MHW) 332 CZX N33°37.45′ W101°14.33′ at fld. NOTAM FILE FTW.



APP CRS	Rwy Idg	4000
016°	TDZE	342
	Apt Elev	348

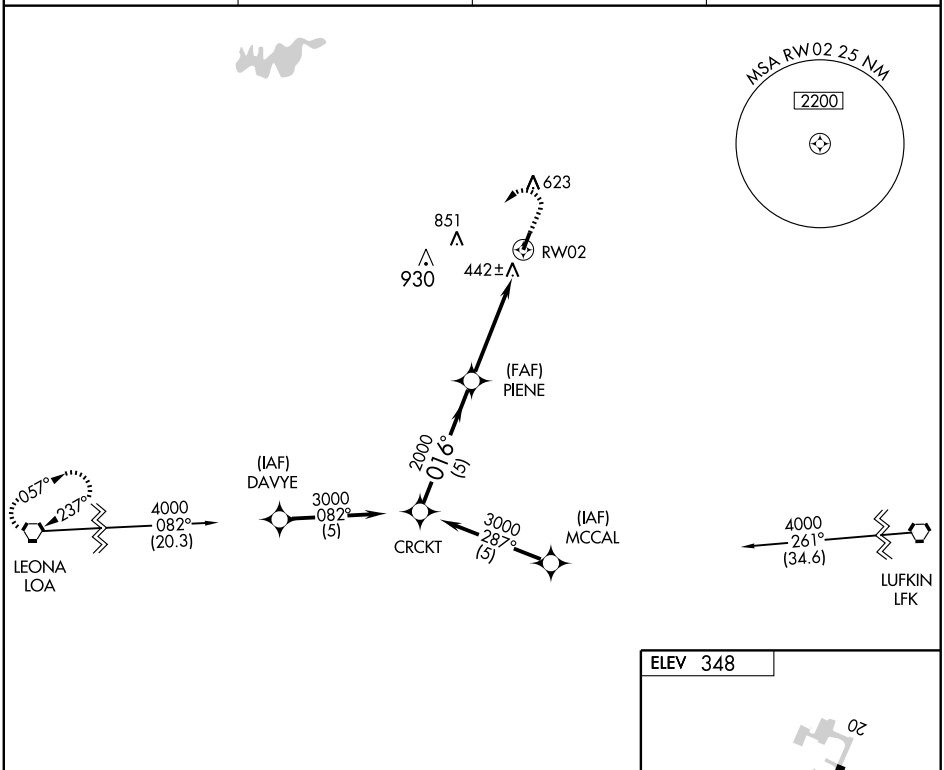
GPS RWY 2

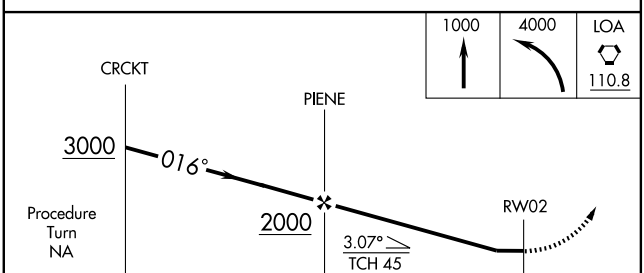
CROCKETT/ HOUSTON COUNTY (DKR)

⚠ NA — Use Huntsville Muni altimeter setting.	MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct LOA VORTAC and hold.

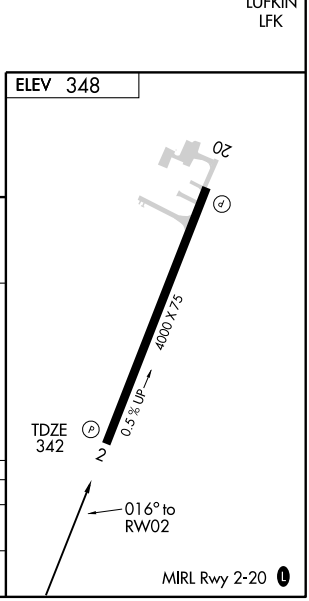
AWOS-3	HOUSTON CENTER	CTAF	
118.775	134.8 269.6	122.9	123.5 (L)

SC-5, 26 AUG 2010 to 23 SEP 2010





CATEGORY	A	B	C	D
S-2	780-1 438 (500-1)		780-1¼ 438 (500-1¼)	780-1½ 438 (500-1½)
CIRCLING	880-1 532 (600-1)		1060-2 712 (800-2)	1060-2¼ 712 (800-2¼)



APP CRS	Rwy Idg	4000
197°	TDZE	348
	Apt Elev	348

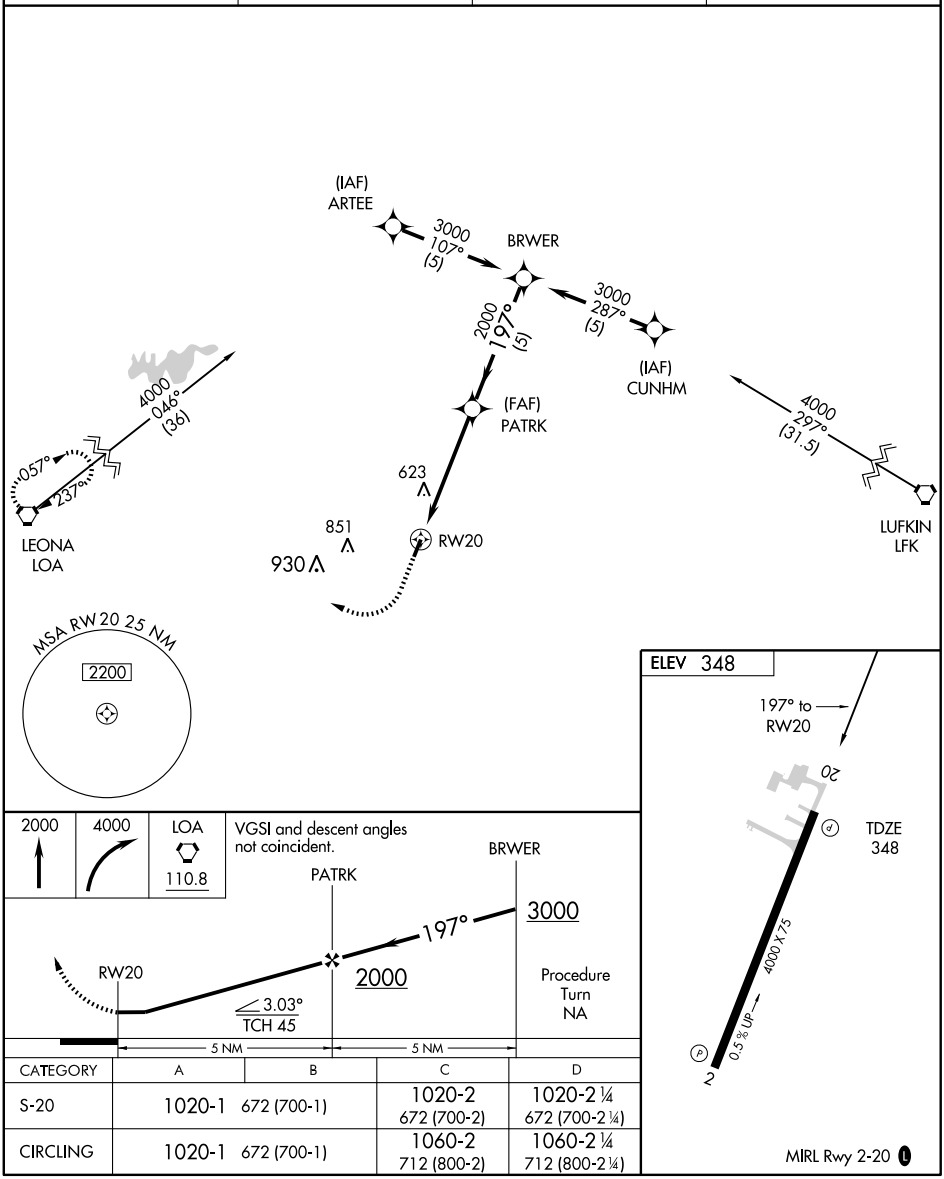
GPS RWY 20

CROCKETT/ HOUSTON COUNTY (DKR)

⚠ NA Use Huntsville Muni altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct LOA VORTAC and hold.

AWOS-3	HOUSTON CENTER	CTAF	
118.775	134.8 269.6	122.9	123.5 L



CATEGORY	A	B	C	D
S-20	1020-1	672 (700-1)	1020-2 672 (700-2)	1020-2 ¼ 672 (700-2 ¼)
CIRCLING	1020-1	672 (700-1)	1060-2 712 (800-2)	1060-2 ¼ 712 (800-2 ¼)

MIRL Rwy 2-20 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

COULTER FLD (See BRYAN)

COVEY TRAILS (See FULSHEAR)

COWBOY N32°53.42′ W96°54.24′ NOTAM FILE FTW. DALLAS–FT WORTH
(H) VORW/DME 116.2 CVE Chan 109 128° 3.7 NM to Dallas Love Fld. 450/6E. COPTER
H–6H, L–17C, A

COX FIELD (See PARIS)

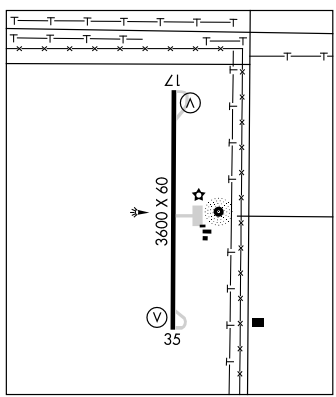
CRANE CO (E13) 1 NW UTC−6(−5DT) N31°24.91′ W102°21.78′ SAN ANTONIO
2552 B **FUEL** 100LL TPA—3352(800) NOTAM FILE SJT L–19A
RWY 12–30: H4145X70 (ASPH) MIRL
RWY 12: VASI(V2L). **RWY 30:** Thld dsplcd 449′. P–line.
RWY 15–33: H3395X50 (ASPH)
RWY 15: Tower. **RWY 33:** Thld dsplcd 176′. P-line.
RWY 08–26: H2290X50 (GRVL)
RWY 08: Brush. **RWY 26:** P–line.
AIRPORT REMARKS: Unattended. For fuel call 432–558–3572.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 183° 36.7 NM to fld. 2860/11E.

CREED N30°05.38′ W97°40.56′ NOTAM FILE BSM. SAN ANTONIO
NDB (LOM) 255 BS 353° 6.4 NM to Austin–Bergstrom Intl.

CROCKETT

HOUSTON CO (DKR) 3 SE UTC−6(−5DT) N31°18.42′ W95°24.23′ HOUSTON
348 B NOTAM FILE DKR L–19D, 21A
RWY 02–20: H4000X75 (ASPH) S–12 MIRL 0.5% up NE IAP
RWY 02: PAPI(P2L)—GA 3.0° TCH 35′. Trees. **RWY 20:** PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Unattended. PAEW on Rwy 02–20 Rotating bcn OTS indef. Twy A, Twy B and ramp clsd indef. ACTIVATE MIRL Rwy 02–20—123.5.
WEATHER DATA SOURCES: AWOS–3 118.775 (936) 545–8510. Ceiling unavbl.
COMMUNICATIONS: CTAF 122.9
HOUSTON CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
LEONA (L) VORTACW 110.8 LOA Chan 45 N31°07.44′ W95°58.08′ 061° 31.0 NM to fld. 350/8E.

CROSBYTON MUNI (8F3) 2 S UTC−6(−5DT) N33°37.43′ W101°14.45′ DALLAS–FT. WORTH
3018 B **FUEL** 100LL NOTAM FILE FTW L–17A
RWY 17–35: H3600X60 (ASPH) S–12 MIRL IAP
RWY 17: VASI(V2L). P-line.
RWY 35: VASI(V2L)—GA 4.0° TCH 23′. Trees.
AIRPORT REMARKS: Unattended. Rwy 17 VASI OTS indefinitely. Rwy 35 VASI OTS indefinitely. Rotating bcn OTS indef. Windsock OTS indef. For rwy lights key 122.8 3 times, operates on step 1 only.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LUBBOCK APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 087° 34.1 NM to fld. 3310/11E. **HIWAS.**
NDB (MHW) 332 CZX N33°37.45′ W101°14.33′ at fld. NOTAM FILE FTW.



APP CRS	Rwy Idg	3600
352°	TDZE	3017
	Apt Elev	3018

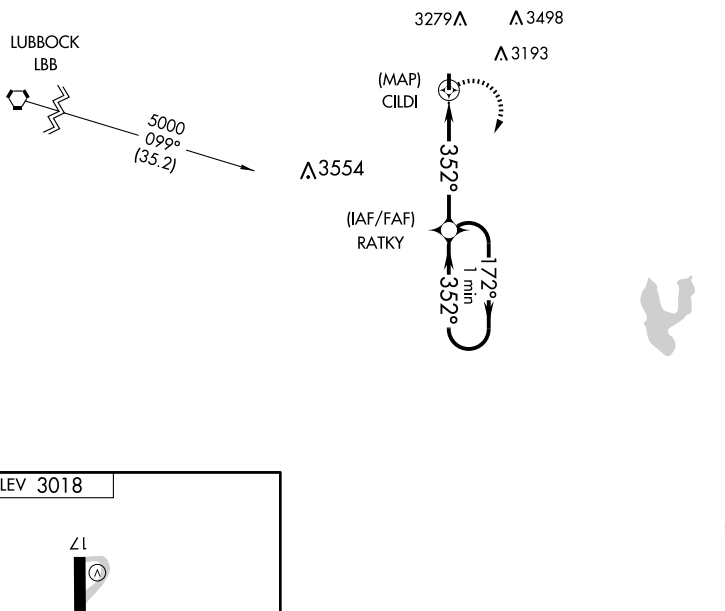
GPS RWY 35
CROSBYTON MUNI (8F3)

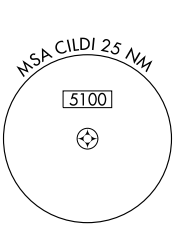
Use Lubbock altimeter setting.

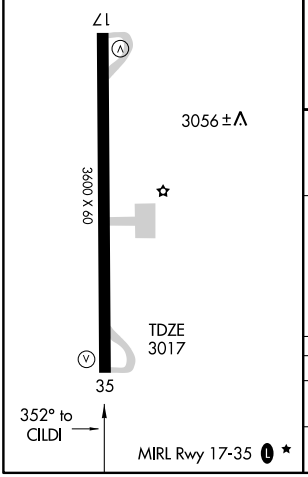
⚠ NA

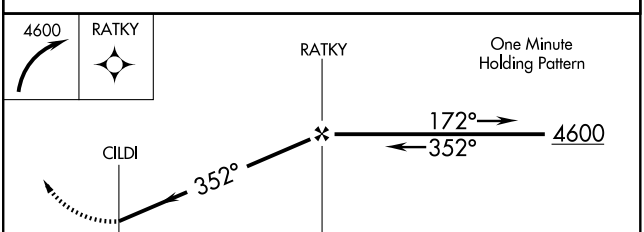
MISSED APPROACH: Climbing right turn 4600 direct RATKY WP and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 L (CTAF)









CATEGORY	A	B	C	D
S-35	3440-1	423 (500-1)	3440-1¼ 423 (500-1¼)	NA
CIRCLING	3560-1	542 (600-1)	3560-1½ 542 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

NDB CZX 332	APP CRS 360°	Rwy Idg 3600 TDZE 3017 Apt Elev 3018

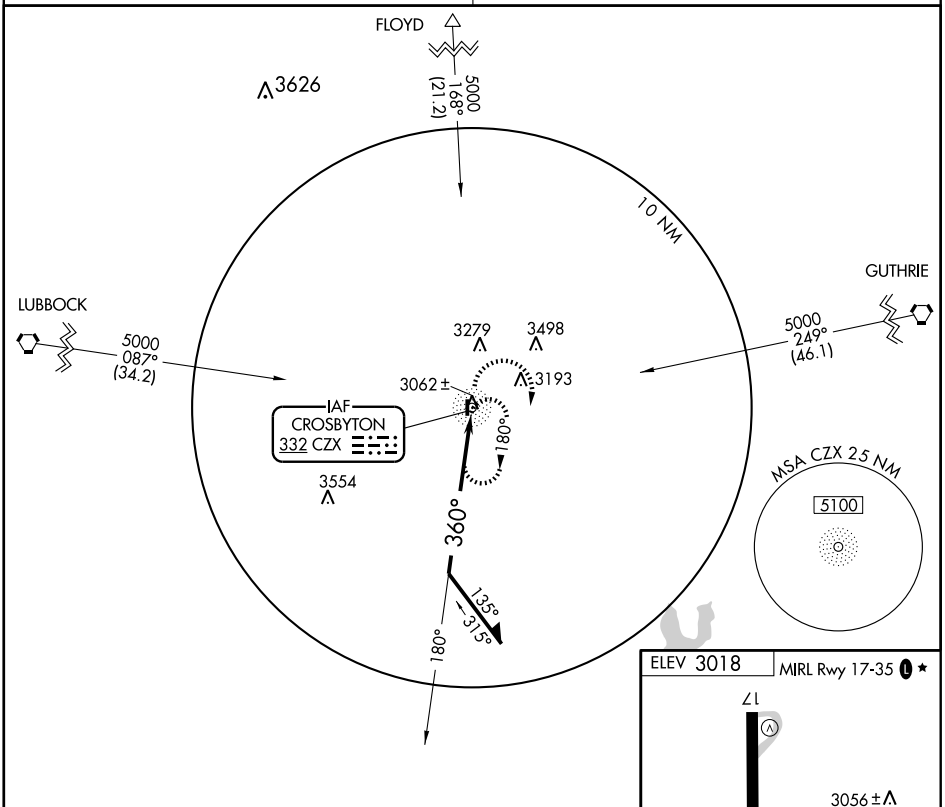
NDB RWY 35

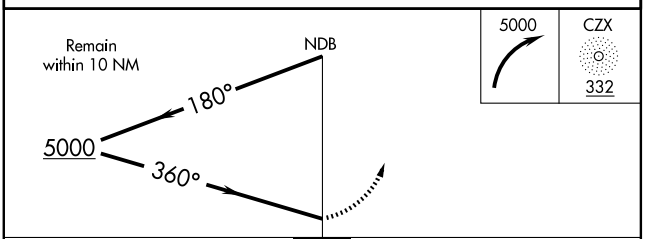
CROSBYTON MUNI (8F3)

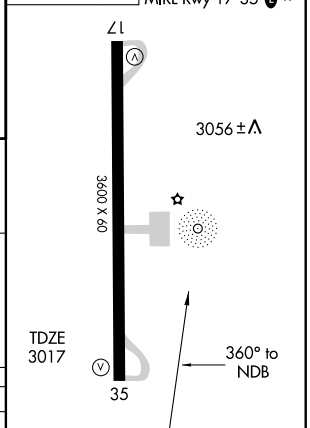
NA Use Lubbock altimeter setting.
ACTIVATE MIRL Rwy 17-35 - 122.8.

MISSED APPROACH: Climbing right turn to 5000 in CZX NDB holding pattern.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 L (CTAF)





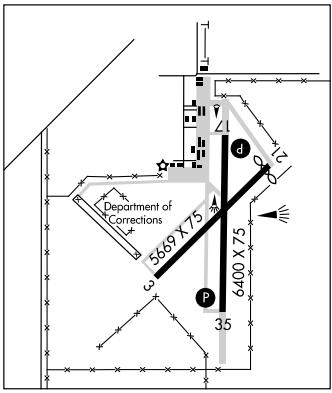


CATEGORY	A	B	C	D
S-35	3600-1	583 (600-1)	3600-1½ 583 (600-1½)	NA
CIRCLING	3600-1	582 (600-1)	3600-1½ 582 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

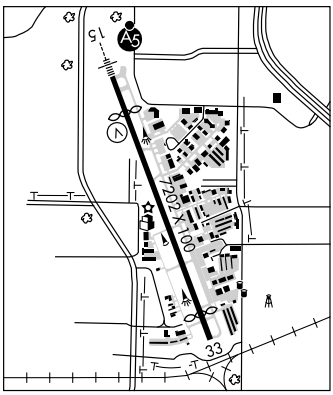
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DALHART MUNI (DHT) 3 SW UTC−6(−5DT) N36°01.36′ W102°32.84′ **WICHITA**
3991 B S4 **FUEL** 100LL, JET A1 0X 1 TPA—4991(1000) NOTAM FILE DHT **H–6G, L–15B**
RWY 17–35: H6400X75 (ASPH) S–20, D–30 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 39′.
RWY 03–21: H5669X75 (ASPH) S–30 MIRL
RWY 21: Thld dsplcd 224′.
AIRPORT REMARKS: Attended dawn–dusk. For fuel after hours call 806–249–4490. Large flocks of waterfowl invof Lake Rita Blanca 2 miles E during fall. Twy A clsd indef. Twy B clsd indef. MIRL Rwy 03–21 and Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 134.075 (806) 249–5671. **HIWAS** 112.0 DHT.
COMMUNICATIONS: CTAF/UNICOM 122.95
RCO 122.2 (FORT WORTH RADIO)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.
(L) VORTACW 112.0 DHT Chan 57 N36°05.49′ W102°32.68′ 170° 4.1 NM to fld. 4020/12E. **HIWAS.**



DALLAS

ADDISON (ADS) 9 N UTC−6(−5DT) N32°58.11′ W96°50.19′ **DALLAS–FT. WORTH**
644 B S4 **FUEL** 100LL, JET A OX 2 TPA—See Remarks LRA NOTAM FILE ADS **COPTER**
RWY 15–33: H7202X100 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–160 MIRL **H–6H, L–17C, A**
RWY 15: MALSR. VASI(V4R)—GA 3.0°TCH 51′. Thld dsplcd 979′. Ground. **IAP, AD**
RWY 33: REIL. Thld dsplcd 771′. Road.
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy limited to maximum gross weight 120,000 pounds. Safety areas at both rwy ends NSTD. No touch and go landings without arpt managers approval. Numerous 200′ buildings within 1 mile East, and South of arpt, transmission towers and water tanks West of arpt. TPA—1600 (956) for light acft, 2000 (1356) for large acft. Be alert: Rwy holding position markings located at the west edge of Twy A. ACTIVATE MIRL Rwy 15–33 and MALSR Rwy 15—CTAF. When twr clsd MIRL Rwy 15–33 preset med ints only. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 (972) 386–4855. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 133.4 (972) 628–2439.
UNICOM 122.95
Ⓡ **RGNL APP/DEP CON** 124.3
TOWER 126.0 (1200–0400Z‡) **GND CON** 121.6 **CLNC DEL** 119.55
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 54° 11.9 NM to fld. 540/6E.
ILS/DME 110.1 I–ADS Chan 38 Rwy 15. Unmonitored when twr clsd.
ILS/DME 110.1 I–TBQ Chan 38 Rwy 33. Class IB. Unmonitored when twr clsd.



AIR PARK–DALLAS (F69) 16 NE UTC−6(−5DT) N33°01.41′ W96°50.22′ **DALLAS–FT. WORTH**
695 S4 **FUEL** 100LL TPA—1890(1195) NOTAM FILE FTW **COPTER**
RWY 16–34: H3080X30 (ASPH) LIRL (NSTD) **L–17C, A**
RWY 16: Thld dsplcd 300′. Building. **RWY 34:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. For fuel call 972–248–4265 prior to arrival. Rwy 16–34 NSTD LIRL, south 2780′ of rwy lgtd. Rwy 16 and Rwy 34 numbers 25′ tall, NSTD thld and centerline markings. School located just north of airfield. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 042° 13.8 NM to fld. 540/6E.

APP CRS	Rwy Idg	6400
172°	TDZE	3990
	Apt Elev	3991

GPS RWY 17
DALHART MUNI (DHT)

NA

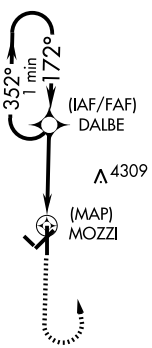
Circling not authorized west of Rwy 17-35.

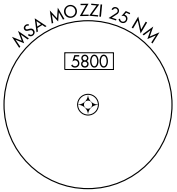
MISSED APPROACH: Climb to 5000 then climbing left turn to 5400 direct DALBE and hold.

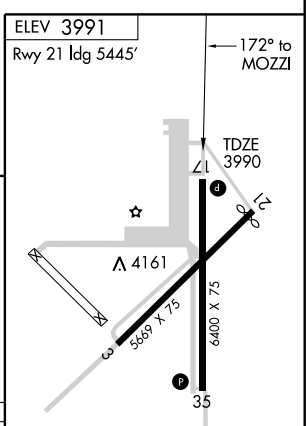
ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L

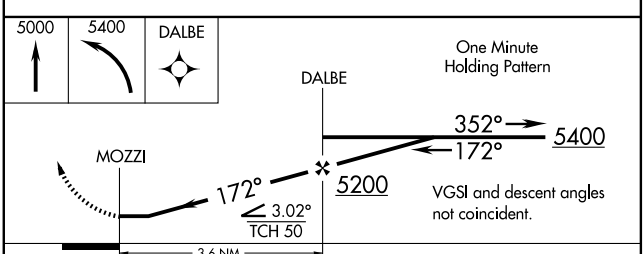
SC-2, 26 AUG 2010 to 23 SEP 2010











CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	349°	TDZE	3988
Chan 57		Apt Elev	3991

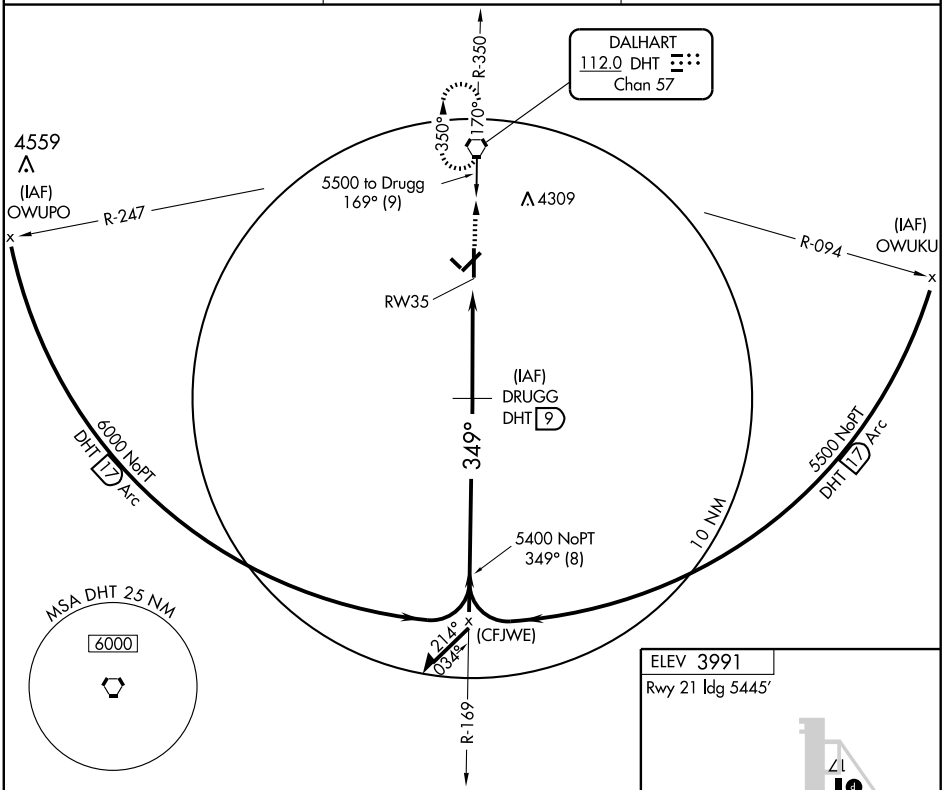
VOR/DME or GPS RWY 35

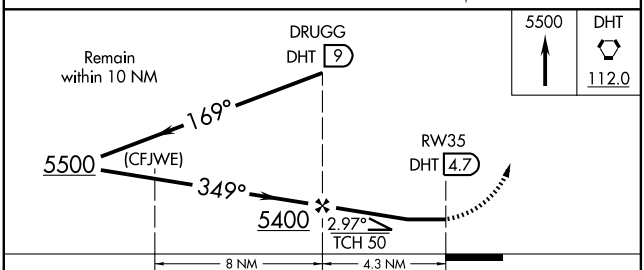
DALHART MUNI (DHT)

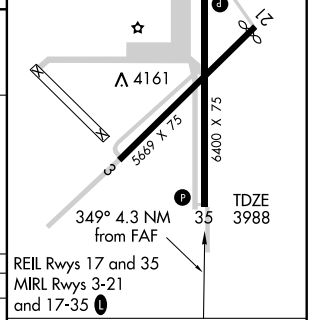
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF)







CATEGORY	A	B	C	D
S-35	4340-1 352 (400-1)			4340-1¼ 352 (400-1¼)
CIRCLING	4440-1 449 (500-1)	4460-1 469 (500-1)	4460-1½ 469 (500-1½)	4660-2 669 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

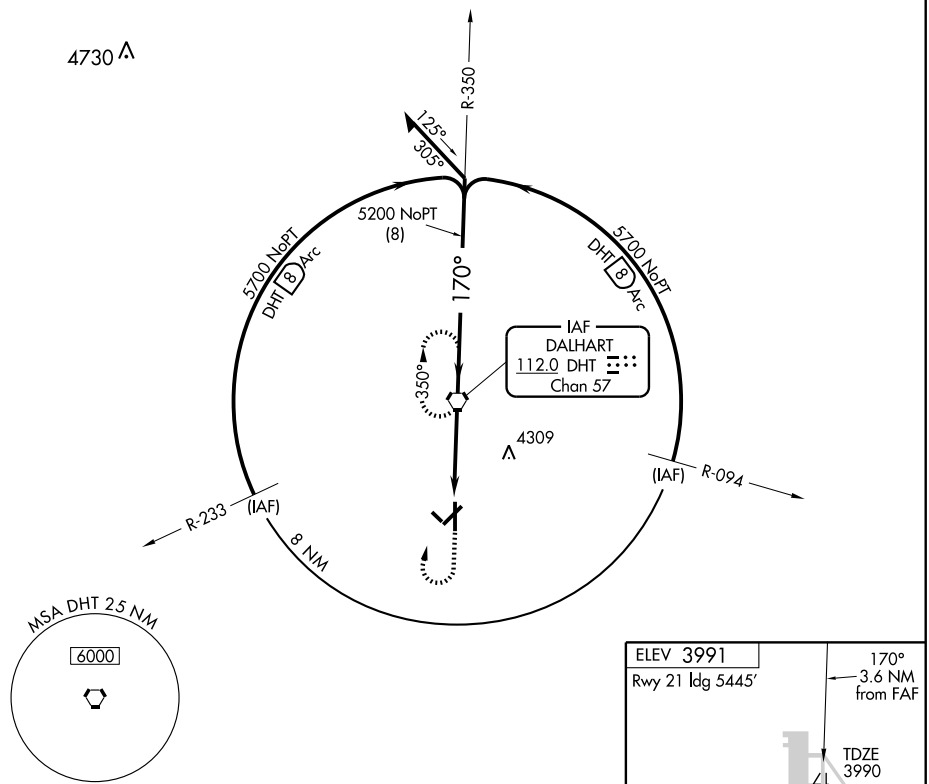
VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	170°	TDZE	3990
Chan 57		Apt Elev	3991

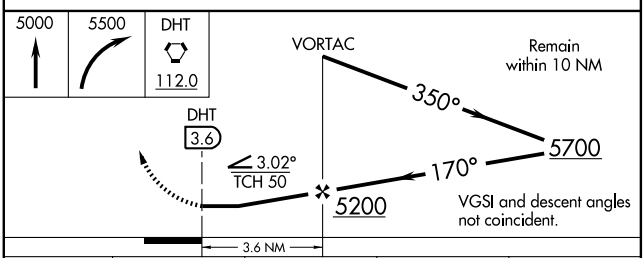
VOR RWY 17
DALHART MUNI (DHT)

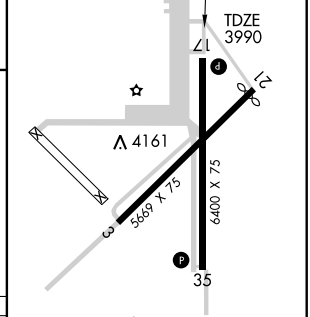
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







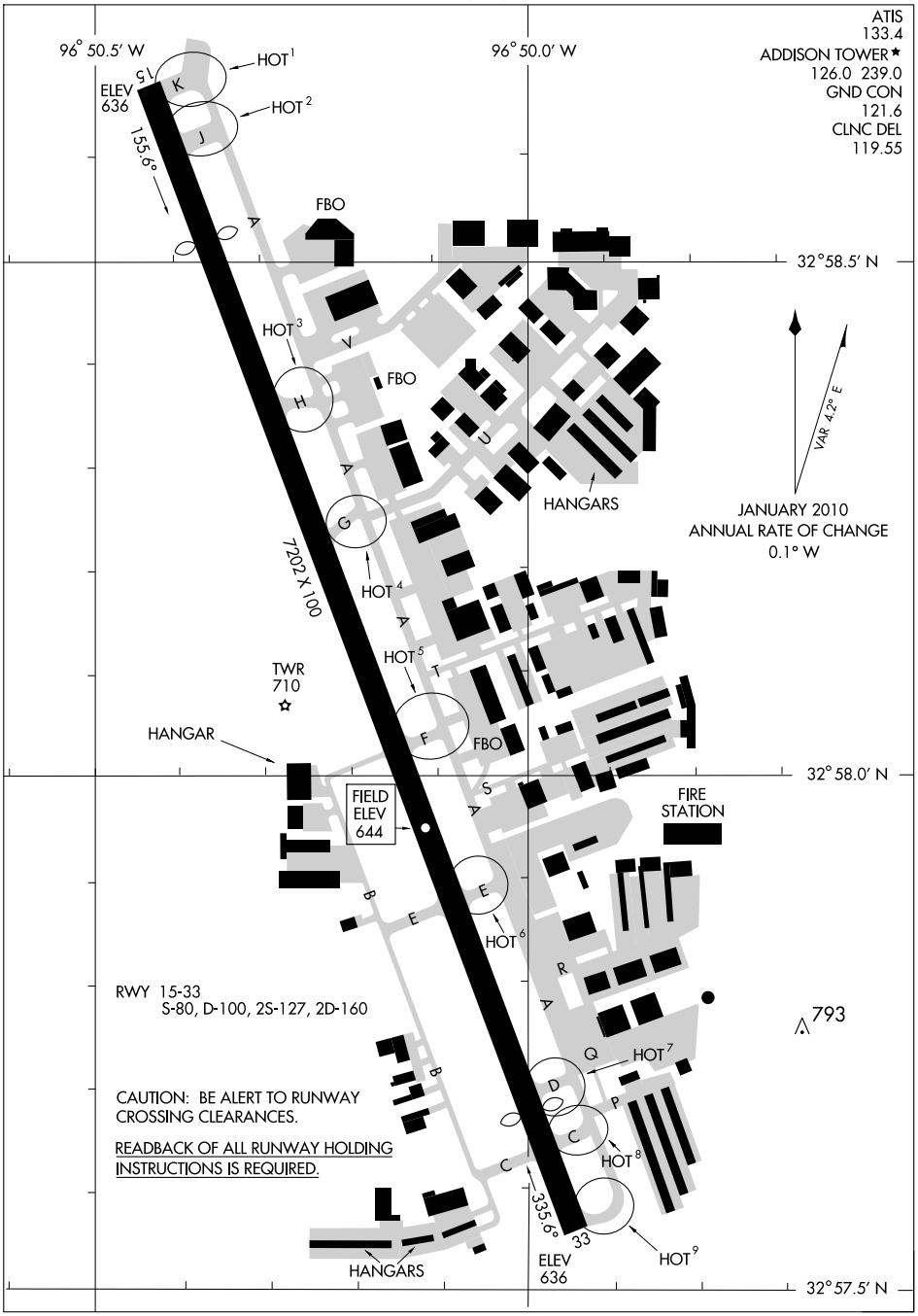
REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

FAF to MAP 3.6 NM

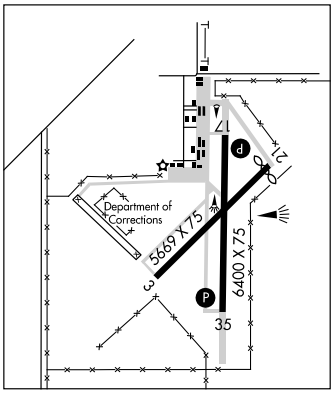
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 26 AUG 2010 to 23 SEP 2010



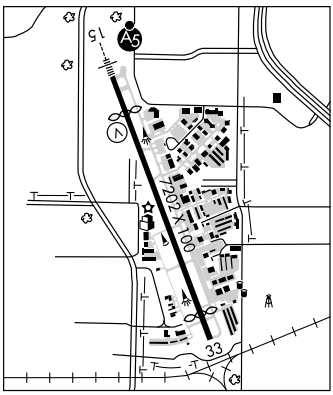
SC-2, 26 AUG 2010 to 23 SEP 2010

DALHART MUNI (DHT) 3 SW UTC−6(−5DT) N36°01.36′ W102°32.84′ **WICHITA**
3991 B S4 **FUEL** 100LL, JET A1 0X 1 TPA—4991(1000) NOTAM FILE DHT **H–6G, L–15B**
RWY 17–35: H6400X75 (ASPH) S–20, D–30 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 39′.
RWY 03–21: H5669X75 (ASPH) S–30 MIRL
RWY 21: Thld dsplcd 224′.
AIRPORT REMARKS: Attended dawn–dusk. For fuel after hours call 806–249–4490. Large flocks of waterfowl invof Lake Rita Blanca 2 miles E during fall. Twy A clsd indef. Twy B clsd indef. MIRL Rwy 03–21 and Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 134.075 (806) 249–5671. **HIWAS** 112.0 DHT.
COMMUNICATIONS: CTAF/UNICOM 122.95
RCO 122.2 (FORT WORTH RADIO)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.
(L) VORTACW 112.0 DHT Chan 57 N36°05.49′ W102°32.68′ 170° 4.1 NM to fld. 4020/12E. **HIWAS.**



DALLAS

ADDISON (ADS) 9 N UTC−6(−5DT) N32°58.11′ W96°50.19′ **DALLAS–FT. WORTH**
644 B S4 **FUEL** 100LL, JET A OX 2 TPA—See Remarks LRA NOTAM FILE ADS **COPTER**
RWY 15–33: H7202X100 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–160 MIRL **H–6H, L–17C, A**
RWY 15: MALSR. VASI(V4R)—GA 3.0°TCH 51′. Thld dsplcd 979′. Ground. **IAP, AD**
RWY 33: REIL. Thld dsplcd 771′. Road.
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy limited to maximum gross weight 120,000 pounds. Safety areas at both rwy ends NSTD. No touch and go landings without arpt managers approval. Numerous 200′ buildings within 1 mile East, and South of arpt, transmission towers and water tanks West of arpt. TPA—1600 (956) for light acft, 2000 (1356) for large acft. Be alert: Rwy holding position markings located at the west edge of Twy A. ACTIVATE MIRL Rwy 15–33 and MALSR Rwy 15—CTAF. When twr clsd MIRL Rwy 15–33 preset med ints only. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 (972) 386–4855. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 133.4 (972) 628–2439.
UNICOM 122.95
Ⓡ **RGNL APP/DEP CON** 124.3
TOWER 126.0 (1200–0400Z‡) **GND CON** 121.6 **CLNC DEL** 119.55
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 54° 11.9 NM to fld. 540/6E.
ILS/DME 110.1 I–ADS Chan 38 Rwy 15. Unmonitored when twr clsd.
ILS/DME 110.1 I–TBQ Chan 38 Rwy 33. Class IB. Unmonitored when twr clsd.



AIR PARK–DALLAS (F69) 16 NE UTC−6(−5DT) N33°01.41′ W96°50.22′ **DALLAS–FT. WORTH**
695 S4 **FUEL** 100LL TPA—1890(1195) NOTAM FILE FTW **COPTER**
RWY 16–34: H3080X30 (ASPH) LIRL (NSTD) **L–17C, A**
RWY 16: Thld dsplcd 300′. Building. **RWY 34:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. For fuel call 972–248–4265 prior to arrival. Rwy 16–34 NSTD LIRL, south 2780′ of rwy lgtd. Rwy 16 and Rwy 34 numbers 25′ tall, NSTD thld and centerline markings. School located just north of airfield. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 042° 13.8 NM to fld. 540/6E.

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

ATIS 133.4
CLNC DEL 119.55
GND CON 121.6
ADDISON TOWER ★ 126.0 (CTAF) 239.0
REGIONAL DEP CON 124.3 282.35
CTAF 126.0

TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 220′ per NM to 1100′.
Rwy 33: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
R-320
151
FL230 064° (75)
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
R-180
R-183
R-312
R-261
R-187
R-254
FL200 077° (125)
R-262
FL200 097° (206)
R-281
14000 072° (134)
064° (38)
074° (36)
084° (36)
094° (36)
5000 (39) 76
5000 081° (49)
6000 (34)
94 10000 079° (44)
71
(25) R-259 (25)
R-346
14000 111° (116) R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

SL-768 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to1307' on centerline, up to 152' AGL/787' MSL; Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

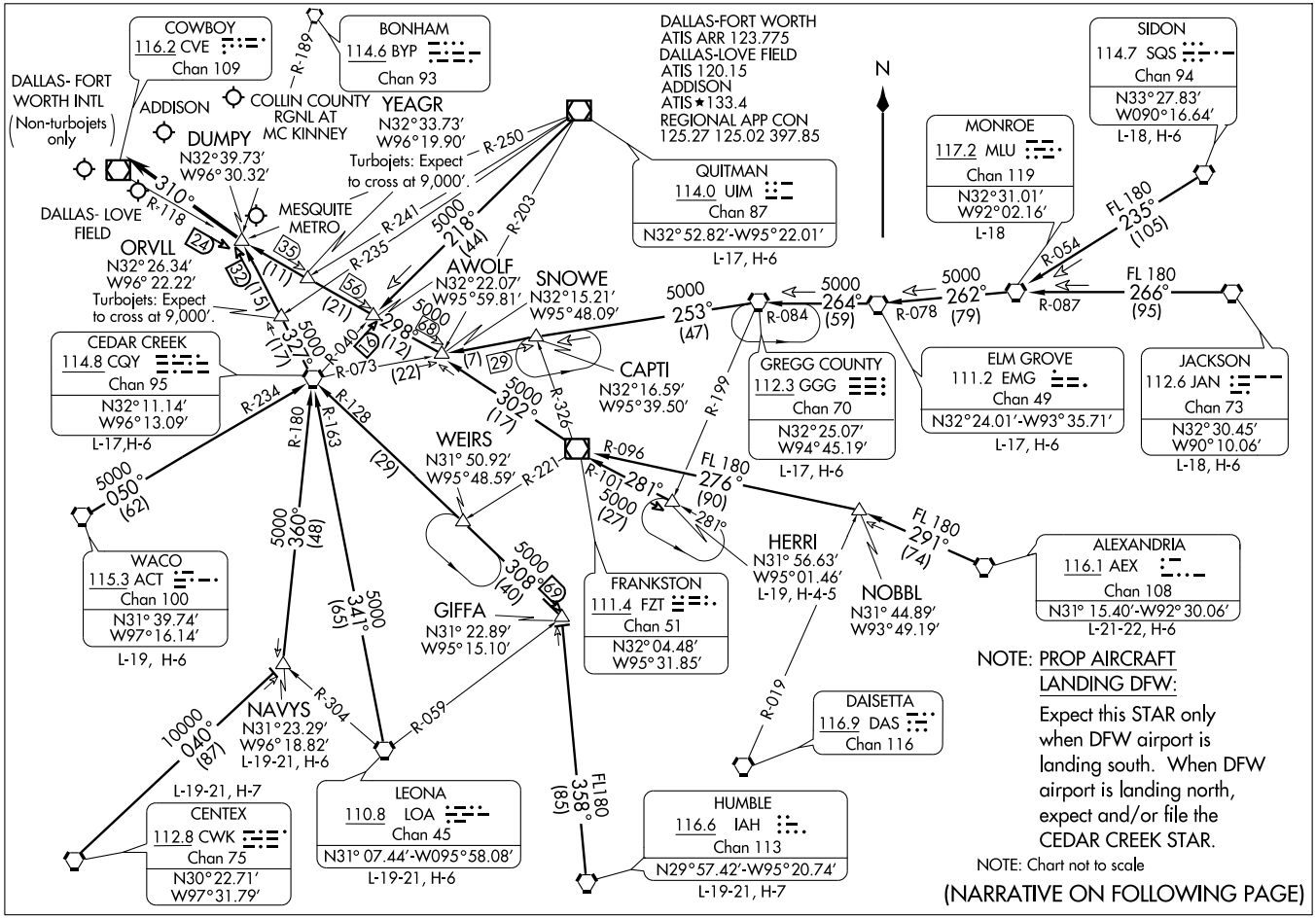
Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

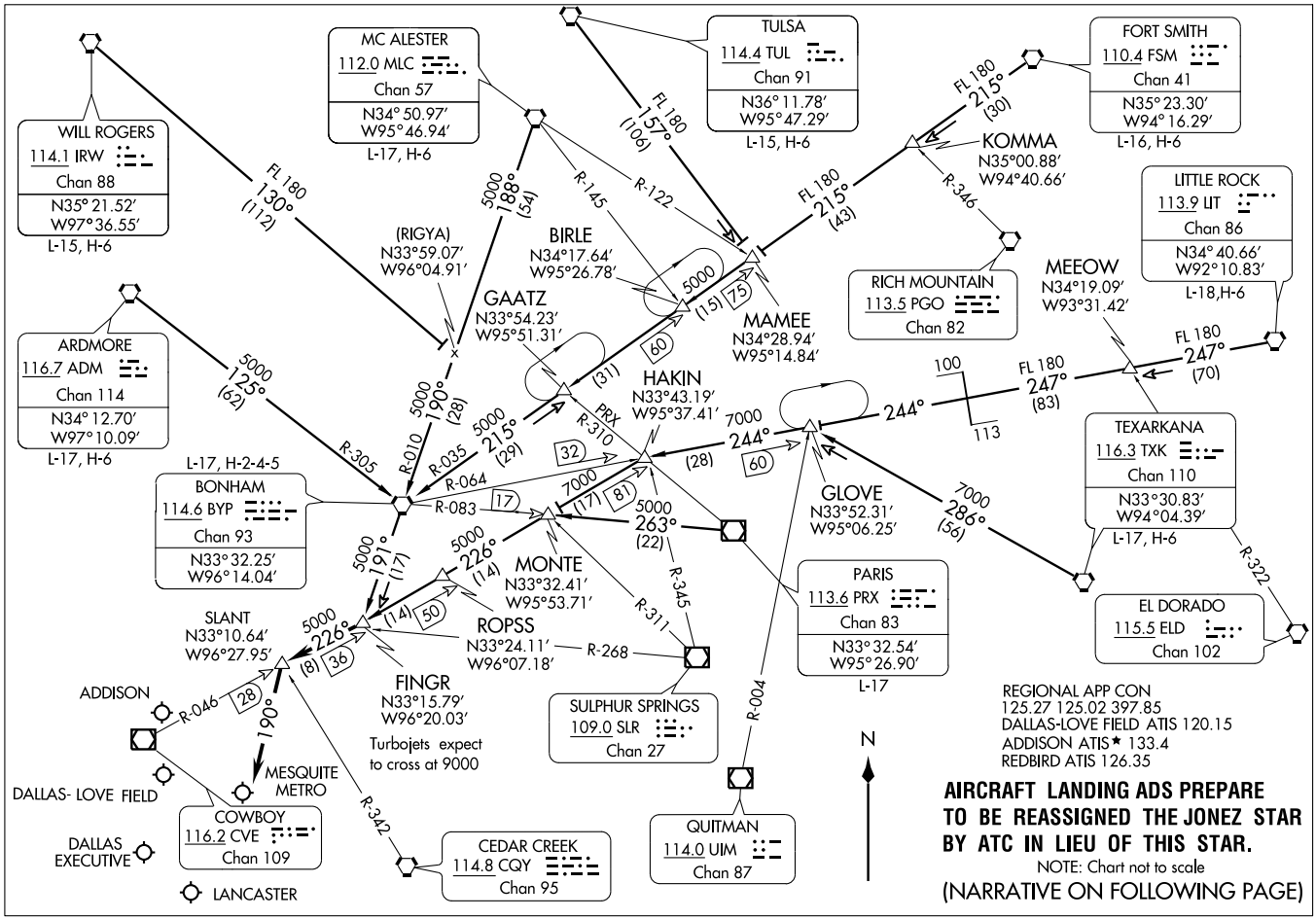
LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351



DALLAS-FT. WORTH, TEXAS

ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE

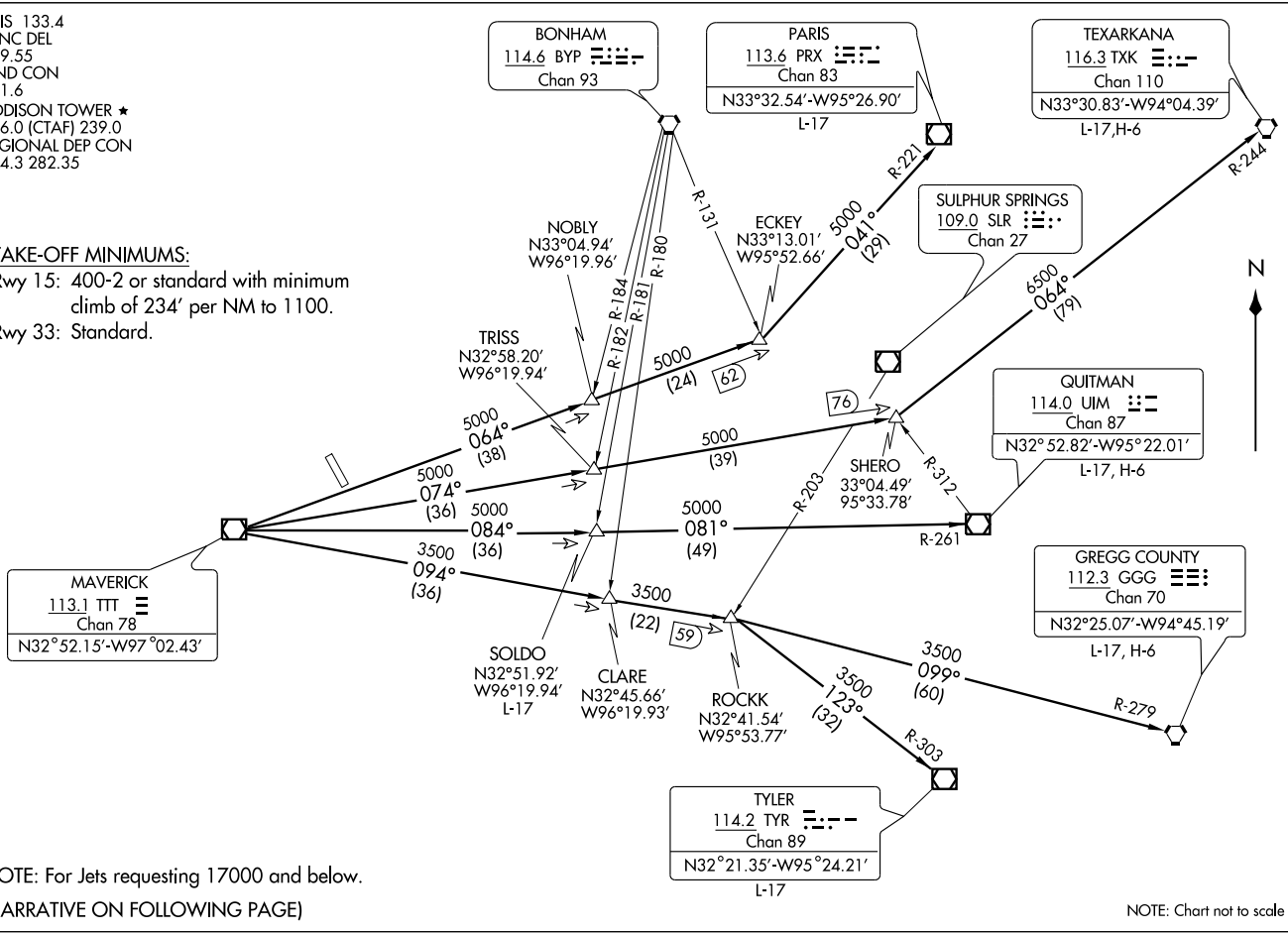
(GARL3.TTT) 09351

DALLAS, TEXAS

DALLAS/ADDISON (ADS)

ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35

TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 234′ per NM to 1100.
Rwy 33: Standard.



NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
SL-768 (FAA)
DALLAS/ADDISON (ADS)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' left of centerline, up to 152' AGL/787' MSL.
Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

GLEN ROSE NINE ARRIVAL

(JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

DELMO
N32°44.97′
W97°10.17′

MILLSAP
117.7 MQP
Chan 124

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

JUMBO
N31° 32.17′
W98° 10.81′
H-6

CHECK
N31° 55.69′
W97° 59.43′

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

SICUM
N32° 10.23′
W98° 06.78′

CADES
N32° 11.64′
W98° 39.73′

GEENI
N32° 12.33′
W98° 57.18′

SITNA
N32° 12.55′
W99° 03.07′

PHILS
N32° 11.41′
W100° 18.30′

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

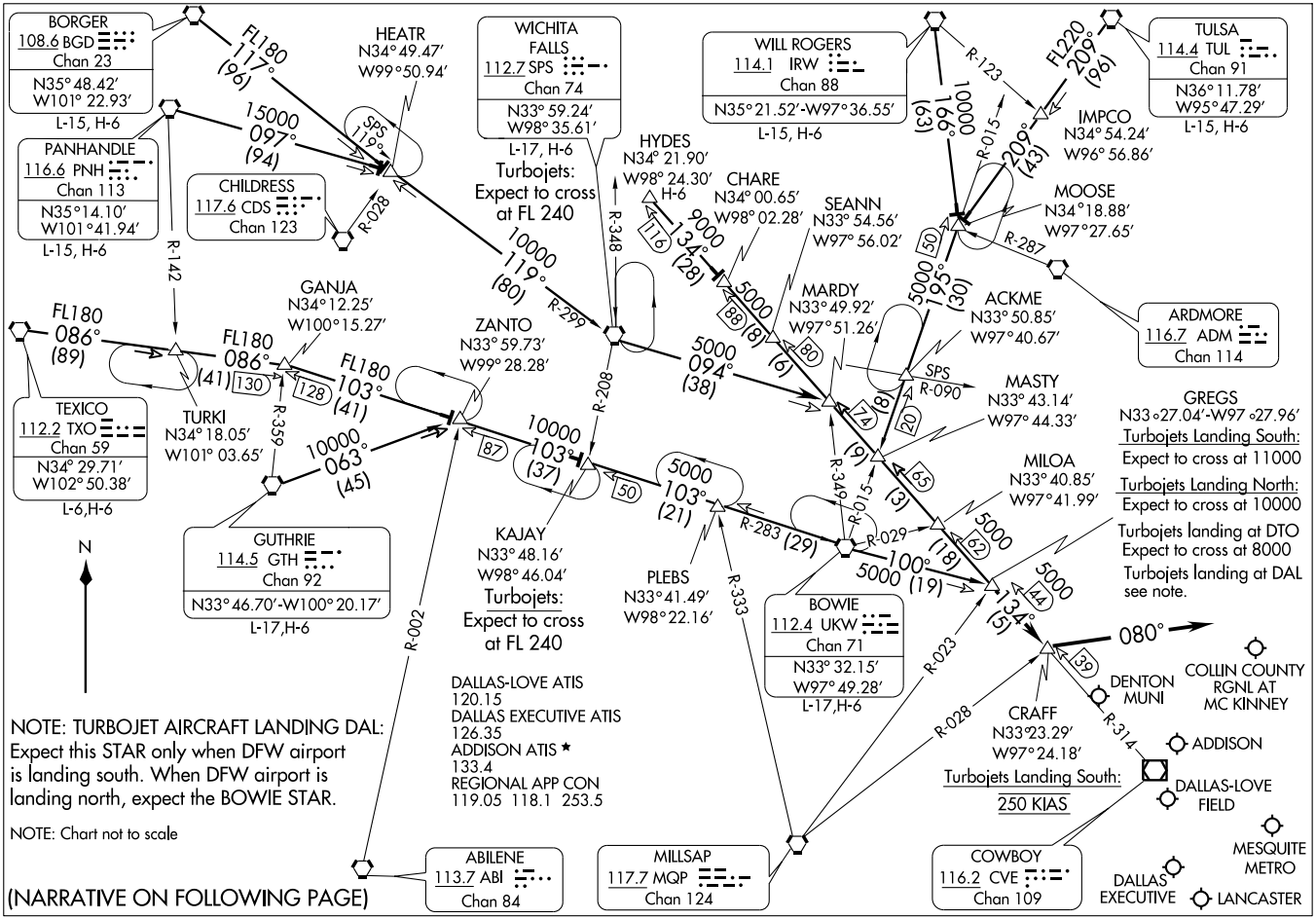
AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

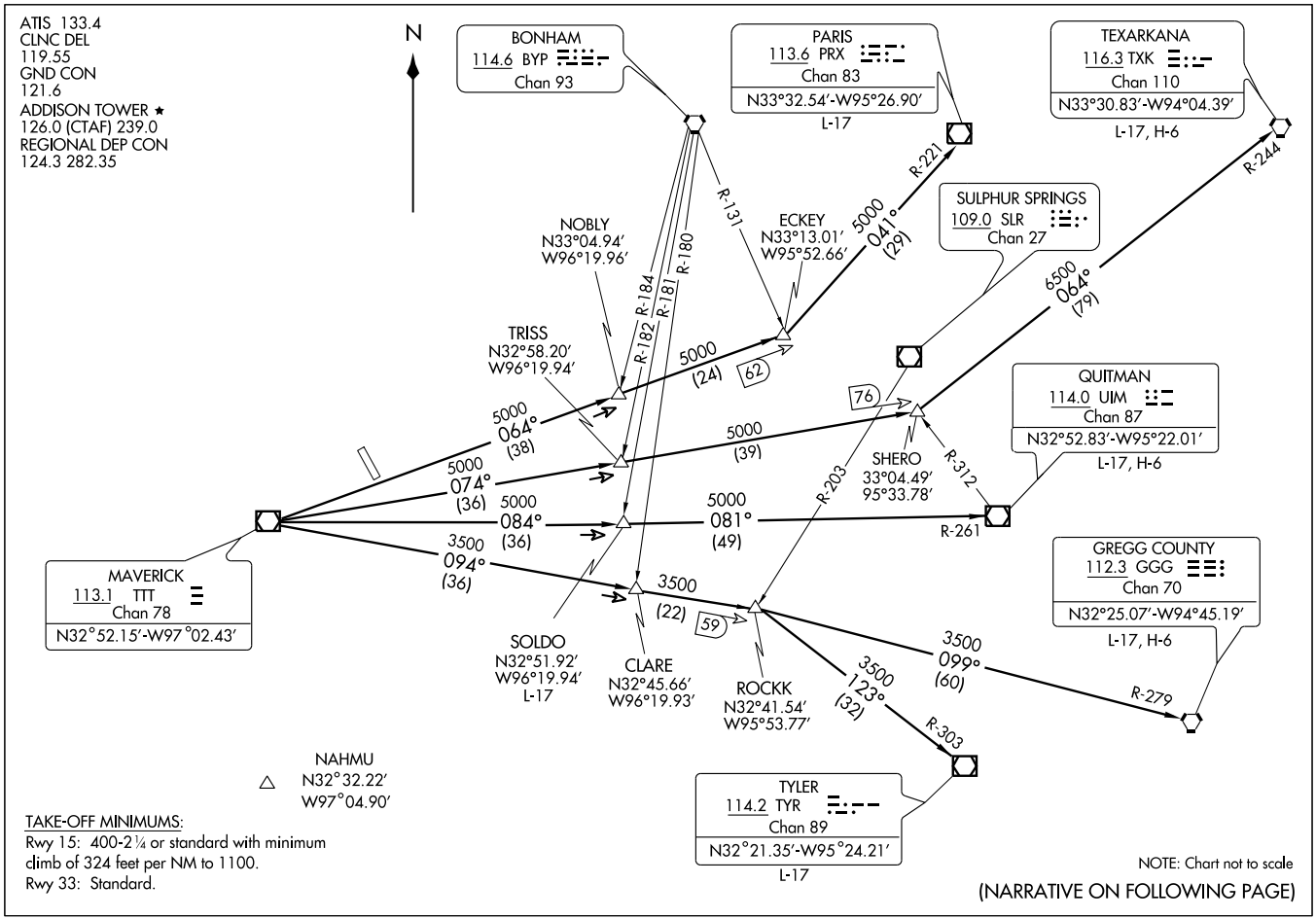
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS/ADDISON (ADS)

DALLAS, TEXAS



HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 15:
Multiple buildings beginning 1,085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL.
Building with antenna, 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL.
Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL.
Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL.
Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL.
Rwy 33:
Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL.
Multiple buildings beginning 1,225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL.
Multiple building beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL.
Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-ADS	APP CRS	Rwy ldg	6223
110.1	155°	TDZE	643
Chan 38		Apt Elev	644

ILS or LOC RWY 15

DALLAS/ADDISON (ADS)

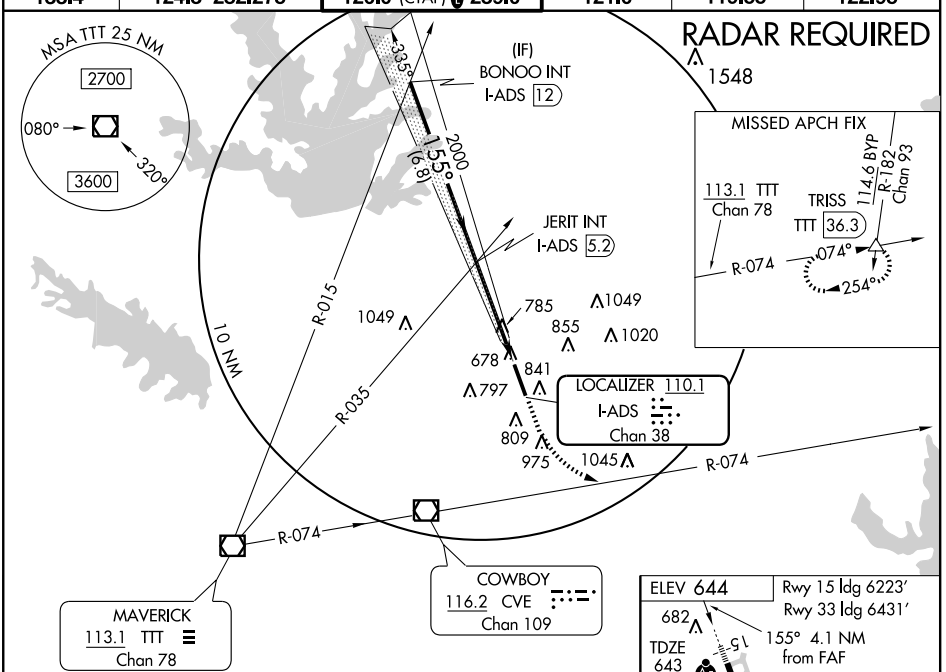
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and MDAs 40 feet.

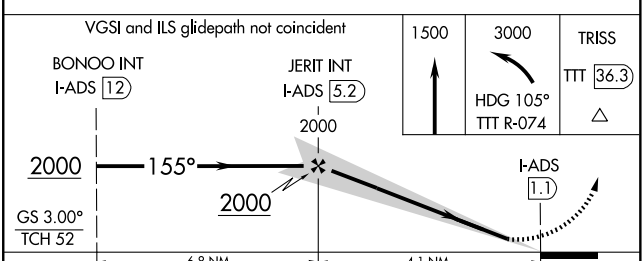
Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1¼. Visibility reduction by helicopters NA.

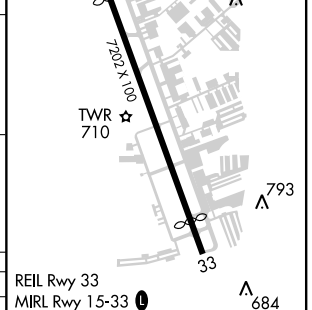
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
S-ILS 15	893-1 250 (300-1)			
S-LOC 15	1040-1 397 (400-1)			
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-TBQ	APP CRS	Rwy Idg 6431
110.1	335°	TDZE 644
Chan 38		Apt Elev 644

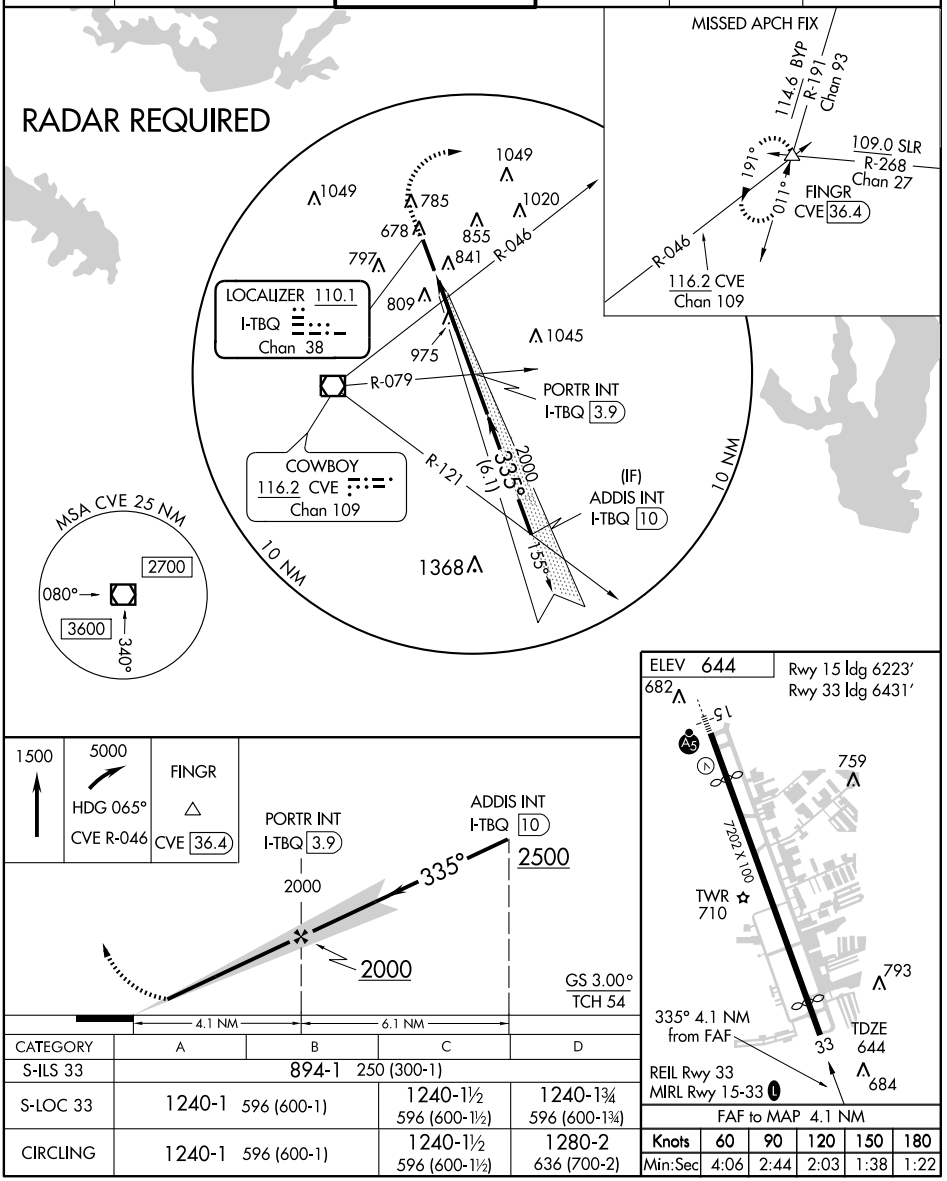
ILS or LOC RWY 33

DALLAS/ADDISON (ADS)

Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95



CATEGORY	A	B	C	D
S-ILS 33	894-1 250 (300-1)			
S-LOC 33	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

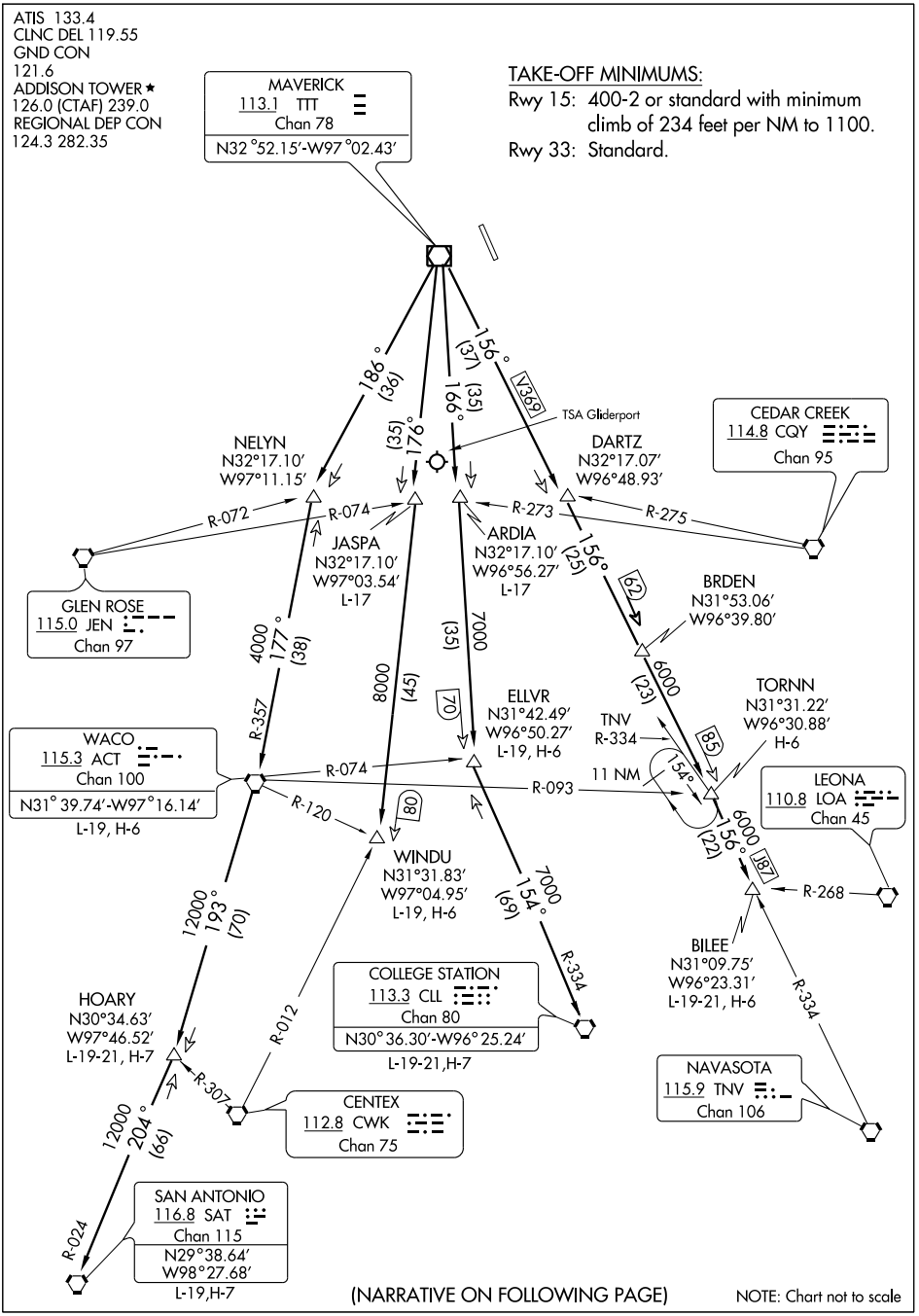
FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-768 (FAA)



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

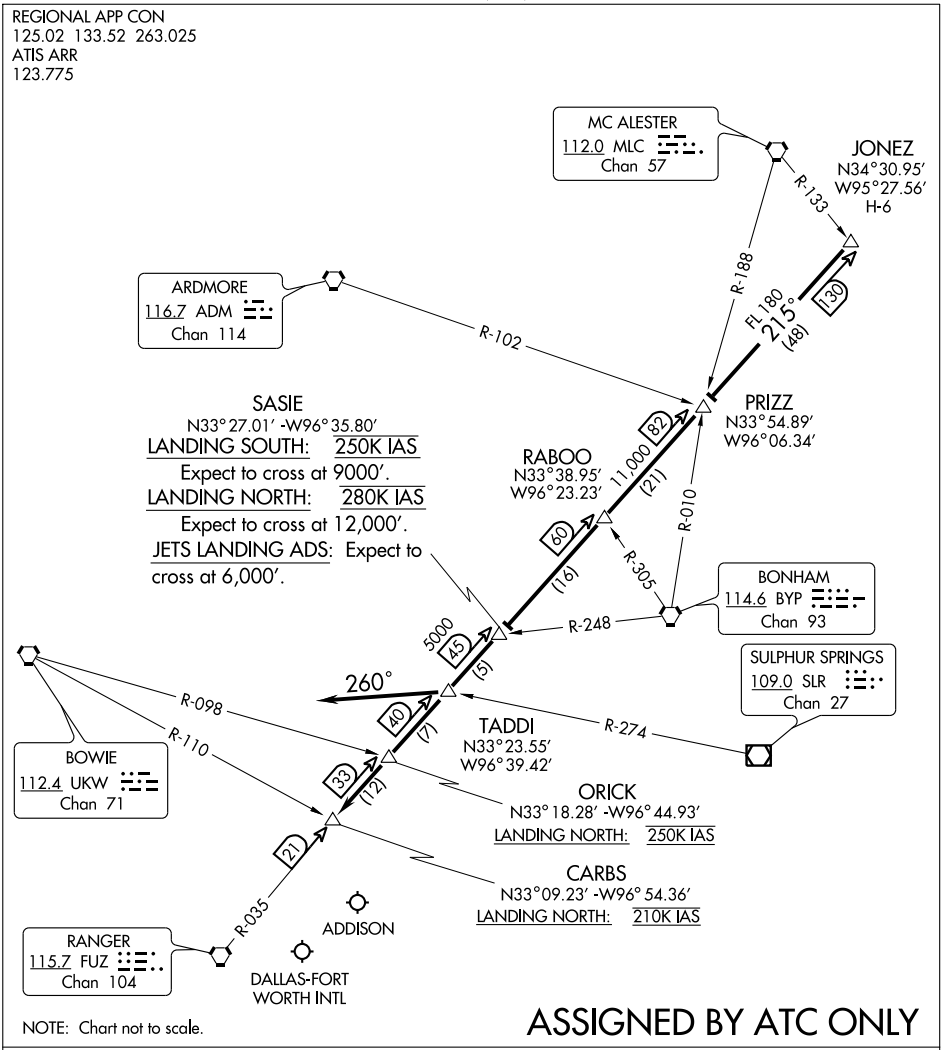
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 15: Bldg 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple bldgs beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL/787' MSL.
Multiple bldgs, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 31' AGL/955' MSL.

Rwy 33: Multiple poles and bldgs beginning 46' to 3124' from DER, 186' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and bldgs beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

JONEZ FOUR ARRIVAL



LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

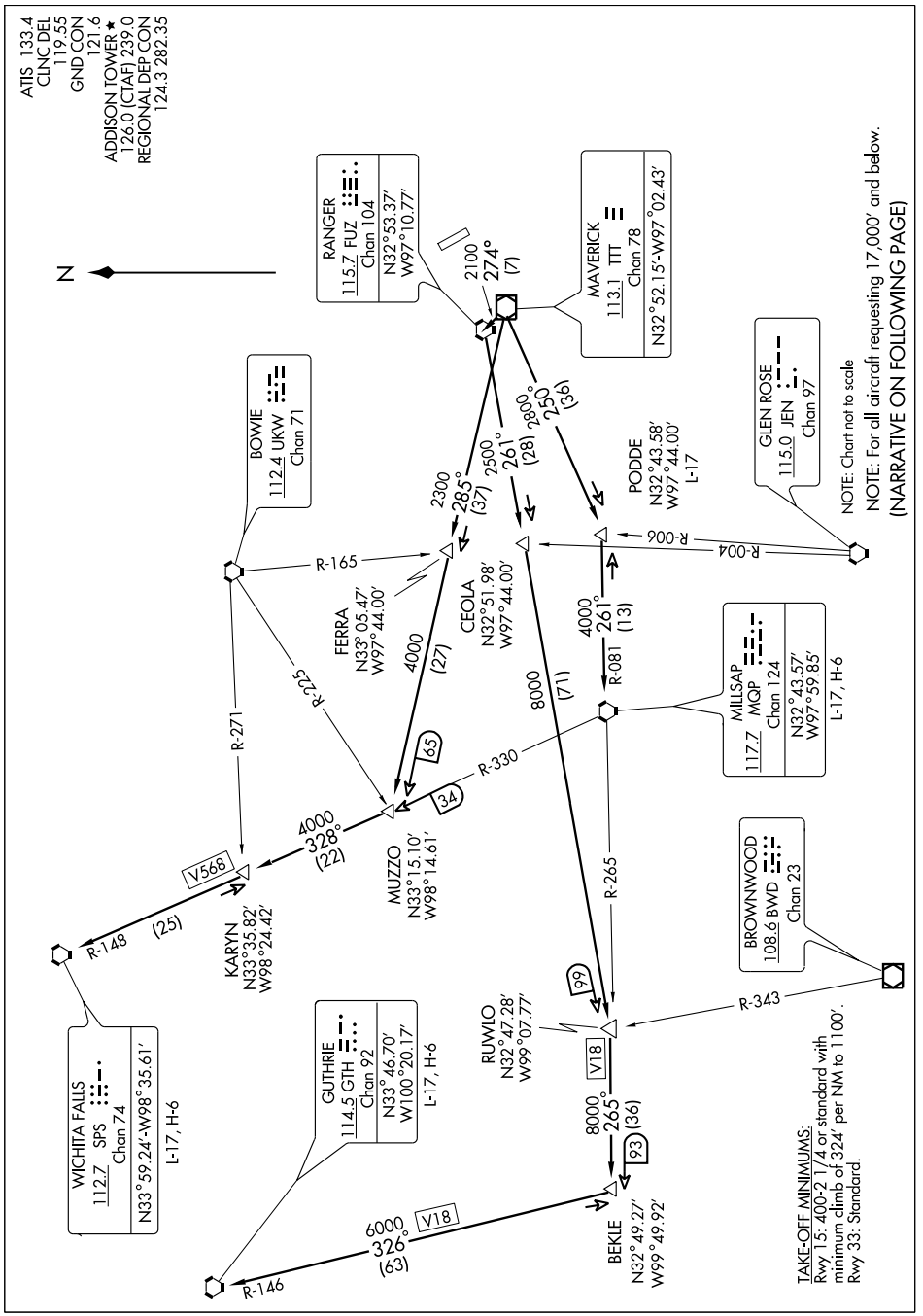
LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

JONEZ FOUR ARRIVAL

DALLAS-FT. WORTH, TEXAS

(JONEZ.JONEZ4) 07298

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 15, Multiple buildings beginning 1085′ from DER, 21′ left of centerline, up to 321′ AGL/956′ MSL. Building with antenna, 1.9 NM from DER, 968′ right of centerline, 345′ AGL/975′ MSL. Pole 666′ from DER, 640′ left of centerline, 60′ AGL/681′ MSL. Multiple trees beginning 721′ from DER, 115′ left of centerline, up to 40′ AGL/675′ MSL. Road, RR beginning 268′ from DER, 5′ right of centerline, up to 23′ AGL/655′ MSL.
Note: Rwy 33, Multiple poles and trees beginning 640′ from DER, 21′ left of centerline, up to 60′ AGL/709′ MSL. Multiple buildings beginning 1225′ from DER, 147′ left of centerline, up to 37′ AGL/697′ MSL. Multiple buildings beginning 45′ from DER, 458′ right of centerline, up to 57′ AGL/696′ MSL. Multiple poles beginning 922′ from DER, 186′ right of centerline, up to 60′ AGL/720′ MSL

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg 6223
CH 82202	155°	TDZE 643
W15A		Apt Elev 644

RNAV (GPS) RWY 15

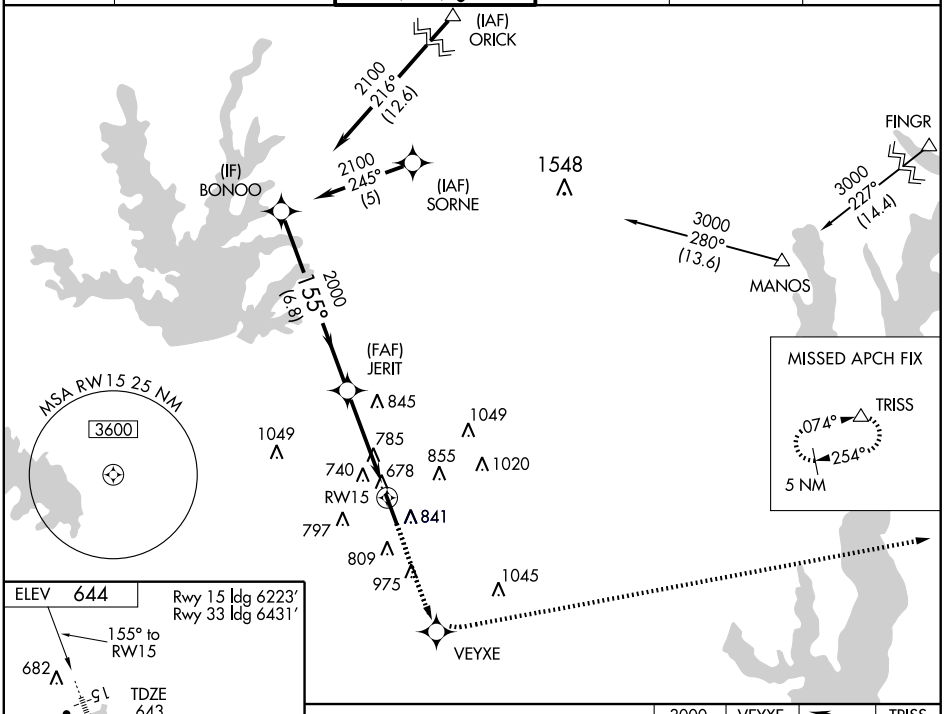
DALLAS/ADDISON (ADS)

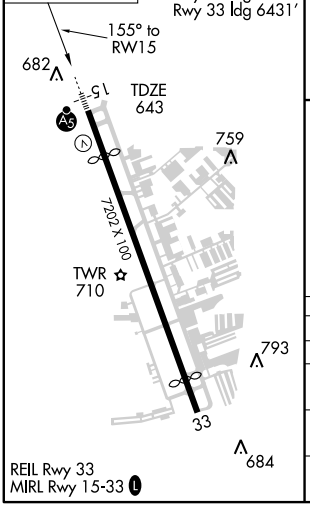
Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. BARO-VNAV NA when using Dallas Love Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LNAV Cat C visibility to 1¼. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Dallas-Love Field altimeter and increase all DAs by 39 feet and all MDAs by 40 feet.

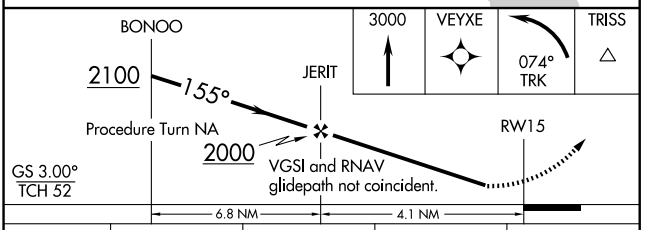
MALSR

MISSED APPROACH: Climb to 3000 direct VEYXE and via 074° track to TRISS and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
LPV DA	943-1 300 (300-1)			
LNAV/VNAV DA	1076-1 433 (500-1)			
LNAV MDA	1100-1 457 (500-1)			
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33

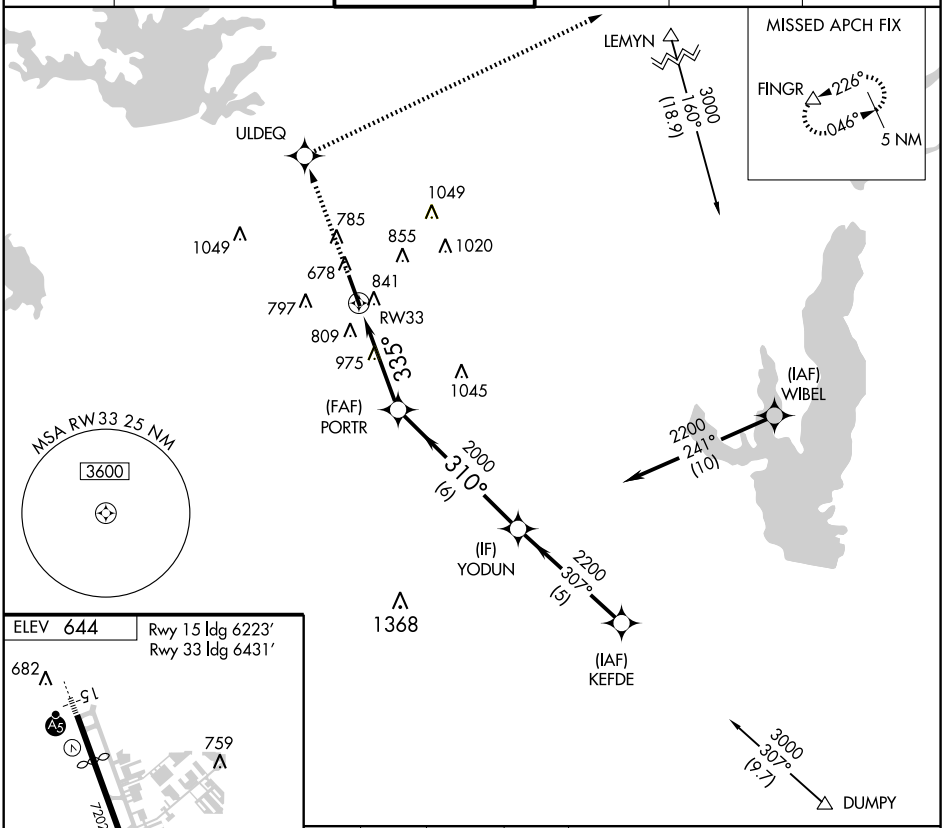
DALLAS/ADDISON (ADS)

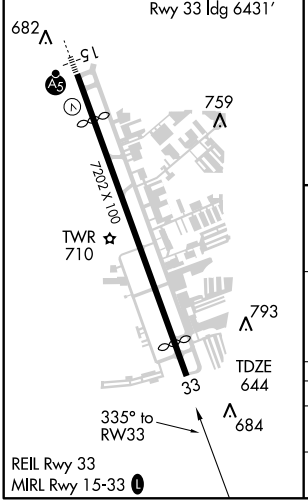
APP CRS	Rwy ldg	6431
335°	TDZE	644
	Apt Elev	644

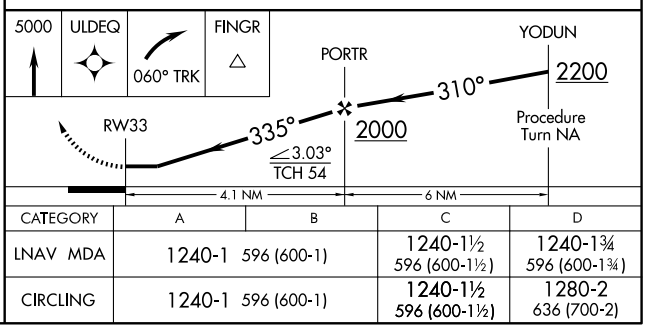
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on unicom; when not received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ULDEQ and via 060° track to FINGR and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-768 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 IBL R-126 Chan 70
115.2 SYO R-010 Chan 99
J52
R-277
R-212
R-145
R-201
R-196
R-206
R-179
R-094
R-092
R-256
R-254
ADM R-071
URH R-307
ADM R-097
15000 303° (85)
15000 303° (60)
11000 325° (66)
13000 021° (124)
11000 016° (90)
11000 026° (57)
9000 360° (56)
9000 012° (55)
8000 022° (42)
4000 359° (46)
348° (34)
360° (34)
012° (35)
022° (38)
90
90
80

TAKE-OFF MINIMUMS:
Rwy 33: STANDARD.
Rwy 15: 400-2 or standard with minimum climb of 220 feet per NM to 1100.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL /787' MSL. Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

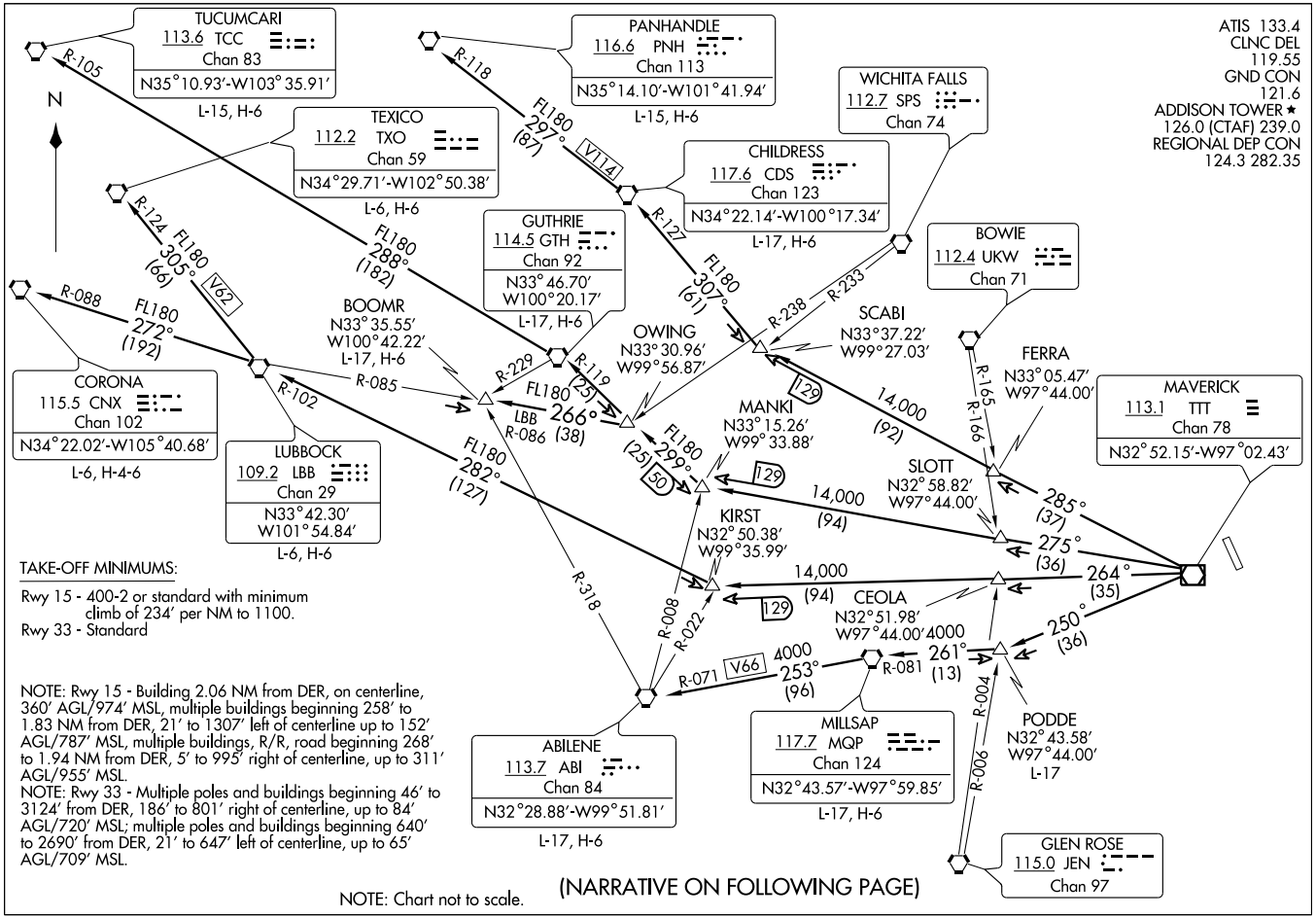
Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS/ADDISON (ADS)

DALLAS, TEXAS



(WORTH5.TTT) 08269

WORTH FIVE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

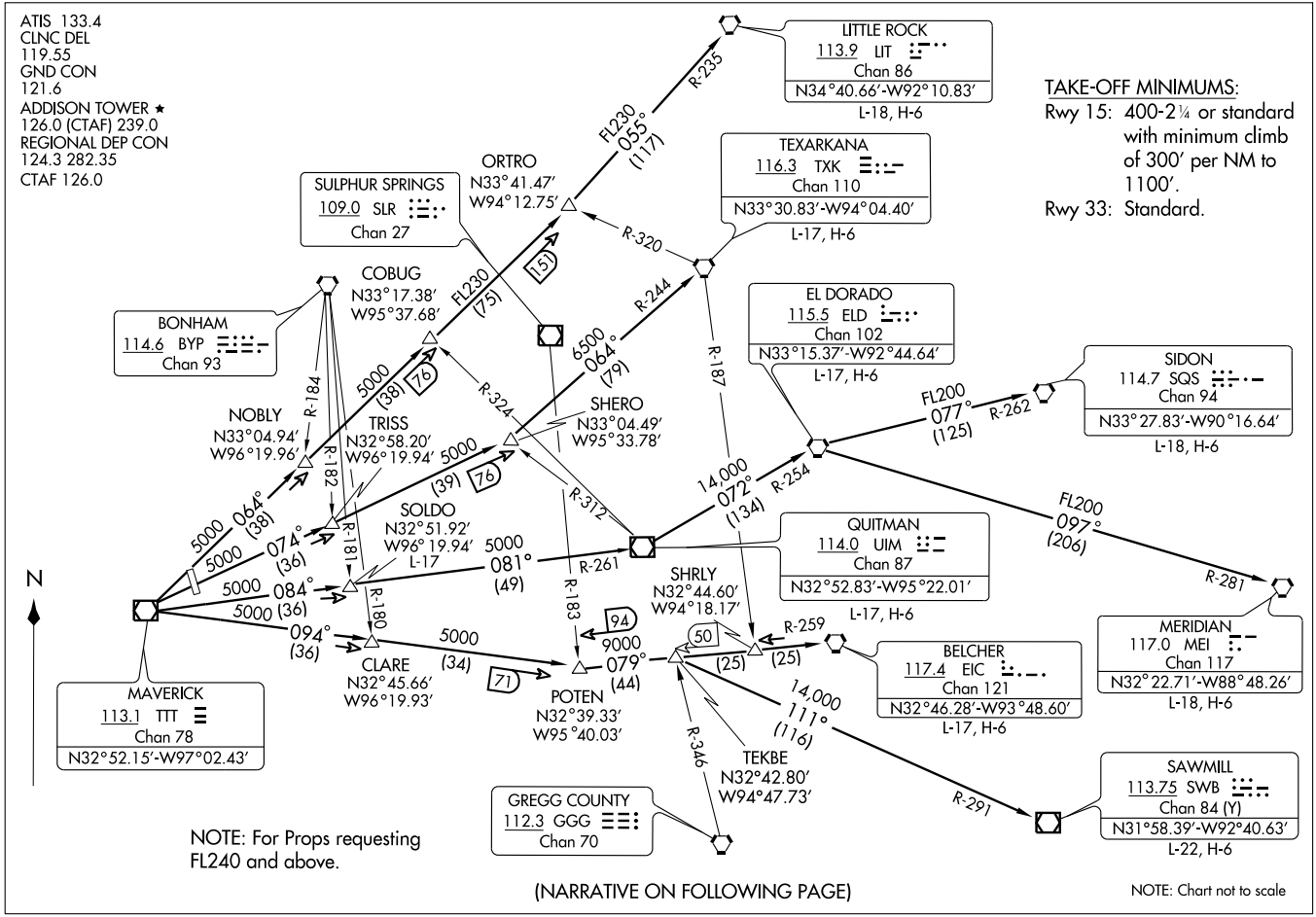
SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS/ADDISON (ADS)

DALLAS, TEXAS



(WYLIE5.TTT) 07298

WYLIE FIVE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

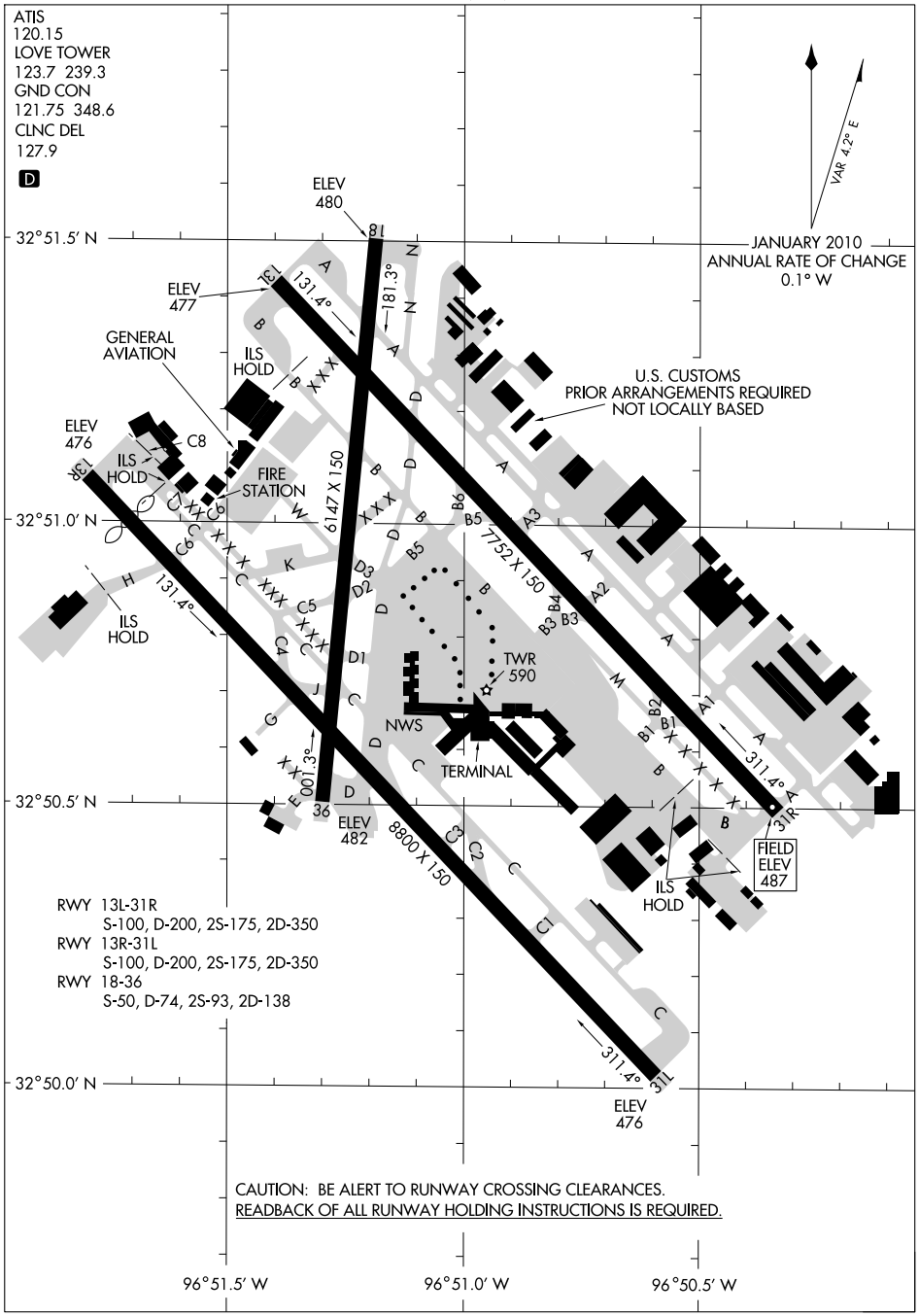
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

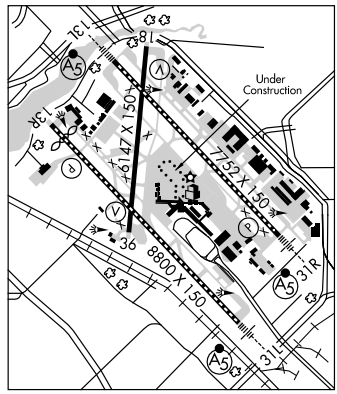
TAKE-OFF OBSTACLES:
Rwy 15, Multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 495' right of centerline, up to 21' AGL/655' MSL.
Rwy 33, Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/607' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DALLAS LOVE FLD (DAL) 5 NW UTC−6(−5DT) N32°50.83′ W96°51.11′ DALLAS–FT. WORTH
487 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B COPTER
NOTAM FILE DAL H–6H, L–17C, A
RWY 13R–31L: H8800X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL CL IAP, AD
RWY 13R: PAPI(P4R)—GA 3.0° TCH 52′. Thld dsplcd 490′. Rgt tfc.
RWY 31L: MALSR. TDZL. Building.
RWY 13L–31R: H7752X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL CL
RWY 13L: MALSR. TDZL.
RWY 31R: MALSR. PAPI(P4L)—GA 3.0° TCH 49′. Pole. Rgt tfc.
RWY 18–36: H6147X150 (ASPH) S–50, D–74, 2S–93, 2D–138 HIRL
RWY 18: VASI(V4L)—GA 3.0° TCH 52′. Tree. Rgt tfc.
RWY 36: VASI(V4L)—GA 3.0° TCH 52′. REIL. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L:	TORA–7752	TODA–7752	ASDA–7752	LDA–7752
RWY 13R:	TORA–8800	TODA–8800	ASDA–8800	LDA–8310
RWY 18:	TORA–6147	TODA–6147	ASDA–6147	LDA–6147
RWY 31L:	TORA–8800	TODA–8800	ASDA–8800	LDA–8800
RWY 31R:	TORA–7752	TODA–7752	ASDA–7752	LDA–7752
RWY 36:	TORA–6147	TODA–6147	ASDA–6147	LDA–6147

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Ldg Rwy 18 & takeoff Rwy 36 not authorized to acft over 60,000 lbs gross weight unless crosswind NW–SE rwys exceed acft safe operating capability. Rwy 13R, 13L, 31L and Rwy 31R runway visual range touchdown avbl. Noise sensitive areas all quadrants, noise abatement procedures in effect for fixed and rotary wing tfc, for information call arpt ops 214–670–6610. Private pilot certificate or better required to takeoff or land. No student solo flights permitted. Twy K clsd thru traffic. Twy L clsd indef. PAPI Rwy 31R unusable byd 7° either side of centerline. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (214) 904–0251.
COMMUNICATIONS: D–ATIS 120.15 (214) 358–5355 **UNICOM** 122.95
DALLAS RCO 122.3 (FORT WORTH RADIO)
Ⓡ **RGNL APP CON** 125.2 (South) 124.3 (North)
LOVE TOWER 123.7 118.7 **GND CON** 121.75 **CLNC DEL** 127.9
Ⓡ **RGNL DEP CON** 124.3 (North Props) 125.2 (South Props) 125.125 118.55 (Turbojets)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 128° 3.7 NM to fld. 450/6E.
ILS/DME 111.5 I–DAL Chan 52 Rwy 13L. Class IT. LOC unusable byd 20° right of centerline.
ILS/DME 111.1 I–DPX Chan 48 Rwy 13R. Class IT. LOC unusable beyond 25° right side of course.
ILS/DME 111.1 I–LVF Chan 48 Rwy 31L. Class IB. LOC unusable byd 20° right of course.
ILS/DME 111.5 I–OVW Chan 52 Rwy 31R. Class IE. Glide slope unusable for coupled apchs blo 636′ MSL.

DALLAS SOUTH PORT (See PALMER)

DAN E. RICHARDS MUNI (See PADUCAH)

DAN JONES INTL (See HOUSTON)

DAVID HOOKS N30°07.53′ W95°33.95′ NOTAM FILE DWH. HOUSTON
NDB (MHW) 521 DWH 165° 3.9 NM to David Wayne Hooks Mem. Unmonitored. COPTER
L–19D, 21A, 60MW

DAVID WAYNE HOOKS MEM (See HOUSTON)

DECATUR

BISHOP (76T) 6 E UTC−6(−5DT) N33°15.99′ W97°27.10′ DALLAS–FT. WORTH
875 S2 NOTAM FILE FTW COPTER
RWY 17–35: 3730X170 (TURF)
RWY 17: Fence. **RWY 35:** Road.
AIRPORT REMARKS: Attended continuously. Rwy may be rough due to drought conditions. Rwy soft after heavy rain.
COMMUNICATIONS: CTAF 122.9

BACHMAN SIX DEPARTURE (OBSTACLE)

(BACH6.TTT) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
118.55 290.35

NOTE: This DP is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: 1368′ MSL building 3.8 NM from DER 13R. 1049′ MSL building 3.1 NM from DER 13R. 1194′ MSL building 3.6 NM from DER 13R.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

SULPHUR SPRINGS
109.0 SLR
Chan 27

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

COWBOY
116.2 CVE
Chan 109

NOBLY
N33° 04.94′
W96° 19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

MERIDIAN
117.0 MEI
Chan 117
N32° 22.71′-W88° 48.26′
L-18, H-6

SOLDO
N32° 51.92′
W96° 19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32° 52.82′-W95° 22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

LOCALIZER 111.1
I-DPX
Chan 48

CLARE
N32°45.66′
W96°19.93′

POTEN
N32° 39.33′
W95° 40.03′

TEKBE
N32° 42.80′
W94° 47.73′

GREGG COUNTY
112.3 GGG
Chan 70

SAWMILL
113.75 SWB
Chan 84 (Y)
N31° 58.39′-W92° 40.63′
L-22, H-6

TAKE-OFF MINIMUMS

Rwy 13R, Standard with the following minimum climb requirements:

Rwy 13R, Obstacle climb of 314′ per NM to 1700′, ATC climb to 482′ per NM to 1700′.

NOTE: DME and Radar Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

BACHMAN SIX DEPARTURE (OBSTACLE)
(BACH6.TTT) 07298
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

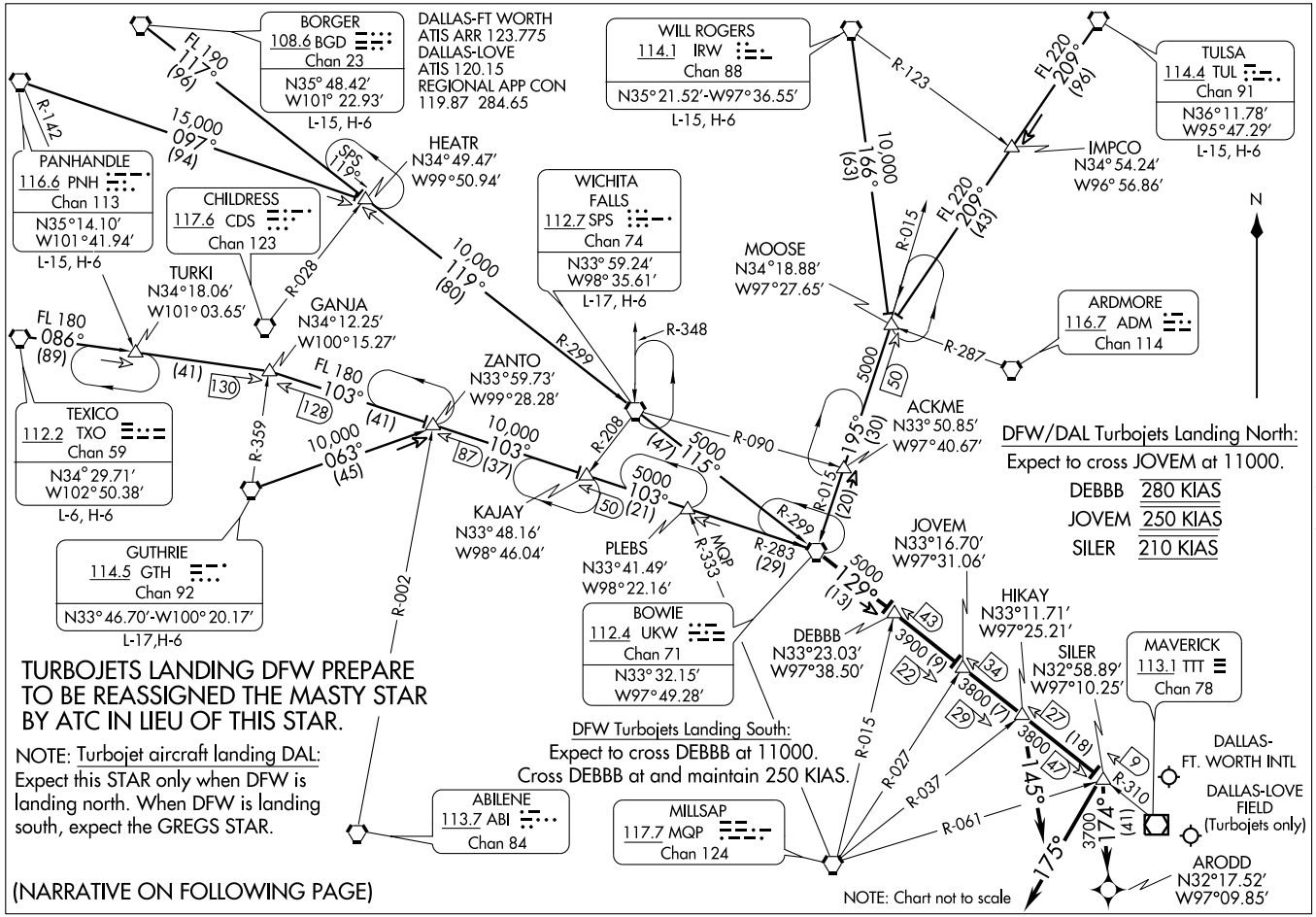
TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000' and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES

Rwy 13R: Pole 654' from DER, 614' right of centerline, 23' AGL/500' MSL.
Trees 1122' from DER, 719' right of centerline, 37' AGL/514' MSL.
Multiple signs and trees beginning 779' from DER, 669' left of centerline, up to 60' AGL/537' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
DALLAS-FT WORTH
ATIS ARR 123.775
DALLAS-LOVE
ATIS 120.15
REGIONAL APP CON
119.87 284.65
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
TURKI
N34° 18.06'
W101° 03.65'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
ACKME
N33° 50.85'
W97° 40.67'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6, H-6
KAJAY
N33° 48.16'
W98° 46.04'
PLEBS
N33° 41.49'
W98° 22.16'
JOVEM
N33° 16.70'
W97° 31.06'
HIKAY
N33° 11.71'
W97° 25.21'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
DEBBB
N33° 23.03'
W97° 38.50'
SILER
N32° 58.89'
W97° 10.25'
MAVERICK
113.1 TTT
Chan 78
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
DALLAS-
FT. WORTH INTL
DALLAS-LOVE
FIELD
(Turbojets only)
ARODD
N32° 17.52'
W97° 09.85'
N
DFW/DAL Turbojets Landing North:
Expect to cross JOVEM at 11000.
DEBBB 280 KIAS
JOVEM 250 KIAS
SILER 210 KIAS
DFW Turbojets Landing South:
Expect to cross DEBBB at 11000.
Cross DEBBB at and maintain 250 KIAS.
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE MASTY STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Turbojet aircraft landing DAL: Expect this STAR only when DFW is landing north. When DFW is landing south, expect the GREGS STAR.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

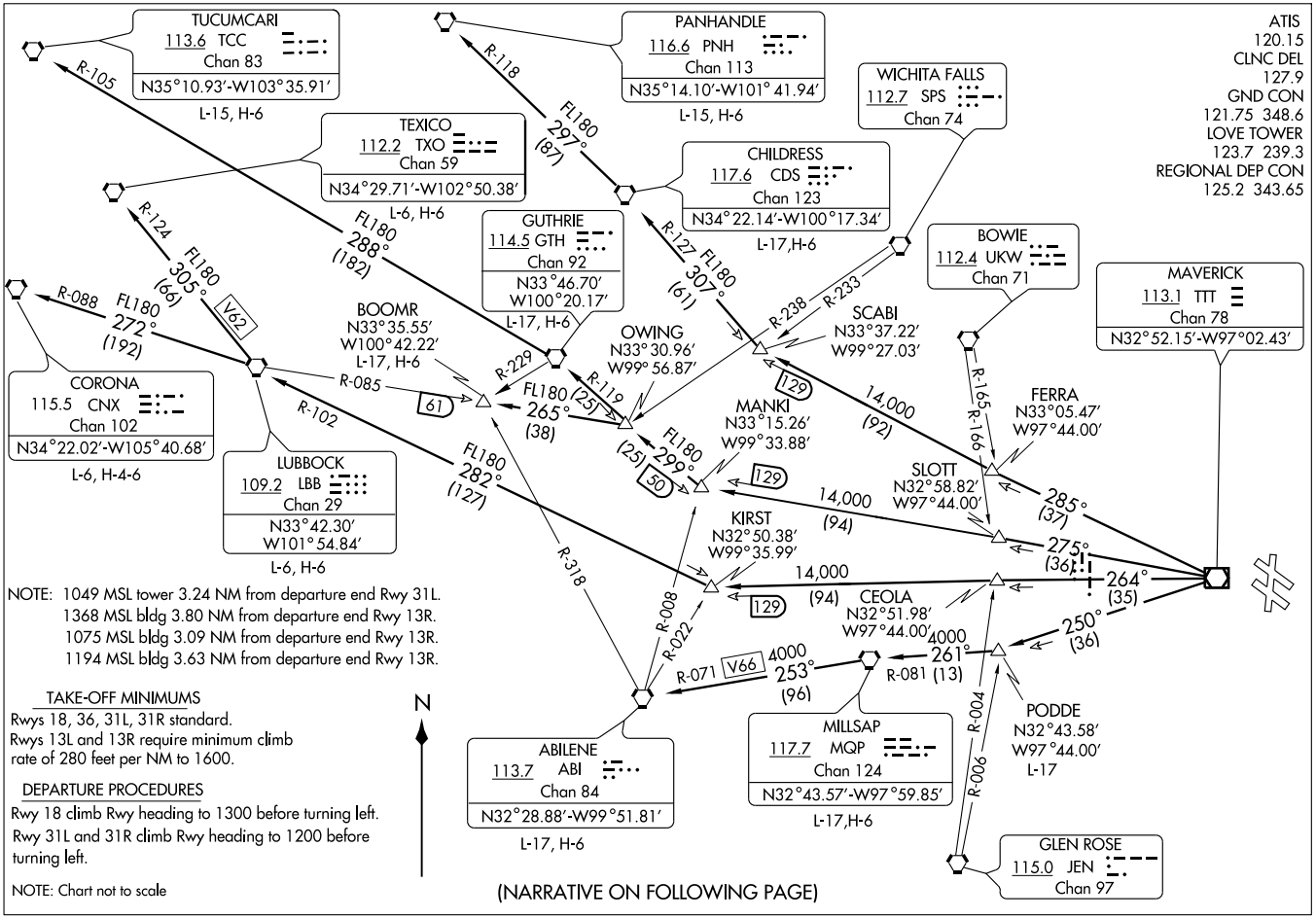
SC-2, 26 AUG 2010 to 23 SEP 2010

COYOTE FIVE DEPARTURE

(CYOTE5.TTT) 08269

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



(CYOTE5.TTT) 08269

COYOTE FIVE DEPARTURE

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SI-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS 120.15
CLNC DEL 127.9
GND CON 121.75 348.6
LOVE TOWER 123.7 239.3
REGIONAL DEP CON 118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 18,36,31L/R, Standard.
Rwys 13L/R requires minimum climb of 280′ per NM to 1600′.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

LOCALIZER 111.5
I-OVW
Chan 52

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

LOCALIZER 111.1
I-LVF
Chan 48

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

SL-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° TO 1300'), expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Climb via heading 360°and assigned altitude, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

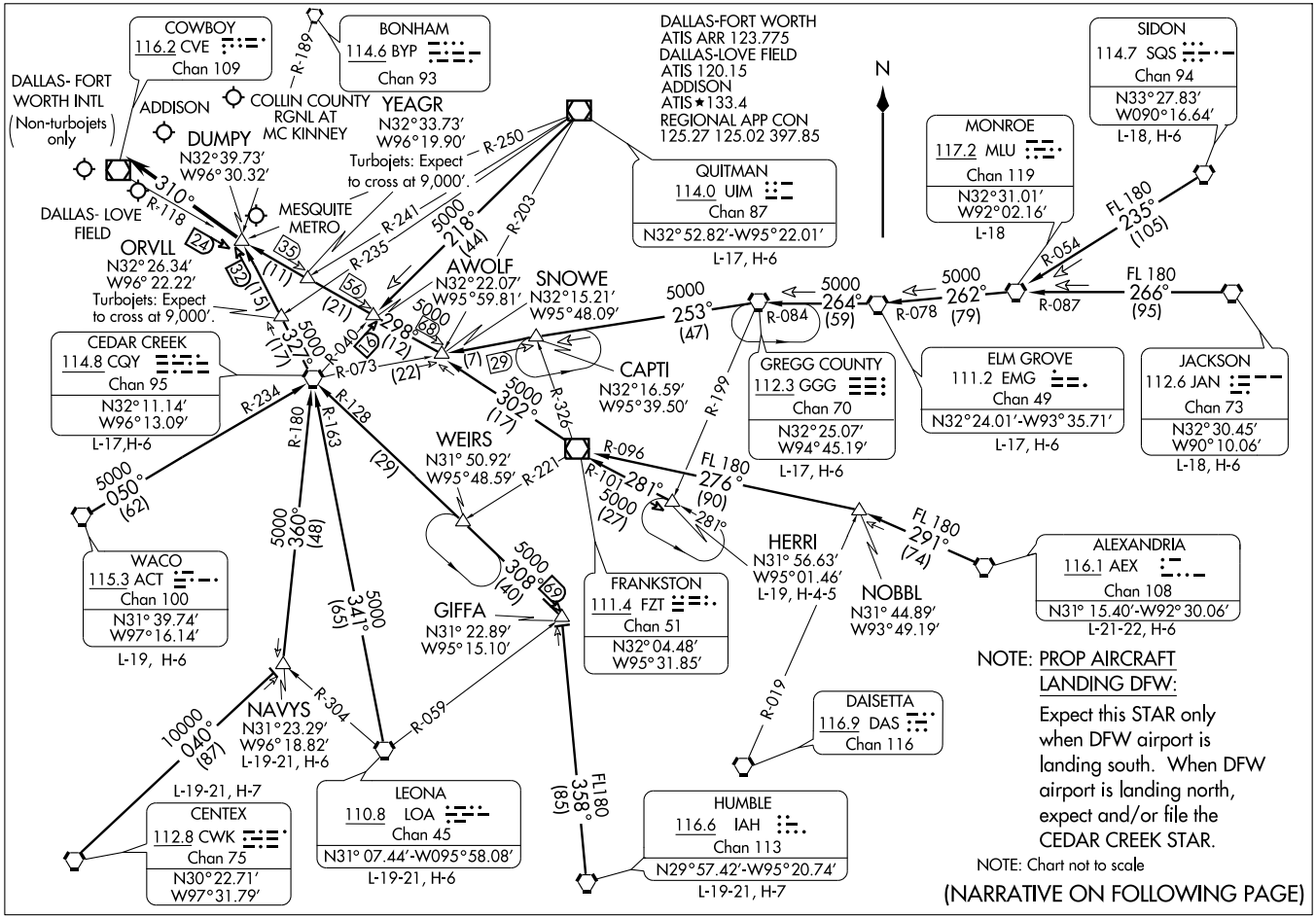
Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/ 486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 329' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

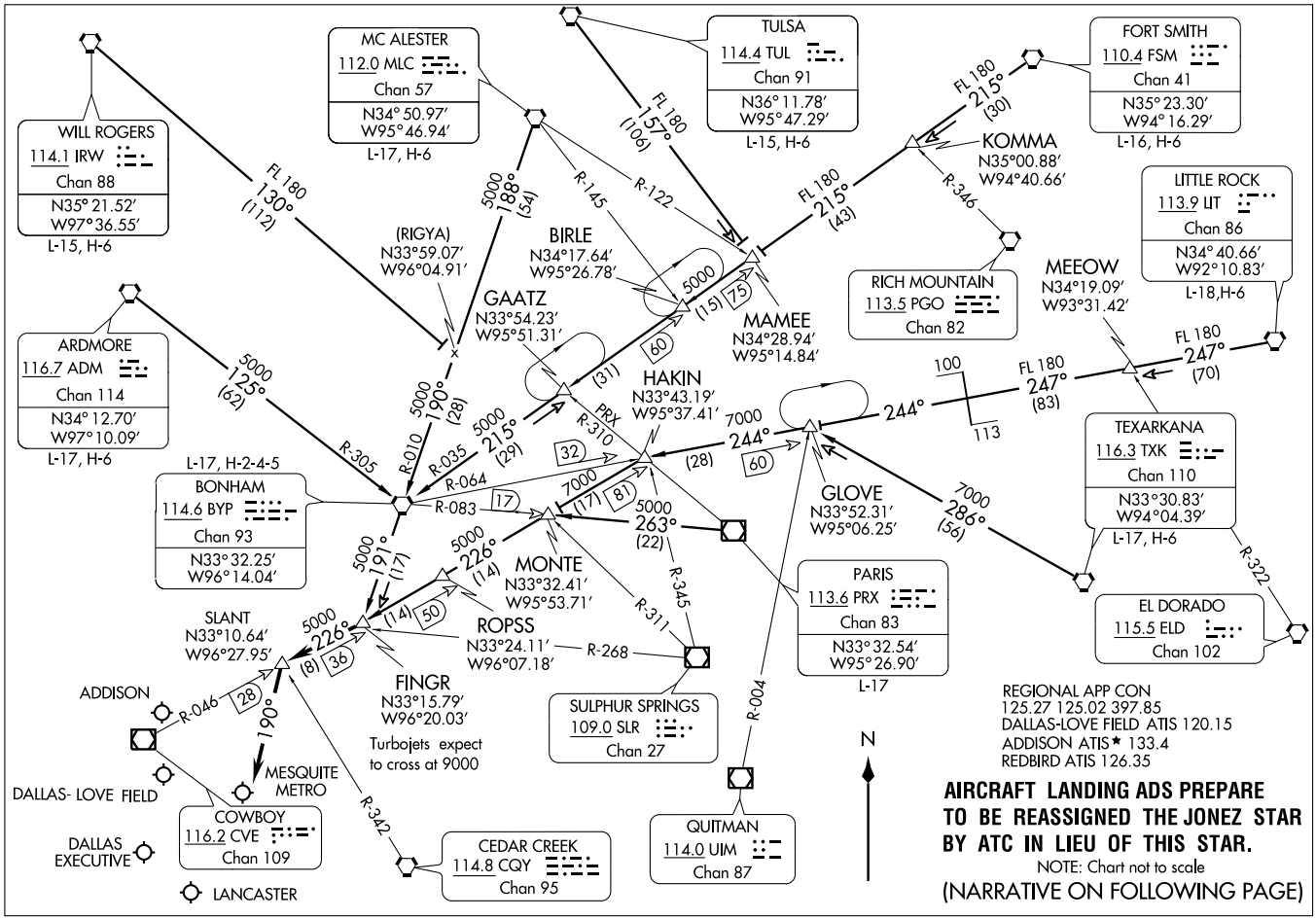
LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351



DALLAS-FT. WORTH, TEXAS

ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
DALLAS, TEXAS
DALLAS-LOVE FIELD (DAL)

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD departure.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors, Thence. . . .
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000′ and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Fly assigned heading and altitude expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight, 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL.
Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree, and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL.
Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL.
Multiple trees, building, and obstruction light on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL.
Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL.
Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline, 48′ AGL/525′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

GLEN ROSE NINE ARRIVAL

(JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

DELMO
N32°44.97′
W97°10.17′

MILLSAP
117.7 MQP
Chan 124

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

JUMBO
N31° 32.17′
W98° 10.81′
H-6

CHECK
N31° 55.69′
W97° 59.43′

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

SICUM
N32° 10.23′
W98° 06.78′

CADES
N32° 11.64′
W98° 39.73′

GEENI
N32° 12.33′
W98° 57.18′

SITNA
N32° 12.55′
W99° 03.07′

PHILS
N32° 11.41′
W100° 18.30′

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

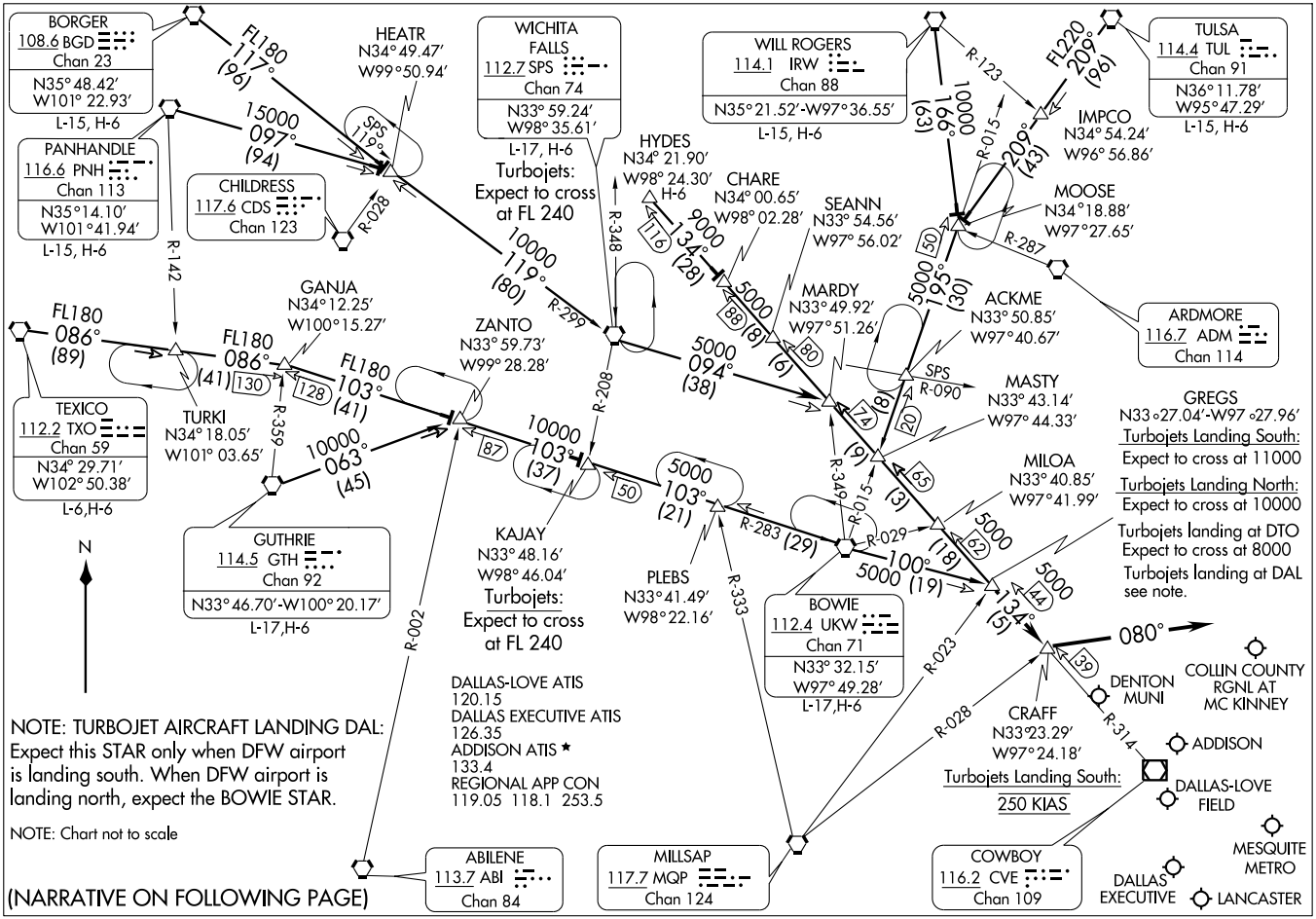
AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
124.3 282.35 (Props departing Rwys 31L/R)
125.2 343.65 (Props departing Rwys 13L/R)

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-181
R-182
R-184
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

TAKE-OFF MINIMUMS:
Rwys 18, 31L/R, 36: Standard.
Rwy 13L: Standard with minimum climb of 289 feet per NM to 1700′.
Rwy 13R: Standard with minimum climb of 314 feet per NM to 1700′.

DEPARTURE PROCEDURE:
Rwy 13R: Use Bachman Departure.
Rwy 18: Climb heading 180° to 1300 feet before turning left.
Rwys 31L/R: Climb via heading 310° to 1200 feet before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L:
Multiple poles and trees beginning 844' from the departure end of runway, 515' left of centerline, up to 54'AGL/541' MSL. Crane 5,270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208 AGL/712' MSL.
Rwy 13R:
Pole 654' from departure end of runway, 614' right of centerline, 23' AGL/500' MSL. Trees 1,122' from the departure end of runway, 719' right of centerline, 37' AGL/514' MSL. Multiple signs and trees beginning 779' from departure end of runway, 669' left of centerline, up to 60' AGL/537' MSL.
Rwy 18:
Building 303' from departure end of runway, 354' right of centerline, 47' AGL/ 507' MSL. Tree 775' from Departure end of runway, 138' right of centerline, 32' AGL/ 513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1,031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1,254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2,004' from departure end of runway 413' right of centerline, 55' AGL/536' MSL.
Rwy 31L:
Multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL.
Rwy 31R:
Multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL.. Pole 39' from departure end of runway, 501' left of centerline, 27' AGL/487' MSL. Pole 1,531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2,080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL.
Rwy 36:
Tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523 MSL. OL on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1,773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple T-L towers beginning 2,577 from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. T-L tower 2,701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LVF	APP CRS	Rwy Idg	8800
111.1	310°	TDZE	476
Chan 48		Apt Elev	487

ILS or LOC RWY 31L

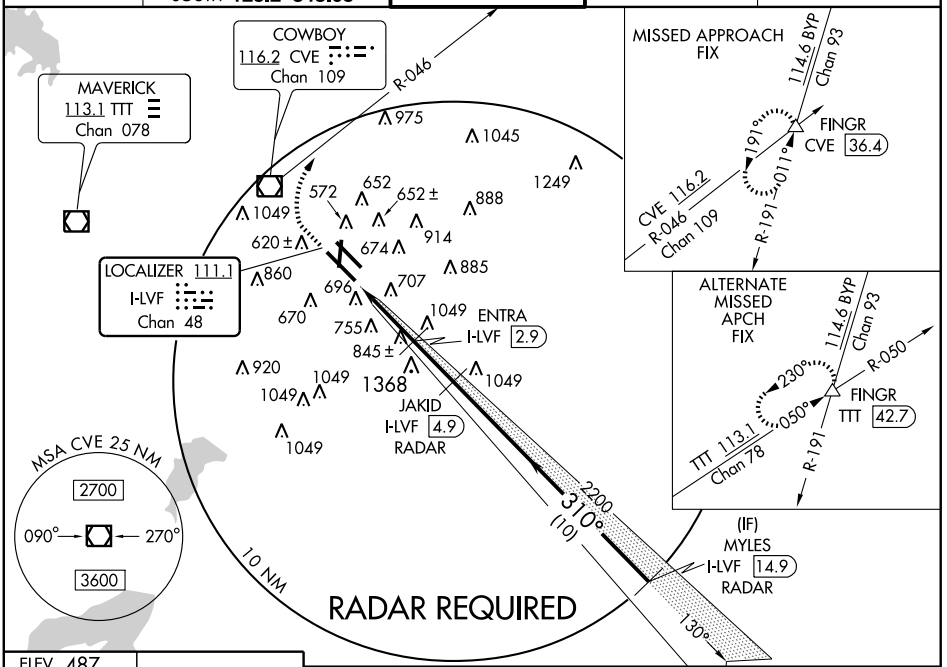
DALLAS-LOVE FIELD (DAL)

DME or RADAR required.

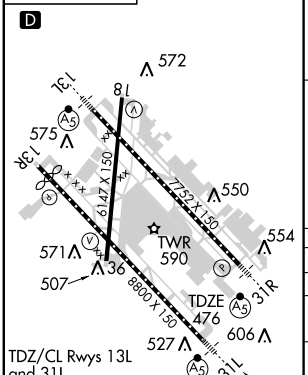
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn 5000 via heading 042° and CVE R-046 to FINGR/ CVE 36.4 DME and hold.

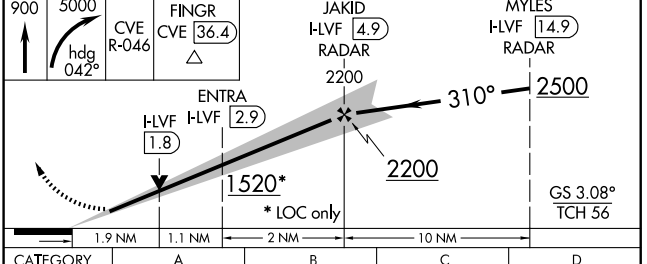
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 31L	676/18 200 (200-½)			
S-LOC 31L	1520/40 1044 (1100-¾)	1520/50 1044 (1100-1)	1520-2½ 1044 (1100-2½)	
CIRCLING	1520-1¼ 1033 (1100-1¼)	1520-1½ 1033 (1100-1½)	1520-3 1033 (1100-3)	
ENTRA FIX MINIMUMS				
S-LOC 31L	1160/24 684 (700-½)		1160-1½ 684 (700-1½)	1160-1¾ 684 (700-1¾)
CIRCLING	1160-1 673 (700-1)		1160-2 673 (700-2)	1160-2¼ 673 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-OVW	APP CRS	Rwy Idg	7752
111.5	310°	TDZE	487
Chan 52		Apt Elev	487

ILS or LOC RWY 31R

DALLAS-LOVE FIELD (DAL)

▼ DME or RADAR required.
▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

MISSED APPROACH: Climbing right turn to 5000 via CVE VOR/DME R-046 to FINGR/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9

RADAR REQUIRED

COWBOY 116.2 CVE Chan 109

LOCALIZER 111.5 I-OVW Chan 52

R-046

MISSED APCH FIX

114.6 BYP Chan 93

R-268

109.0 SLR Chan 27

CVE 116.2 R-046 Chan 109

R-191 191°–011°

FINGR CVE 36.4

975 1045 572 652 652± 1249 888 1049 620± 674 914 885 707 BOKLE I-OVW 2.4 860 696 763 670 755 1049 845± 920 1049 1049 1368 1049 1049 ROSSE I-OVW 5 RADAR 2200 310° (8.2) (IF) FACIA I-OVW 13.1 RADAR 130°

MSA CVE 25 NM
2700
090° 270°
3600

10 NM

SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 487 D

572 731 81 575 738 550 TDZE 487 7932 X 150 6147 X 150 554 TWR 590 571 36 507 8800 X 150 31R 606 527 31L

TDZE/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L
REIL Rwy 36

310° 5.2 NM from FAF

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

5000 CVE R-046

FINGR CVE 36.4

VGSI and ILS glidepath not coincident.

FACIA I-OVW 13.1 RADAR

ROSSE I-OVW 5 RADAR

BOKLE I-OVW 2.4

I-OVW 1.7

*LOC only

2200 310° 2500

*1380 2200

GS 3.00° TCH 49

1.9 NM 0.7 2.6 NM 8.2 NM

CATEGORY	A	B	C	D
S-ILS 31R	** 687/24 200 (200- ½)			
S-LOC 31R	1380/40 893 (900-¾)		1380-2¼ 893 (900-2¼)	1380-2½ 893 (900-2½)
CIRCLING	1380-1¼ 893 (900-1¼)		1380-2¾ 893 (900-2¾)	1380-3 893 (900-3)
BOKLE FIX MINIMUMS				
S-LOC 31R	1140/24 653 (700- ½)		1140/60 653 (700-1¼)	1140-1½ 653 (700-1½)
CIRCLING	1140-1 653 (700-1)		1140-1¾ 653 (700-1¾)	1160-2¼ 673 (700-2¼)

LOC I-DAL	APP CRS	Rwy Idg	7752
111.5	130°	TDZE	485
Chan 52		Apt Elev	487

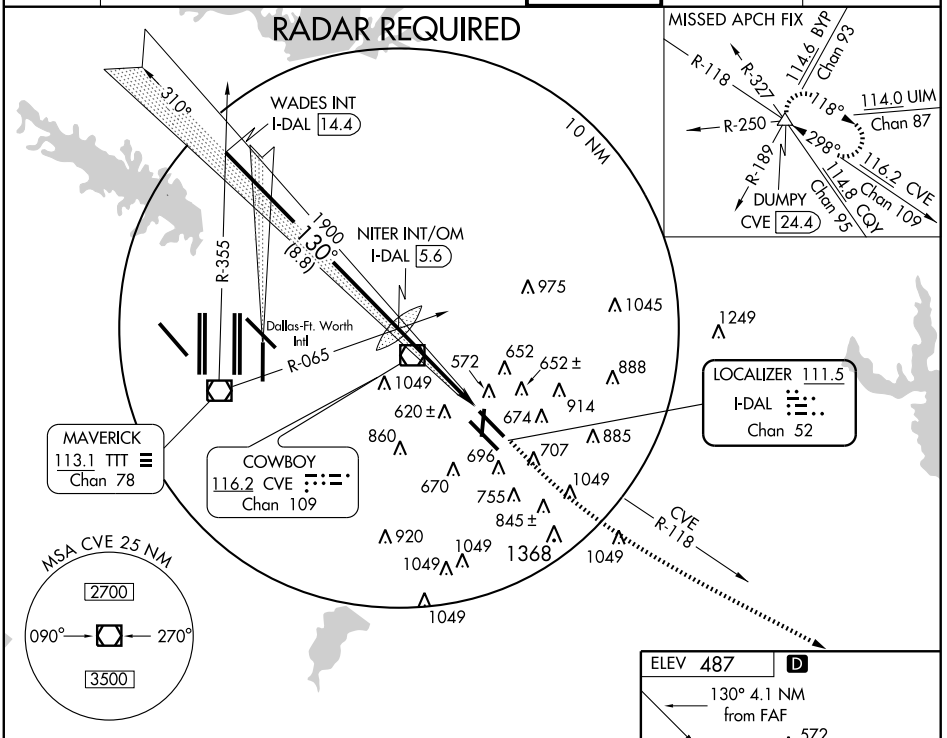
ILS RWY 13L
DALLAS-LOVE FIELD (DAL)

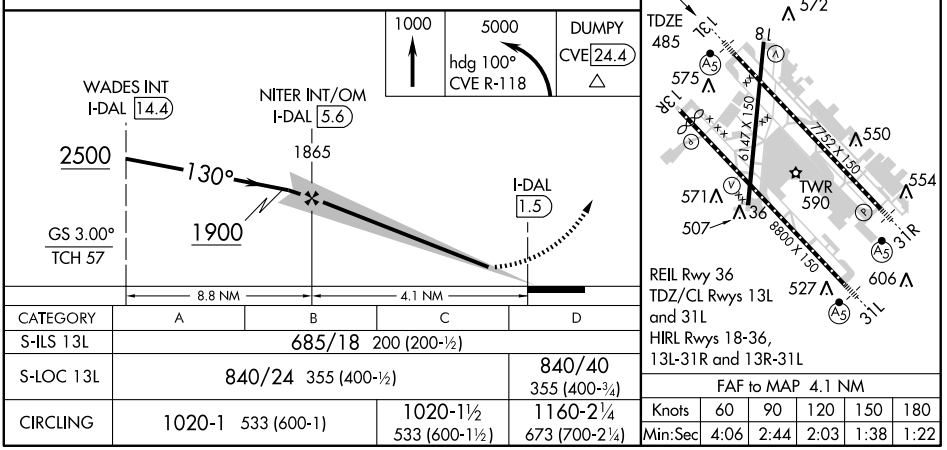
Simultaneous approaches authorized with DFW Rwy 17L.

MALSR (A5)

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





CATEGORY	A	B	C	D
S-ILS 13L	685/18 200 (200-½)			
S-LOC 13L	840/24 355 (400-½)			840/40 355 (400-¾)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

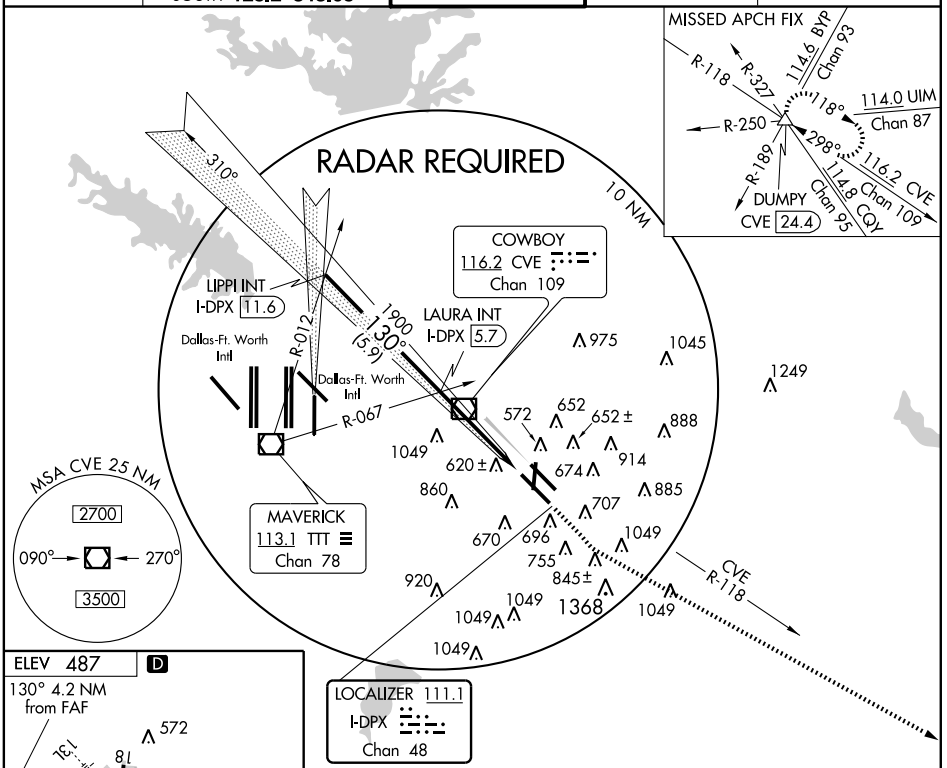
LOC I-DPX	APP CRS	Rwy Idg	8310
111.1	130°	TDZE	478
Chan 48		Apt Elev	487

ILS RWY 13R
DALLAS-LOVE FIELD (DAL)

Simultaneous approaches authorized with DFW Rwy 17L.
Disregard outer marker indication.

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



SC-2, 26 AUG 2010 to 23 SEP 2010

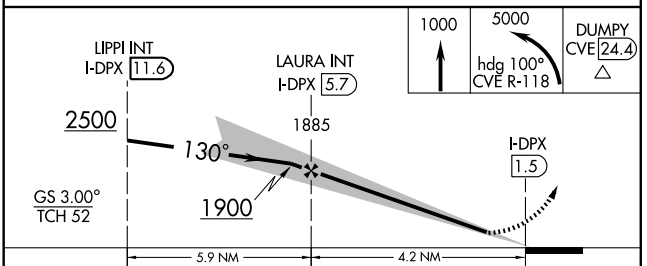
SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 487 D

130° 4.2 NM from FAF

REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

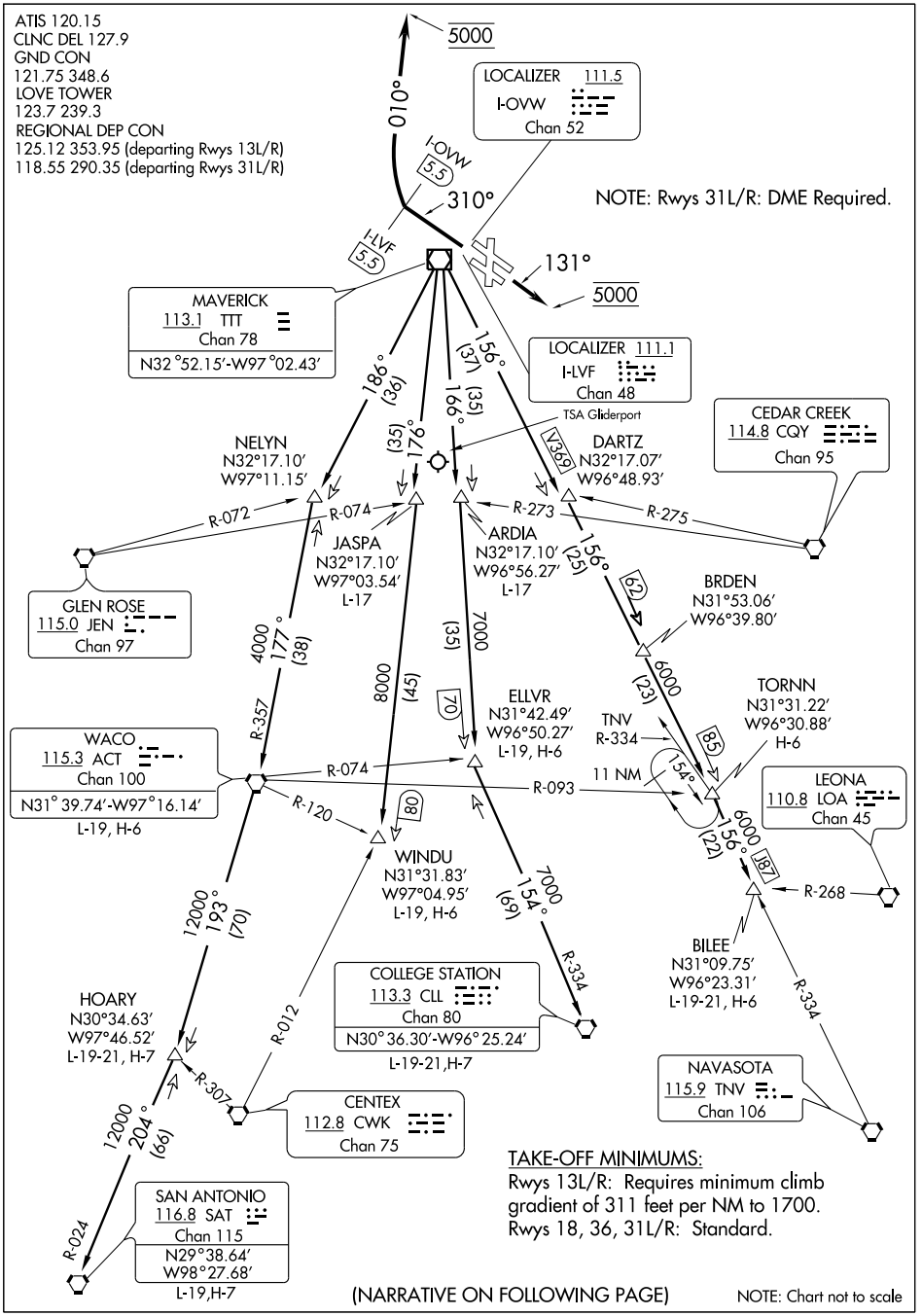
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 13R	678-¾ 200 (200-¾)			
S-LOC 13R	960-1 482 (500-1)		960-1¼ 482 (500-1¼)	960-1½ 482 (500-1½)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

JOE POOL FOUR DEPARTURE

SL-106 (FAA)



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

JETS

TAKEOFF RWY 13L/R: Climb via heading 131°, expect vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to the appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 18: Climb via assigned heading and altitude (before turning left, climb heading 180° to 1300), expect vector to appropriate route.

TAKEOFF RWY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/ Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.

Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg, and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL. Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

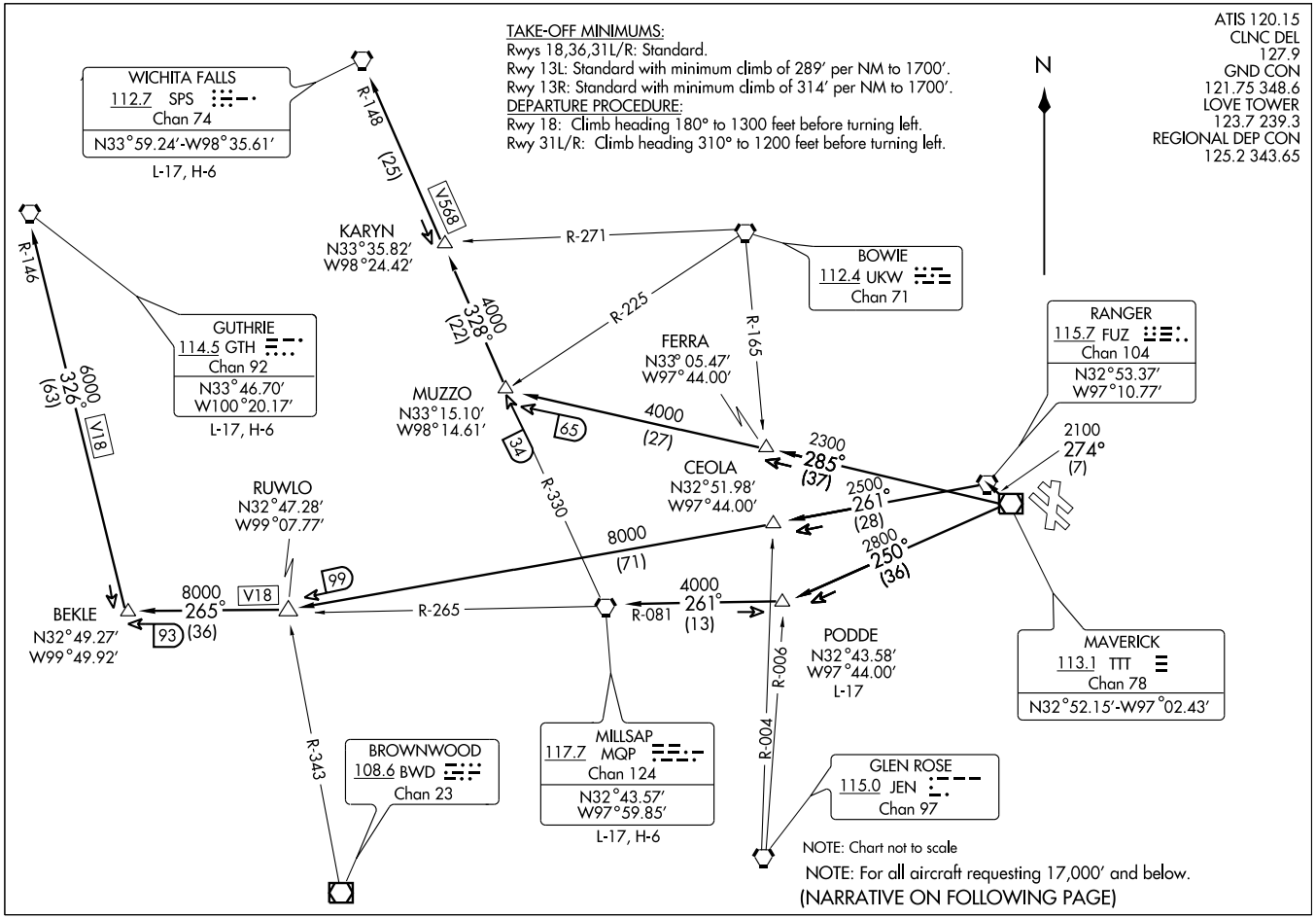
SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213 DALLAS-LOVE FIELD (DAL) DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13R, Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1122′ from departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669 feet left of centerline, 38′ AGL/503′ MSL up to 45′ AGL/537′ MSL.
Note: Rwy 13L, Multiple poles and trees beginning 844′ from DER, 515′ left of centerline, up to 54′ AGL/541′ MSL. Crane 5270′ from DER, 568′ left of centerline, 130′ AGL/630 MSL. Antenna on tank 1.5 NM from DER, 369′ left of centerline, 208′ AGL/712′ MSL
Note: Rwy 18, Building 303′ from DER, 354′ right of centerline, 47′ AGL/507′ MSL. Tree 775′ from DER, 138′ right of centerline, 32′ AGL/513′ MSL. Tree 821′ from DER, 329′ right of centerline, 39 AGL/519′ MSL. Tree 1031′ from DER, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1254′ from DER, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2004′ from DER, 413′ right of centerline, 55′ AGL/536′ MSL.
Note: Rwy 31L, Multiple trees beginning 327′ from DER, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Note: Rwy 31R, Multiple trees beginning 366′ from DER, 552′ right of centerline, up to 29′ AGL/505′ MSL. Pole 39′ from DER, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1531′ from DER, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2080′ from DER, 644′ right of centerline, 54′ AGL/530′ MSL.
Note: Rwy 36, Tree 52′ from DER, 390′ left of centerline, 43′ AGL/523′ MSL. OL on blast fence, 56′ from DER, 298′ right of centerline, 7′ AGL/487′MSL. Trees 433′ from DER, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from DER, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from DER, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1773′ from DER, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2577′ from DER, 116′ left of centerline up to 68′ AGL/556′ MSL. T-L tower 2701′ from DER, 818′ right of centerline, 68′ AGL/572′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

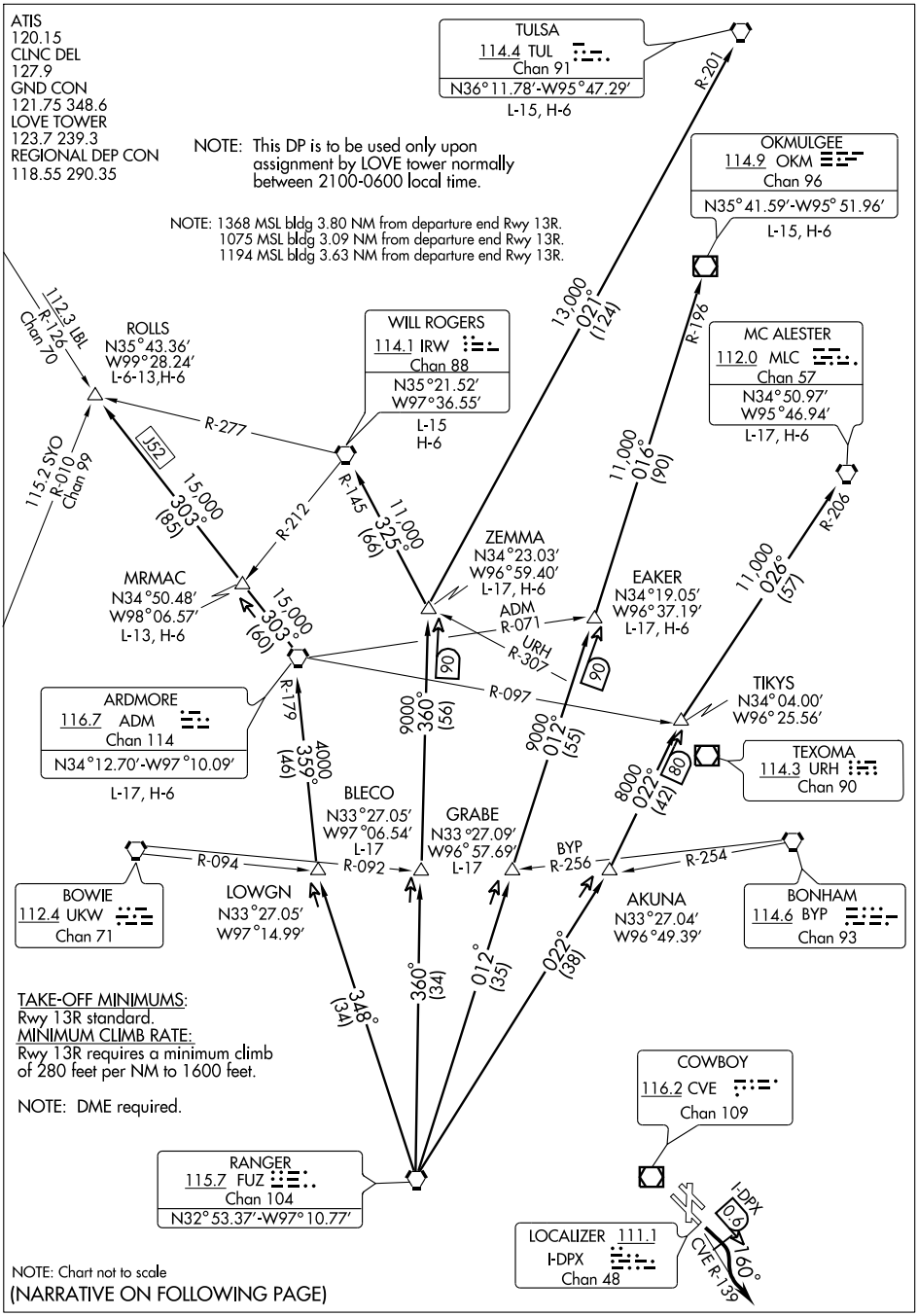
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

KRUMM FOUR DEPARTURE

SL-106 (FAA)



KRUMM FOUR DEPARTURE
DALLAS, TEXAS
(KRUMM4.FUZ) 09351
DALLAS-LOVE FIELD (DAL)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (KRUMM4.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM4.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (KRUMM4.EAKER): (For aircraft inbound to the TULSA terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (KRUMM4.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (KRUMM4.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (KRUMM4.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM4.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (KRUMM4.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM4.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (KRUMM4.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

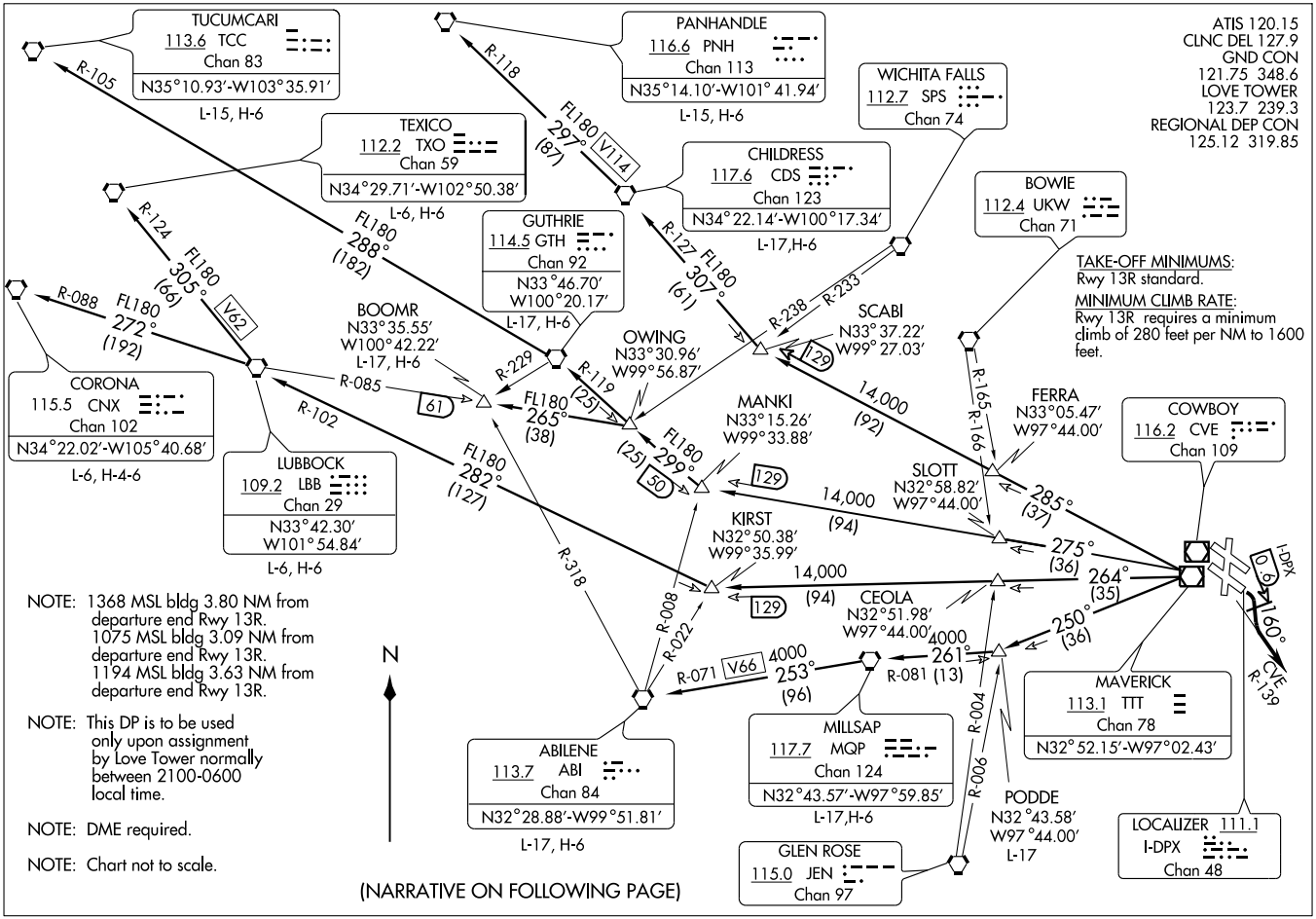
SC-2, 26 AUG 2010 to 23 SEP 2010

LOVE TWO DEPARTURE (LOVE2.TTT)

07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



LOVE TWO DEPARTURE (LOVE2.TTT)

07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SL-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE2.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE2.BOOMR): (For aircraft inbound to Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (LOVE2.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE2.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (LOVE2.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (LOVE2.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (LOVE2.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

PANHANDLE TRANSITION (LOVE2.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (LOVE2.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (LOVE2.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (LOVE2.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

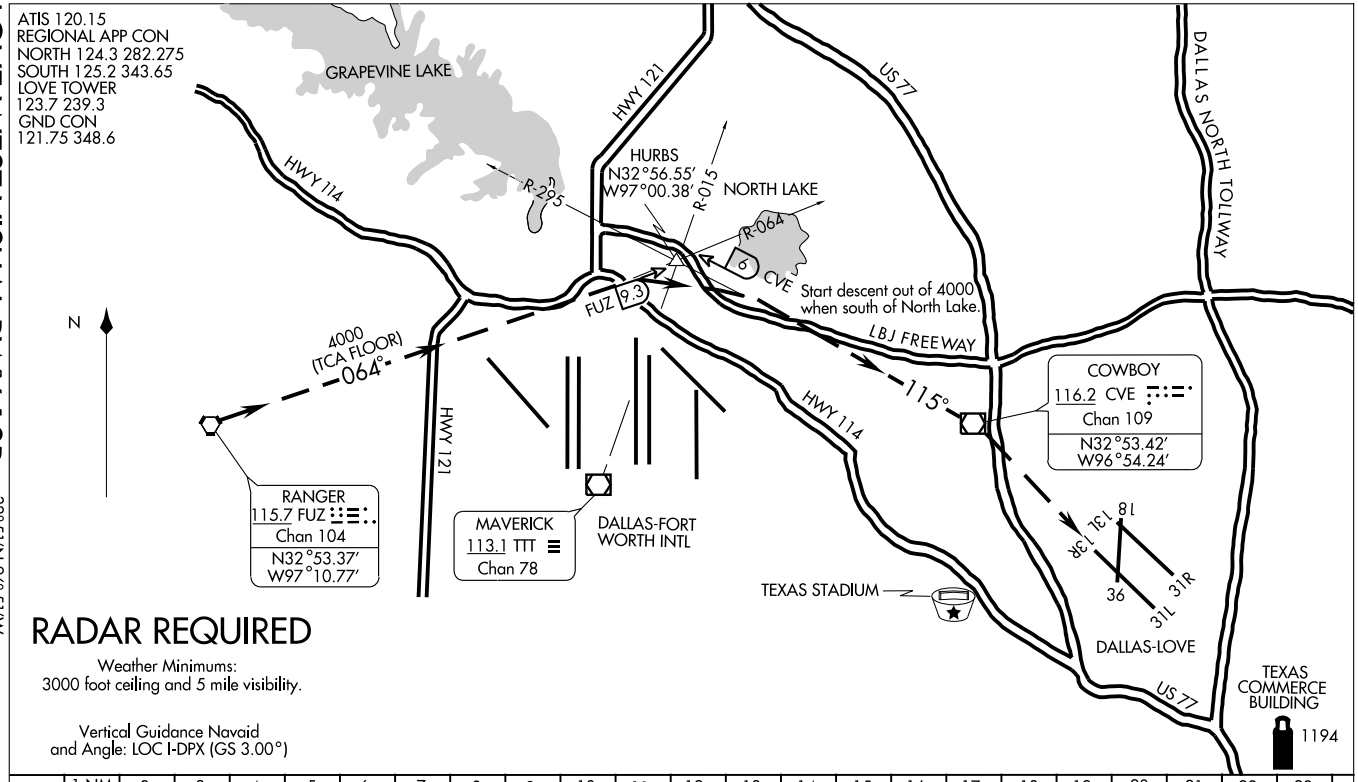
LOVE WEST VISUAL RWY 13R

Orig 05076

32°51'N-96°51'W

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



LOVE-WEST VISUAL APPROACH RWY 13R

PROCEDURE NOT AUTHORIZED AT NIGHT.

LOVE WEST VISUAL RWY 13R

Orig 05076

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

WAAS	APP CRS	Rwy Idg	8800
CH 72808	310°	TDZE	476
W31A		Apt Elev	487

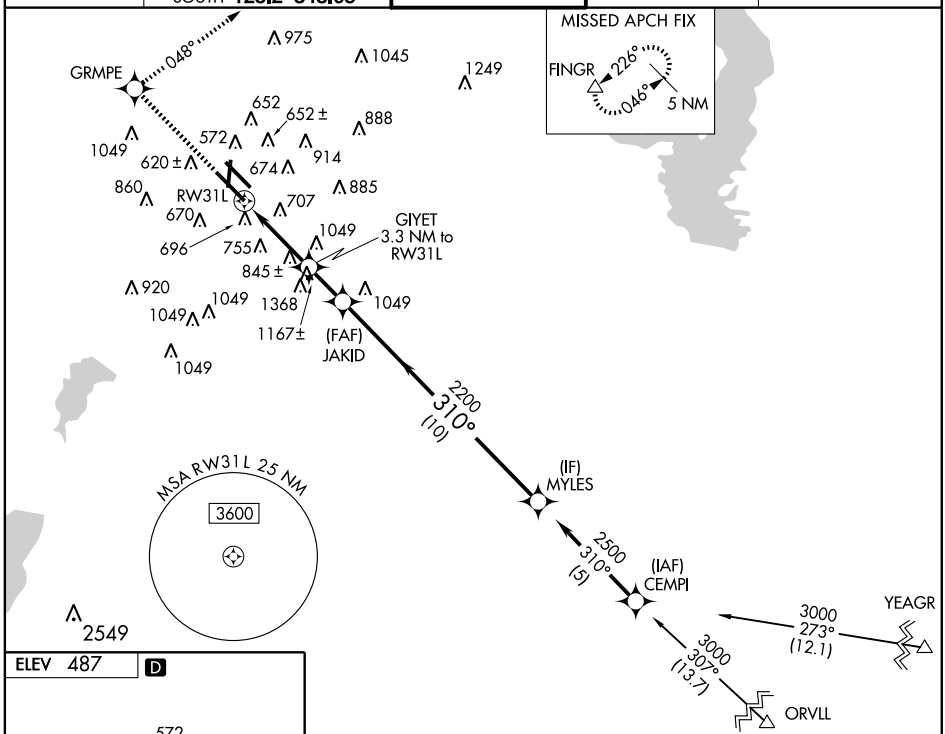
RNAV (GPS) RWY 31L
DALLAS-LOVE FIELD (DAL)

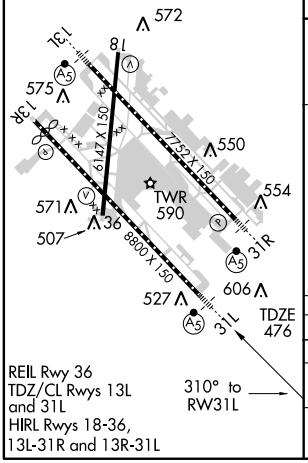
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

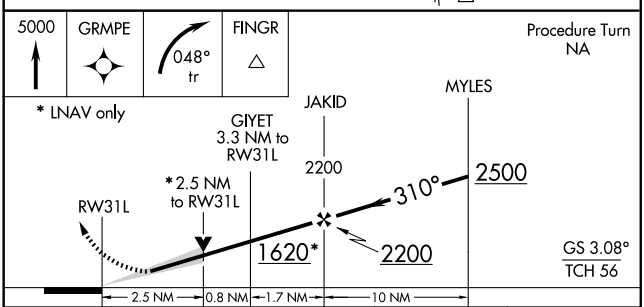
MALSR

MISSED APPROACH: Climb to 5000 direct GRMPE and right turn via 048° track to FINGR and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LPV DA	769/24 293 (300-½)			
LNAV MDA	1360/40 884 (900-¾)		1360-2¼ 884 (900-2¼)	1360-2½ 884 (900-2½)
CIRCLING	1360-1¼ 873 (900-1¼)		1360-2¾ 873 (900-2¾)	1360-3 873 (900-3)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS		
310°	Rwy Idg	7752
	TDZE	487
	Apt Elev	487

RNAV (GPS) RWY 31R

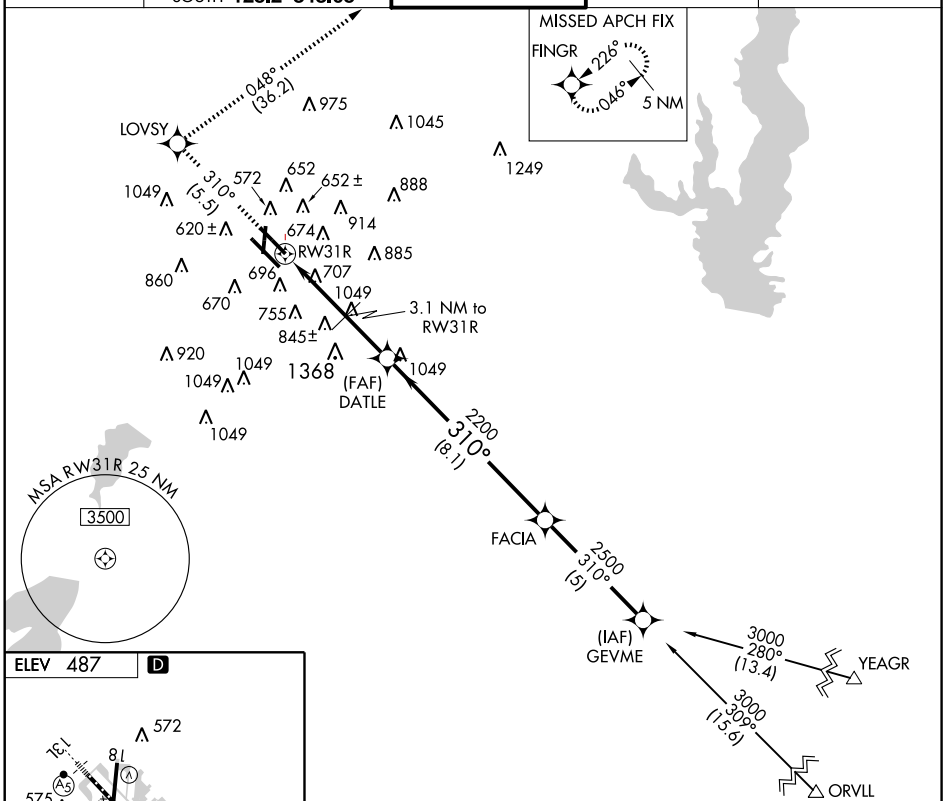
DALLAS-LOVE FIELD (DAL)

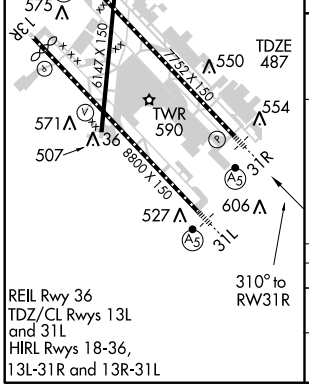
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

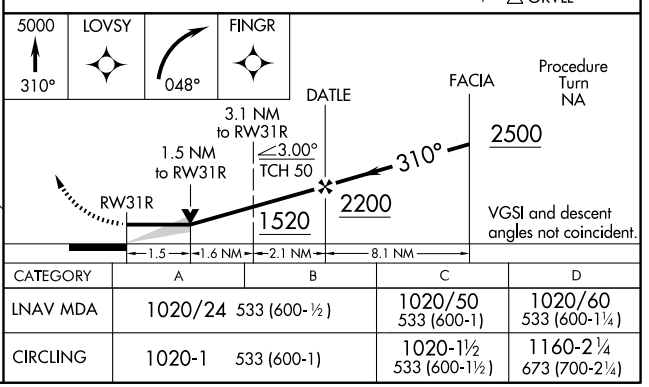
MALSR

MISSED APPROACH: Climb to 5000 via 310° course to LOVSY WP then right turn via 048° course to FINGR WP and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LNAV MDA	1020/24 533 (600-½)		1020/50 533 (600-1)	1020/60 533 (600-1¼)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7752
132°	TDZE	485
	Apt Elev	487

RNAV (GPS) Y RWY 13L

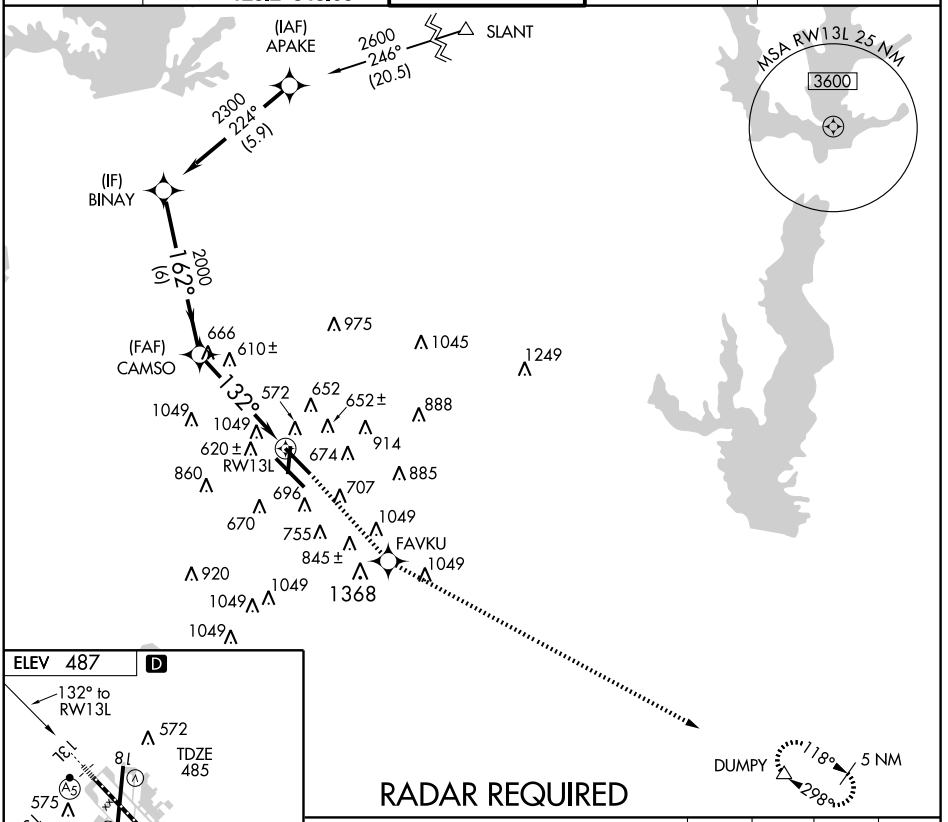
DALLAS-LOVE FIELD (DAL)

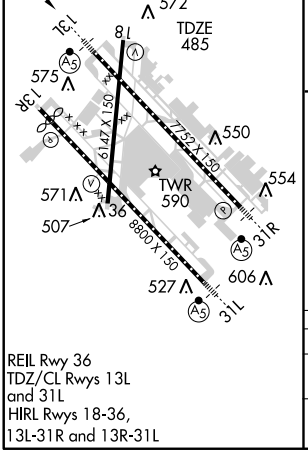
DME/DME RNP-0.3 NA.

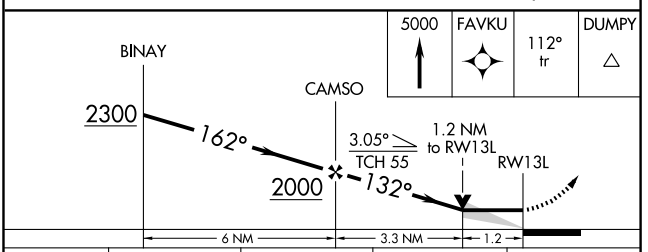
MALSR

MISSED APPROACH: Climb to 5000 direct FAVKU and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LNAV MDA	920/24	435 (500-½)	920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8310
139°	TDZE	478
	Apt Elev	487

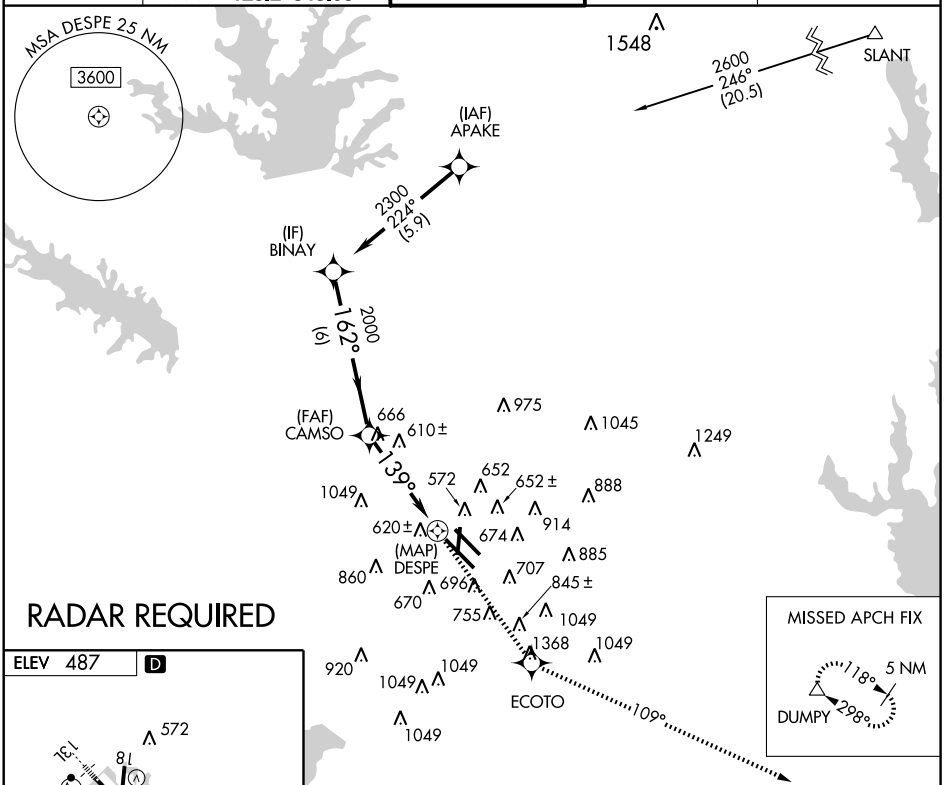
RNAV (GPS) Y RWY 13R

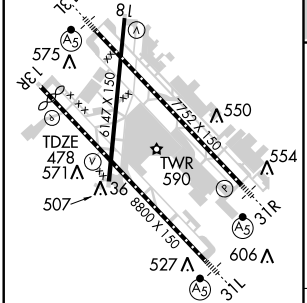
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

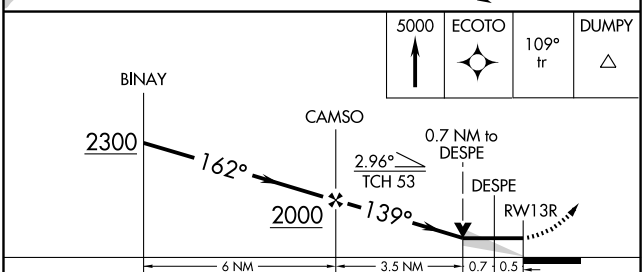
MISSED APPROACH: Climb to 5000 direct ECOTO and via 109° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV MDA	920-1	442 (500-1)	920-1¼ 442 (500-1¼)	920-1½ 442 (500-1½)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7752
W13A	130°	TDZE	485
		Apt Elev	487

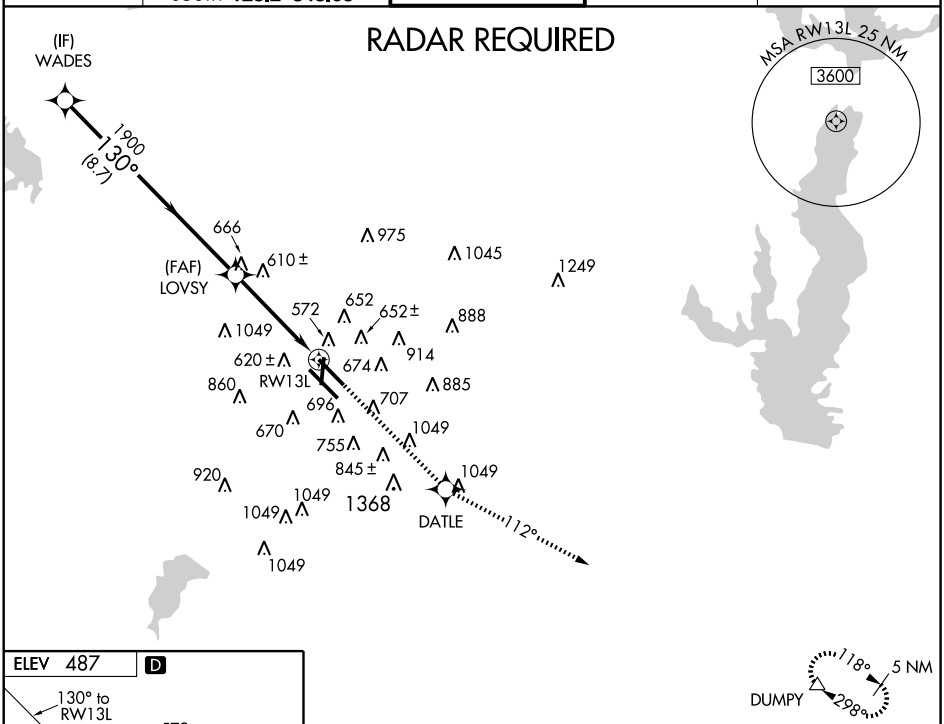
RNAV (GPS) Z RWY 13L
DALLAS-LOVE FIELD (DAL)

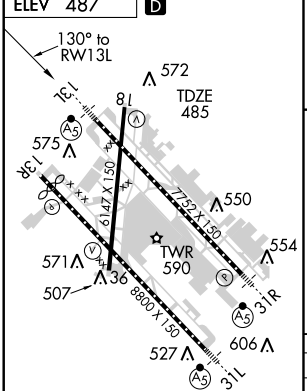
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

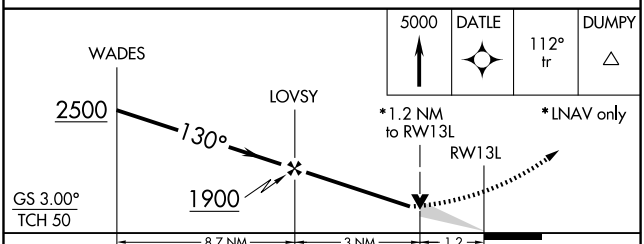
MISSED APPROACH: Climb to 5000 direct DATLE and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV/VNAV DA	946/60 461 (500-1¼)			
LNAV MDA	920/24 435 (500-½)		920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1½ 533 (600-1½)			1160-2¼ 673 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Z RWY 13R

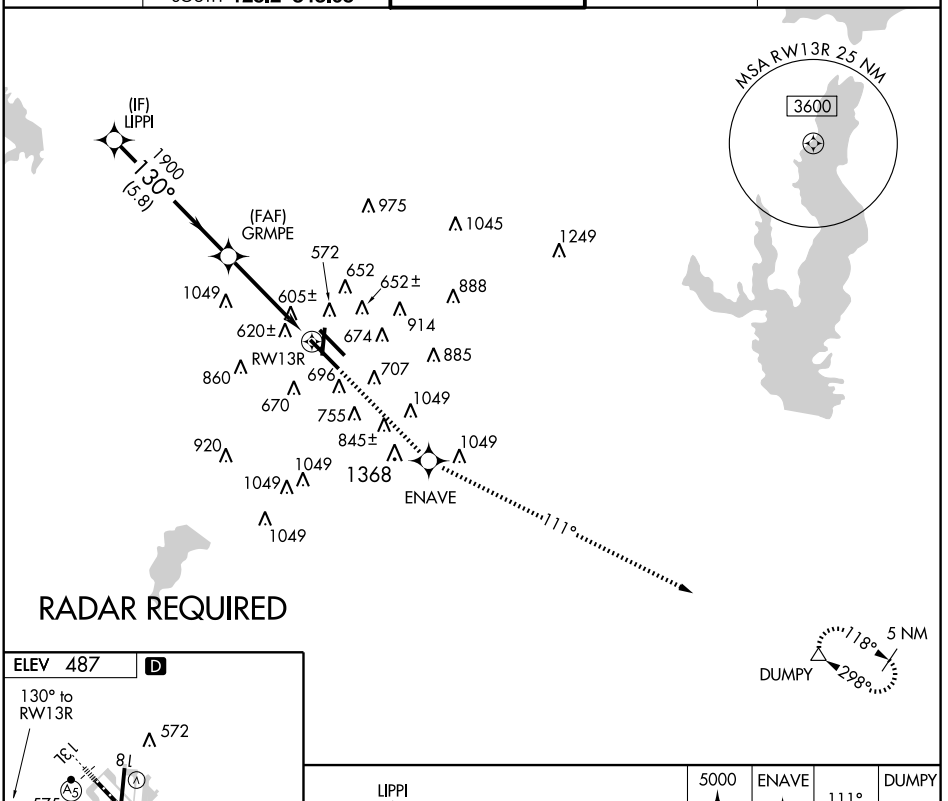
DALLAS-LOVE FIELD (DAL)

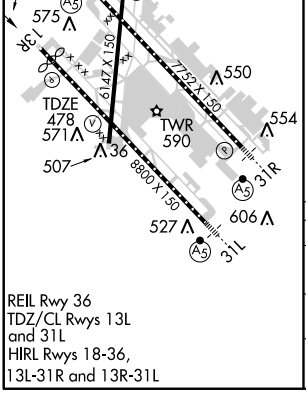
APP CRS	Rwy Idg	8310
130°	TDZE	478
	Apt Elev	487

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

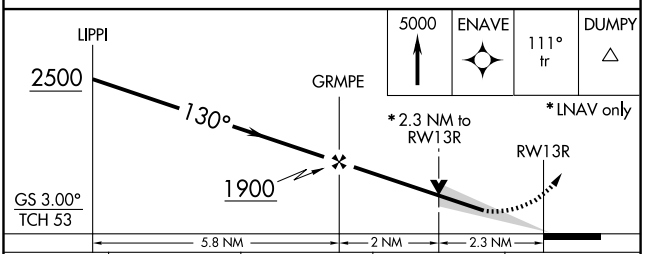
MISSED APPROACH: Climb to 5000 direct ENAVE and via 111° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

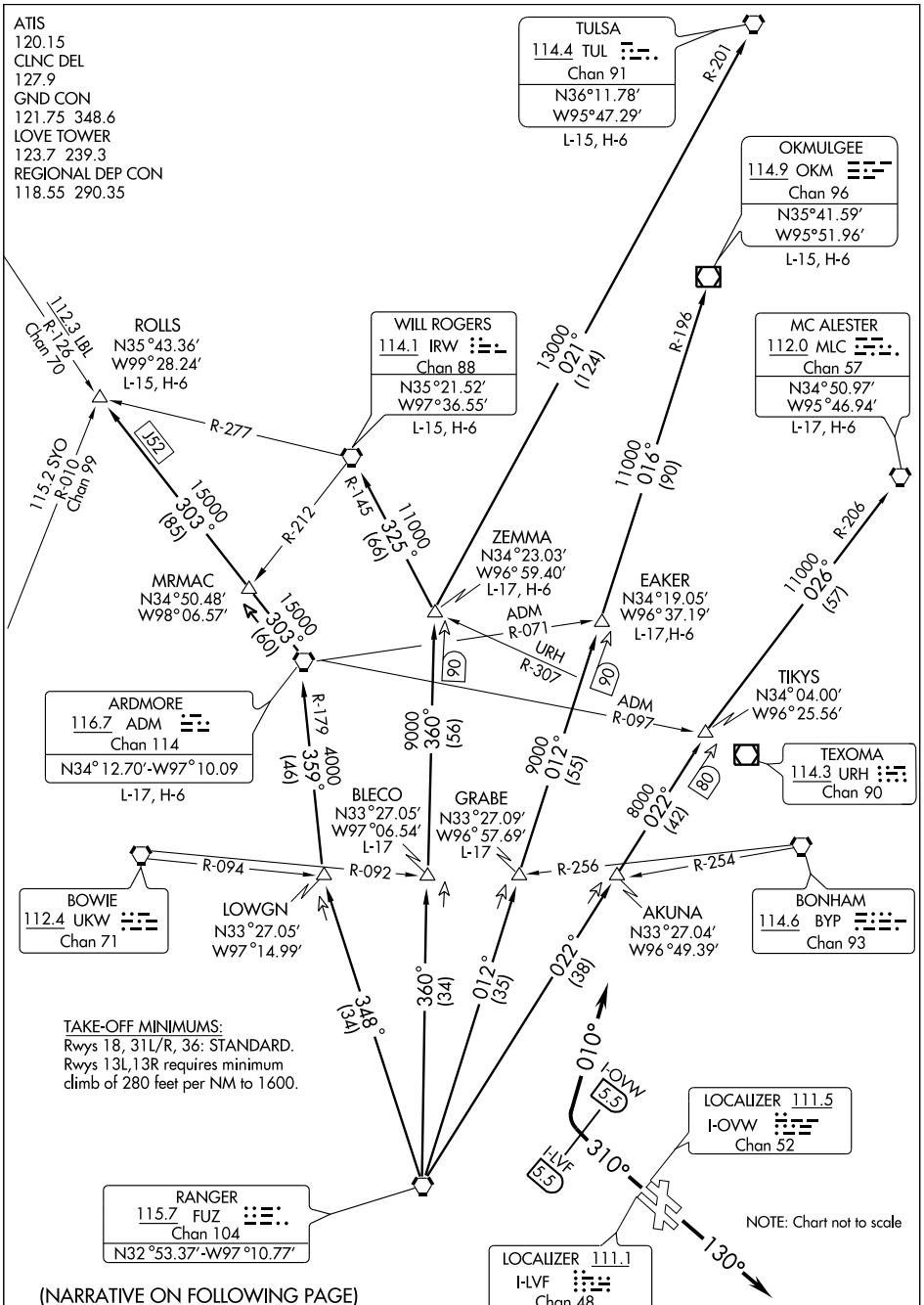


CATEGORY	A	B	C	D
LNAV/VNAV DA	946-1¾ 468 (500-1¾)			
LNAV MDA	1260-1 782 (800-1)	1260-1¼ 782 (800-1¼)	1260-2¼ 782 (800-2¼)	1260-2½ 782 (800-2½)
CIRCLING	1260-1½ 773 (800-1½)		1260-2¼ 773 (800-2¼)	1260-2½ 773 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-106 (FAA)



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact Clearance Delivery for departure instructions.

JETS

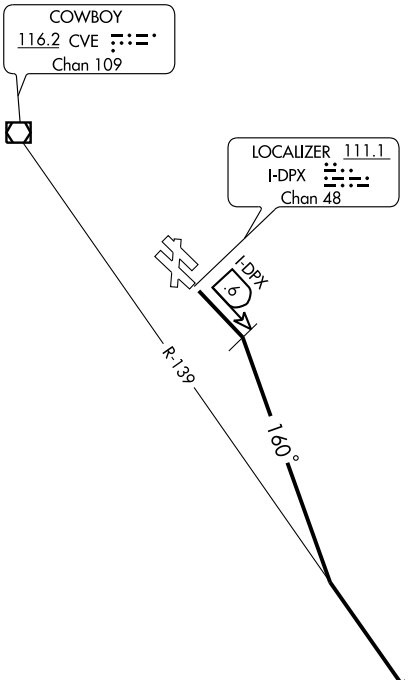
TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° to 1300), expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL.
Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL.
Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
125.12 353.95 (South and West)
118.55 290.35 (North and East)



NOTE: DME required.

NOTE: This SID requires a minimum climb of 280 ′ per NM to 1600′.

NOTE: To be used by assignment by Love Tower only, normally used between 2100-0600 local time.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than .6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
118.55 290.35

COWBOY
116.2 CVE
Chan 109

LOCALIZER 111.1
I-DPX
Chan 48

TAKE-OFF MINIMUMS:
Rwy 13L, 18, 31 L/R, 36: NA

Rwy 13R, requires minimum obstacle climb of 314′ per NM to 1700′. ATC climb gradient 500′ per NM to 1000.

NOTE: This DP is to be used only upon assignment by Love tower normally between 2100-0600 local time.

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

I-DPX 037°
CVE R-139
160°
186° (36)
166° (35)
158° (37)
176° (35)

NELYN
N32°17.10′
W97°11.15′

TSA
Gliderport

DARTZ
N32°17.07′
W96°48.93′

R-072
R-074
R-273
R-275

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

GLEN ROSE
115.0 JEN
Chan 97

CEDAR CREEK
114.8 CQY
Chan 95

4000
177° (38)
8000
176° (45)
7000
166° (35)
6000
156° (48)

R-357
70
85

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

ELLVR
N31°42.49′
W96°50.27′

LEONA
110.8 LOA
Chan 45

R-074
R-093
R-120
80
77

TORNN
N31°31.22′
W96°30.88′
L-19-21,H-6

154° (22)
6000

WINDU
N31°31.83′
W97°04.95′
L-19,H-6

R-268

BILEE
N31°09.75′
W96°23.31′
L-19-21,H-6

55
J87
V369
R-334

12000
193° (70)
R-012
7000
154° (69)
R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21,H-7

R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)
R-024

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

TAKEOFF OBSTACLE NOTES:
RWY 13R: Pole 654′ from DER, 614′ right of centerline, 23′ AGL/500′ MSL, Trees 1122′ from DER, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from DER, 669′ left of centerline, up to 60′ AGL/537′ MSL.

NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via the CVE R-139 outbound. Expect vector to appropriate route. Maintain 5000 feet, expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (VENUS7.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (VENUS7.BILEE): (For aircraft overflying the BILEE INT) Thence . . . .

. . . . via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports.) From over TTT VOR/DME via TTT R-156 and TNV R-334 to BILEE INT.

COLLEGE STATION TRANSITION (VENUS7.CLL): (For aircraft inbound to Houston Hobby and West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS7.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS7.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (VENUS7.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (VENUS7.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS7.TORNN): (For aircraft landing at Lafayette, Lake Charles, or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS7.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (VENUS7.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.

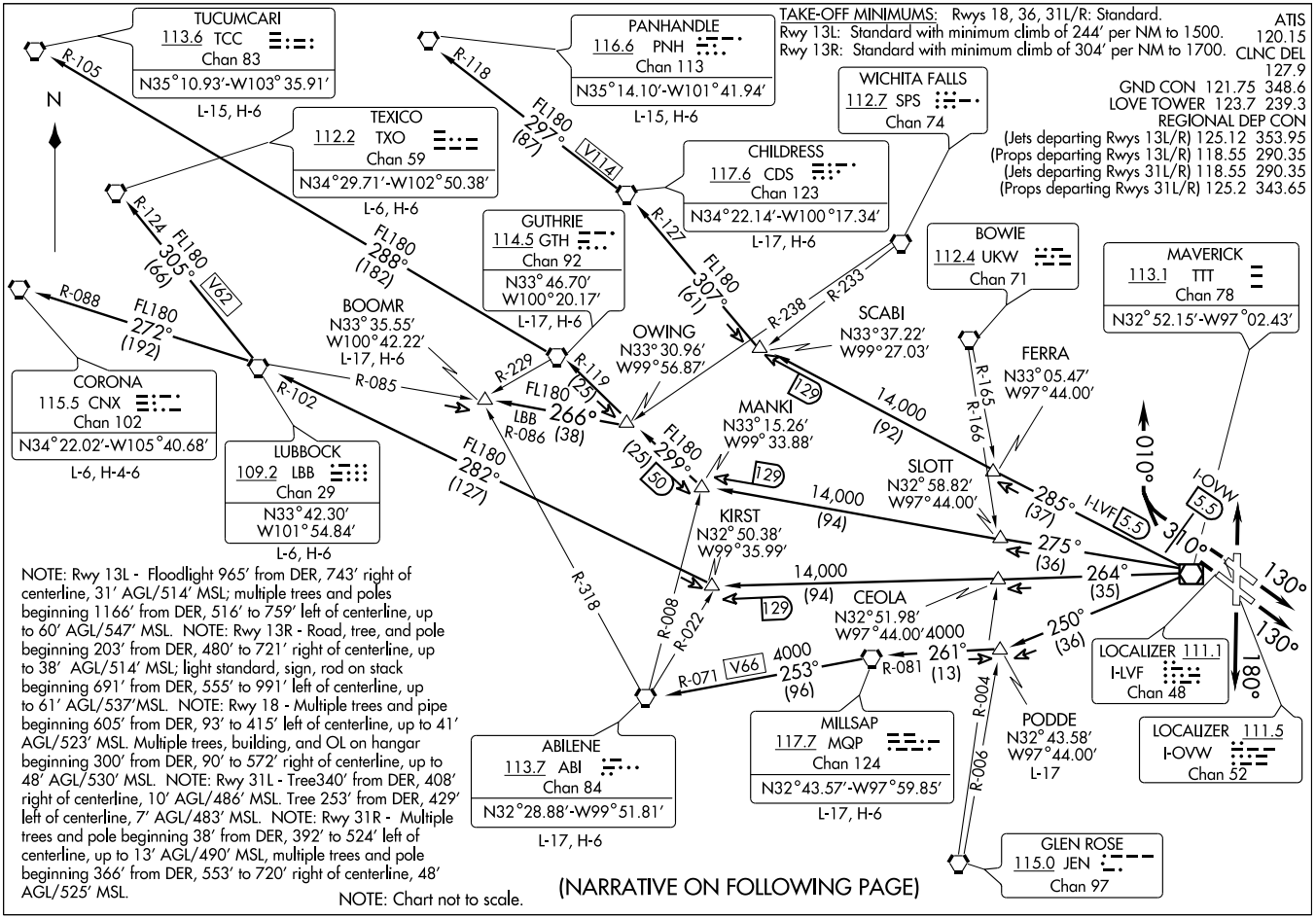
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SL-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT COYOTE OR KINGDOM DEPARTURE

JETS

TAKE-OFF RUNWAY 13L/R: Climb via heading 130°, expect vectors to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
(Props departing Rwys 13L/R)
125.2 343.65
(Props departing Rwys 31L/R)
124.3 282.35

NOTE: 1049′ MSL tower 3.24 NM from departure end Rwy 31L.
1368′ MSL bldg 3.80 NM from departure end Rwy 13R.
1049′ MSL bldg 3.09 NM from departure end Rwy 13R.
1194′ MSL bldg 3.63 NM from departure end Rwy 13R.

TAKE-OFF MINIMUMS:
Rwy 13L, Standard with minimum climb of 244 feet per NM to 1500.
Rwy 13R, Standard with minimum climb of 311 feet per NM to 1700.
Rwys 18, 36, 31L/R, Standard.

DEPARTURE PROCEDURE:
Rwy 18: Climb heading 180° to 1300 before turning left.
Rwy 31L: Climb heading 310° to 1200 before turning left.
Rwy 31R: Climb heading 310° to 1200 before turning left.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

FL230 055° (117) R-235
FL230 (75) R-320
6500 064° (79) R-244
5000 (38) R-324
5000 064° (38) R-184
5000 (39) R-312
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
5000 074° (36) R-182
5000 081° (49) R-261
5000 084° (36) R-181
5000 094° (36) R-180
5000 (34) R-183
9000 079° (44) R-259
14,000 111° (116) R-291
R-346
R-187
R-324

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-106 (FAA)
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L, Floodlight, 965' from departure end of runway, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from departure end of runway, 516' left of centerline, up to 60' AGL/547' MSL.

Rwy 13R, Road, tree and pole beginning 203' from departure end of runway, 480' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from departure end of runway, 555' left of centerline, up to 61' AGL/537' MSL.

Rwy 18, Multiple trees and pipe beginning 605' from departure end of runway, 93' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building and obstruction light on hangar beginning 300' from departure end of runway, 90' right of centerline, up to 48' AGL/530' MSL.

Rwy 31L, Tree, 340' from departure end of runway, 408' right of centerline, 10' AGL/486' MSL. Tree, 253' from departure end of runway, 429' left of centerline, 7' AGL/483' MSL.

Rwy 31R, Multiple trees and pole beginning 38' from departure end of runway, 392' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from departure end of runway, 553' right of centerline, up to 48' AGL/525' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

AL-742 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS
126.35
EXECUTIVE TOWER ★
127.25 335.6
GND CON
119.475
CLNC DEL
118.625

32°41.5′ N

32°41.0′ N

32°40.5′ N

96°52.5′ W

96°52.0′ W

96°51.5′ W

VAR 4.2° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV
655

13
130.9°
31

ELEV
651

17
175.9°
35

ELEV
659

ELEV
646

355.9°
310.9°

FIELD
ELEV
660

6451 X 150

3800 X 150

HANGARS

TERMINAL

HANGARS

HANGARS

CONTROL
TOWER

727

POLICE

RWY 13-31
S-35, D-60, 2D-110
RWY 17-35
S-35, D-60, 2D-110

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPARK EAST (1F7) 23 E UTC−6(−5DT) N32°48.84′ W96°21.13′ **DALLAS–FT WORTH COPTER**

510 B S2

RWY 13–31: H2630X30 (ASPH) LIRL

RWY 13: Trees. Rgt tfc. **RWY 31:** Tree.

AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 13–31—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.7

COLLIN COUNTY REGIONAL AT Mc KINNEY (TKI) 32 N UTC−6(−5DT) N33°10.68′ W96°35.43′ **DALLAS–FT WORTH COPTER H–6H, L–17C, A IAP, AD**

585 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE TKI

RWY 17–35: H7001X100 (CONC) S–75, D–150, 2D–176 MIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 28′. Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 52′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1200–0500Z‡. Bird activity invof arpt. ACTIVATE MIRL Rwy 17–35, MALSR Rwy 17, PAPI Rwy 17 and VASI Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (972) 548–8525.

COMMUNICATIONS: CTAF 118.825 **UNICOM** 122.95

Ⓡ **RGNL APP/DEP CON** 124.3 **CLNC DEL** 121.35 (when twr clsd)

TOWER 118.825 (1200–0400Z‡) **GND CON** 121.875

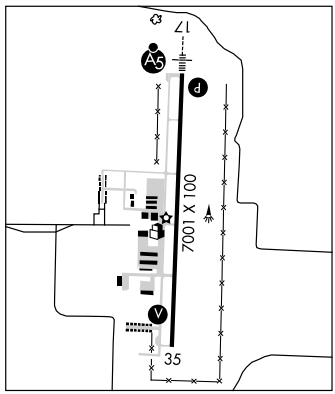
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 036° 23.4 NM to fld. 450/6E.

FLUET NDB (LOM) 421 EF N33°15.70′ W96°35.33′ 175° 5.0 NM to fld.

ILS/DME 109.35 I–EFE Chan 30(Y) Rwy 17. LOM FLUET NDB. ILS unmonitored when twr clsd.



DALLAS CBD VERTIPORT HELIPORT (49T) 0 N UTC−6(−5DT) N32°46.40′ W96°48.02′ **DALLAS–FT WORTH COPTER**

480 B NOTAM FILE FTW

HELIPAD H1: H60X60 (CONC) S–43

HELIPAD H2: H60X60 (CONC) S–43

HELIPORT REMARKS: Unattended. Helipad H1 and H2 900′ buildings NW, 500′ buildings NE at ½ mile. ACTIVATE perimeter lgts—CTAF. Helipad H1 perimeter lgts. Helipad H1 rooftop. Ingress/egress SW. Helipad H2 perimeter lgts. Helipad H2 rooftop. Ingress/egress SE.

WEATHER DATA SOURCES: AWOS–3 135.425 (214) 670–1243. Temporarily unreliable. Frequency OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.

DALLAS EXECUTIVE (RBD) 6 SW UTC−6(−5DT) N32°40.85′ W96°52.09′ **DALLAS–FT. WORTH COPTER H–6H, L–17C, A IAP, AD**

660 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE RBD

RWY 13–31: H6451X150 (ASPH–CONC) S–35, D–60, 2D–110 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 50′. Trees.

RWY 31: LDIN. VASI(V4L)—GA 3.0° TCH 47′. Road.

RWY 17–35: H3800X150 (ASPH–CONC) S–35, D–60, 2D–110 MIRL

RWY 17: REIL. PAPI(P4R)—GA 3.0° TCH 43′. Tree.

RWY 35: REIL. Tree.

AIRPORT REMARKS: Attended 1400–2300Z‡. 24 hr FBO. Fuel avbl 24 hr with major credit card. Birds on and invof arpt. Asphalt at rwy intersection. When twr closed ACTIVATE LDIN Rwy 31, VASI Rwy 13 and PAPI Rwy 17–CTAF.

WEATHER DATA SOURCES: ASOS (214) 330–5317. LAWRS.

COMMUNICATIONS: CTAF 127.25 **ATIS** 126.35 **UNICOM** 122.95

Ⓡ **RGNL APP/DEP CON** 125.2

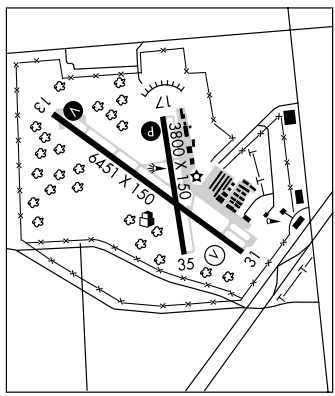
EXECUTIVE TOWER 127.25 (1300–0300Z‡) **GND CON** 119.475 **CLNC DEL** 118.625

AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 136° 14.3 NM to fld. 540/6E.

ILS 108.5 I–RBD Rwy 31. Unmonitored when tower closed.



DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

ATIS 126.35
CLNC DEL 118.625
GND CON 119.475
EXECUTIVE TOWER ★ 127.25 (CTAF) 335.6
REGIONAL DEP CON 125.2 343.65
CTAF 120.3

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.
Rwy 31: Climb via heading 309° to 1600 before turning southbound.
Rwy 35: Climb via heading 354° to 1600 before turning southbound.

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO 055° (117) R-235
ORTRO R-320
ORTRO 151
FL230 064° (75)
6500 064° (79)
R-244
5000 (38) 76
R-324
FL200 077° (125) R-262
FL200 097° (206) R-281
R-254
14000 072° (134)
R-312
R-184
R-182
R-181
R-180
R-183
R-261
R-187
R-259
R-346
R-291
064° (38)
074° (36)
084° (36)
094° (36)
5000 081° (49)
6000 (34)
10000 079° (44)
14000 111° (116)
(25) (25)
94
71
309° 1600
354° 1600
129° 2400
174° 2400

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

DALLAS, TEXAS
DALLAS/ DALLAS EXECUTIVE (RBD)

SL-742 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

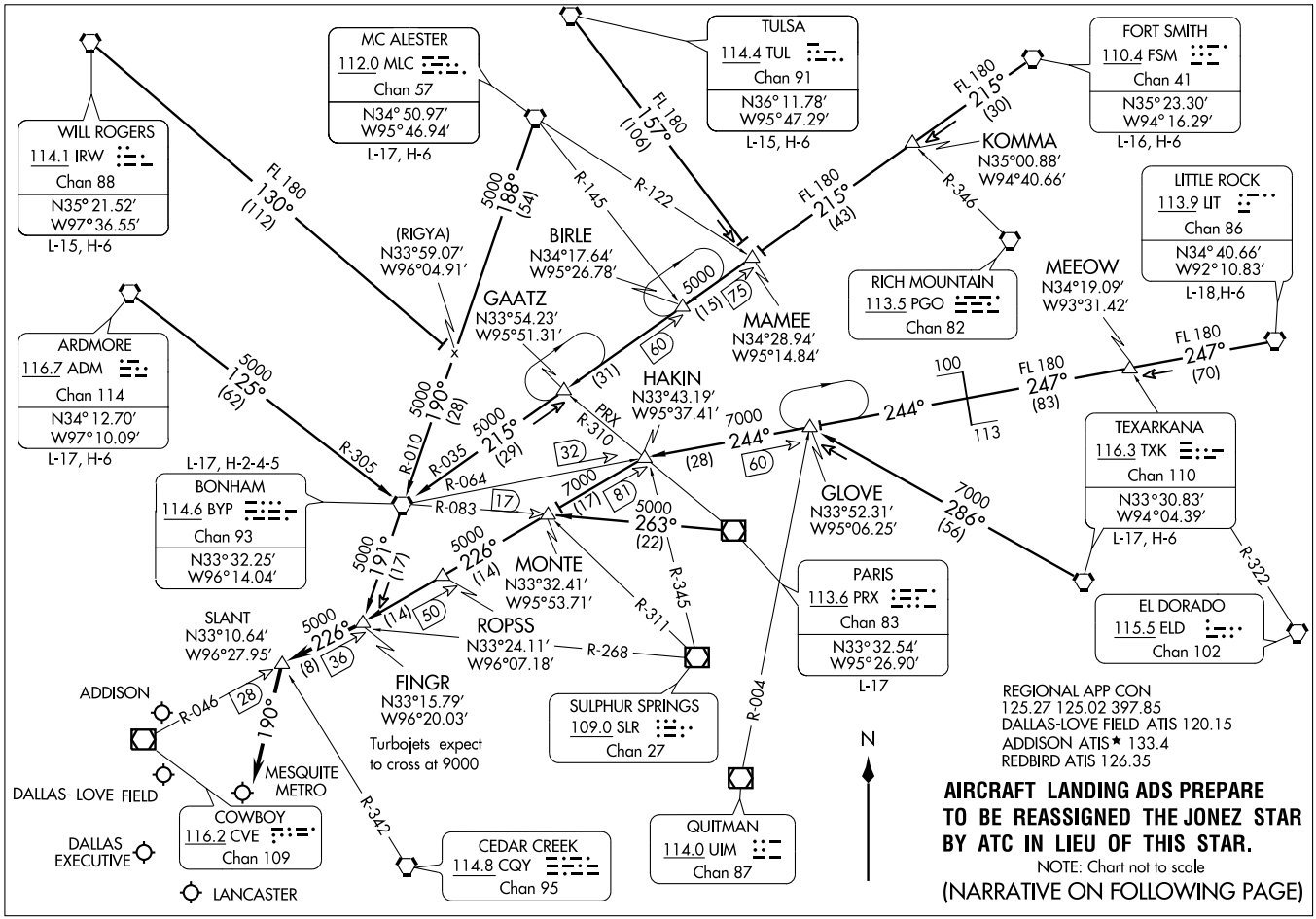
WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351



DALLAS-FT. WORTH, TEXAS

ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DALLAS, TEXAS

DALLAS EXECUTIVE (RBD)

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
All runways Standard.

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17,H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

NOBLY
N33°04.94'
W96°19.96'

ECKEY
N33°13.01'
W95°52.66'

TRISS
N32°58.20'
W96°19.94'

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

SHERO
33°04.49'
95°33.78'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

ROCKK
N32°41.54'
W95°53.77'

TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17

R-131 R-180 R-184 R-181 R-182 R-221 R-244 R-203 R-312 R-261 R-279 R-303

5000 041° (29)
6500 064° (79)
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 (24)
5000 (39)
5000 081° (49)
3500 094° (36)
3500 (22)
3500 099° (60)
3500 123° (32)

62 76 59

N

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(GARL3.TTT) 09351

GARLAND THREE DEPARTURE

SI-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

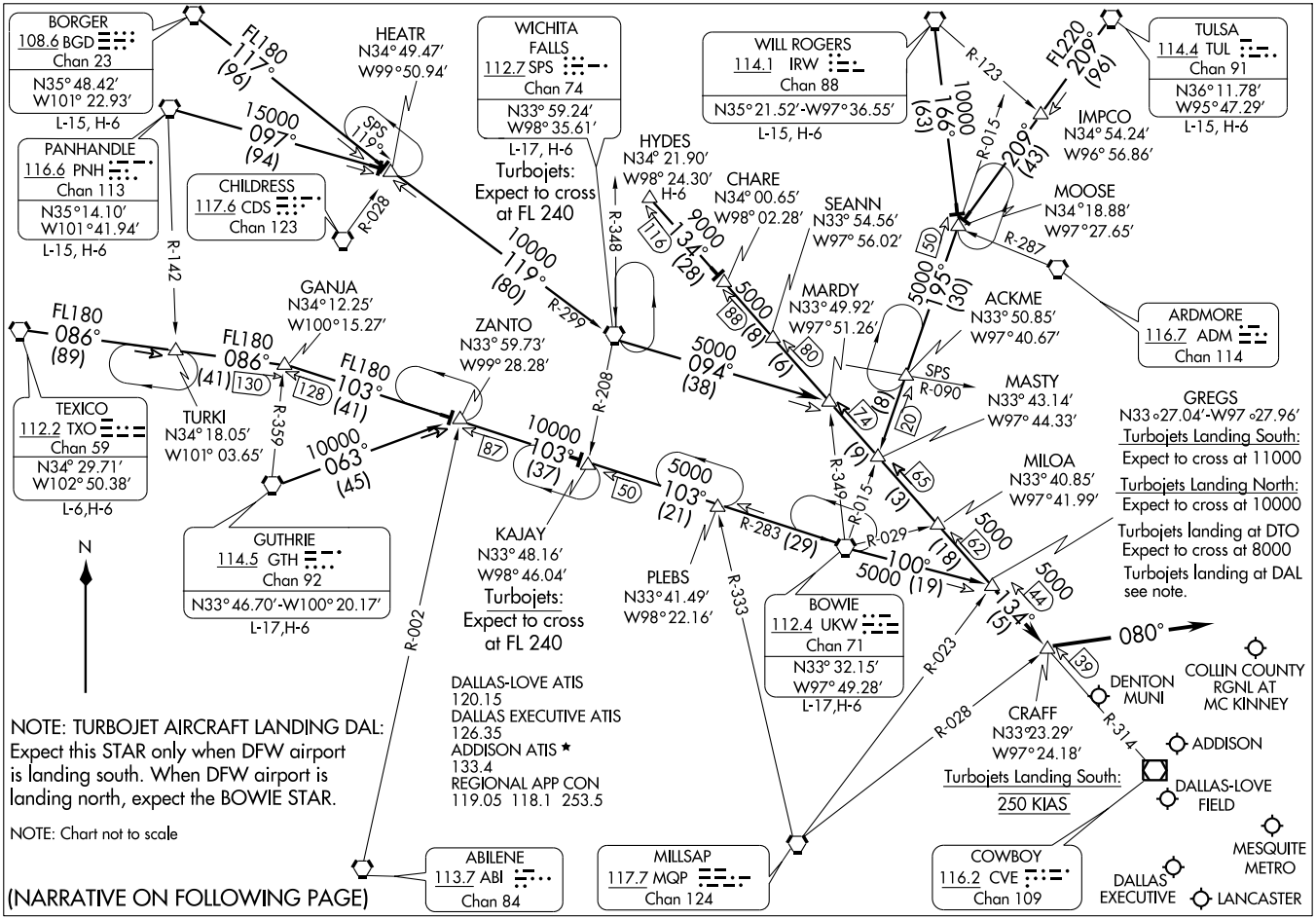
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

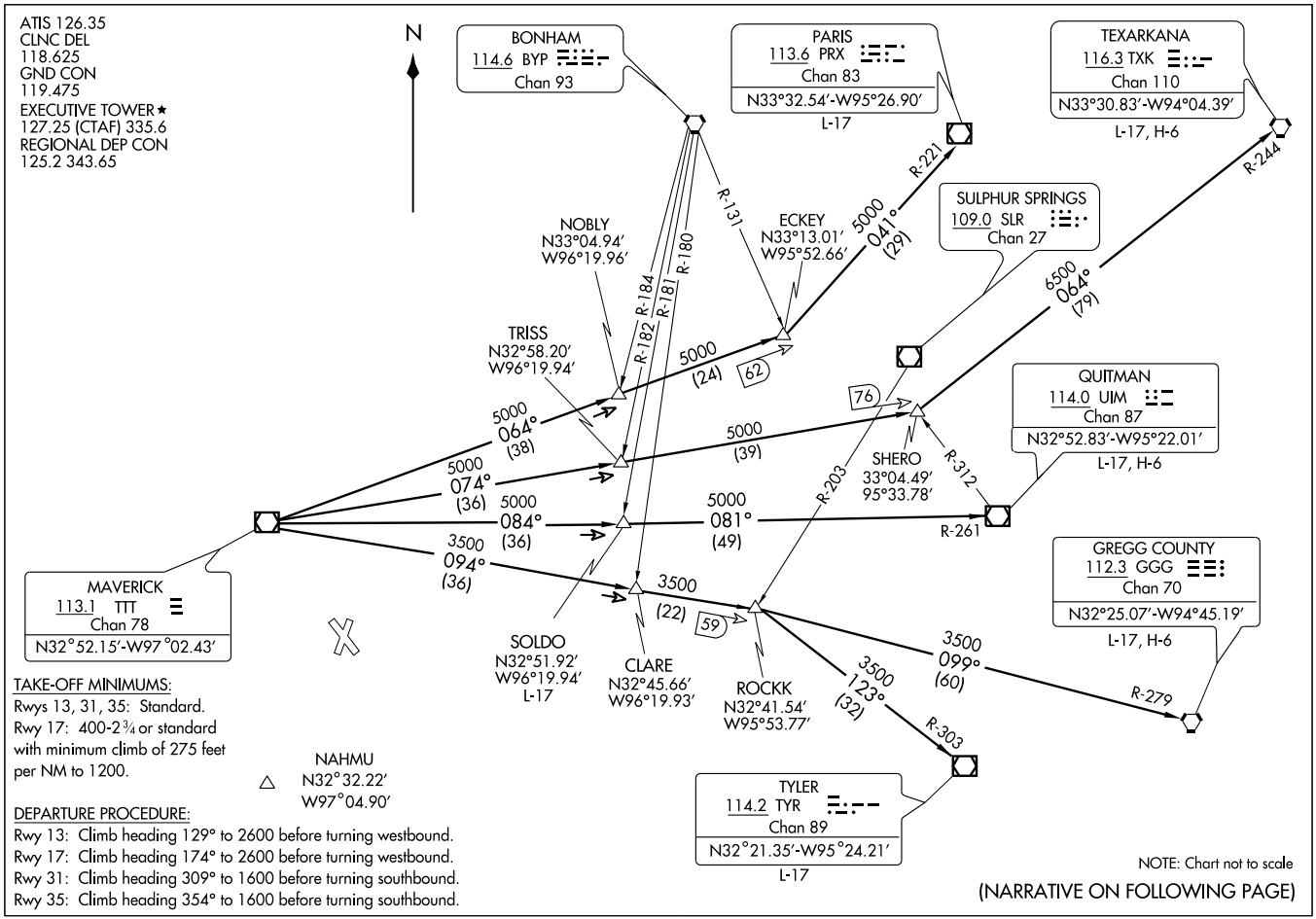
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2¾ or standard with minimum climb of 275 feet per NM to 1200.

DEPARTURE PROCEDURE:
Rwy 13: Climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: Climb heading 309° to 1600 before turning southbound.
Rwy 35: Climb heading 354° to 1600 before turning southbound.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

SI-742 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13:
OL on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17:
Tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL.
Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL.
Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL.
Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31:
Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL.
Tree 2,978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35:
Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL.
Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL.
Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

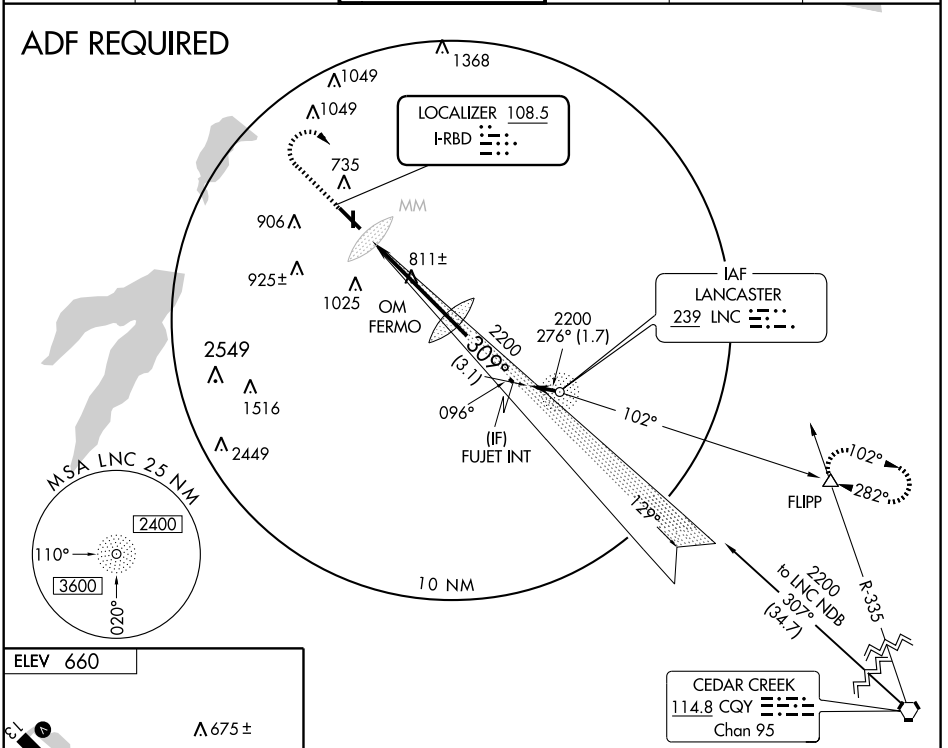
LOC I-RBD	APP CRS	Rwy Idg	6451
108.5	309°	TDZE	658
		Apt Elev	660

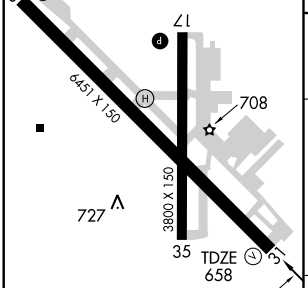
ILS or LOC RWY 31
DALLAS EXECUTIVE (RBD)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase DA to 906 feet and all MDA 60 feet, increase S-LOC 31 Cat C visibility ¼ mile.

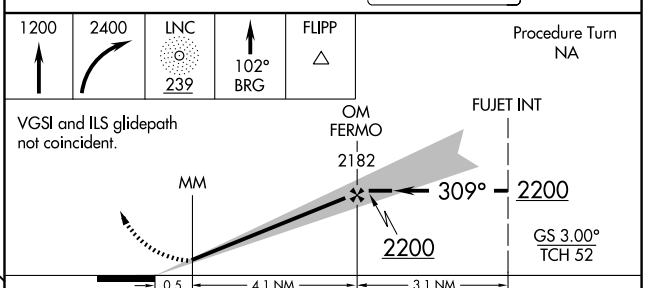
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct LNC NDB and via bearing 102° from LNC NDB to FLIPP INT and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95





FAF to MAP	4.6 NM				
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 31	858-¾ 200 (200-¾)			
S-LOC 31	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-742 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS: All runways standard.

DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400 before turning westbound.

Rwy 17: Climb via heading 174° to 2400 before turning westbound.

Rwy 31: Climb via heading 309° to 1600 before turning southbound.

Rwy 35: Climb via heading 354° to 1600 before turning southbound.

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10′
W97°11.15′

DARTZ
N32°17.07′
W96°48.93′

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06′
W96°39.80′

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 400-2 3/4 or standard with minimum climb of 275′ per NM to 1200.

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2600′ before turning westbound.
Rwy 17: Climb via heading 174° to 2600′ before turning westbound.
Rwy 31: Climb via heading 309° to 1600′ before turning southbound.
Rwy 35: Climb via heading 354° to 1600′ before turning southbound.

ATIS 126.35
CLNC DEL 118.625
GND CON 119.475
EXECUTIVE TOWER ★ 127.25 (CTAF) 335.6
REGIONAL DEP CON 125.2 343.65

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

4000 328° (22)

R-146

6000 326° (63) V18

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

R-330

RUWLO
N32°47.28′
W99°07.77′

2500 261° (28)

8000 (71)

2800 250° (36)

99

8000 265° V18

4000 261° (13)

R-081

R-265

BEKLE
N32°49.27′
W99°49.92′

93 (36)

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

(NARRATIVE ON FOLLOWING PAGE)

KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213 DALLAS EXECUTIVE (RBD) DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13, OL on blast fence 109′ from DER, 347′ left of centerline, 6′ AGL/658′ MSL.
Note: Rwy 17, Tree 468′ from DER, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from DER, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from DER, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from DER, 303′ right of centerline, 35′ AGL/699′ MSL.
Note: Rwy 31, Tree 481′ from DER, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from DER, 802′ left of centerline, 46′ AGL/732′ MSL.
Note: Rwy 35, Tree 534′ from DER, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from DER, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from DER, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

DALLAS EXECUTIVE (RBD)

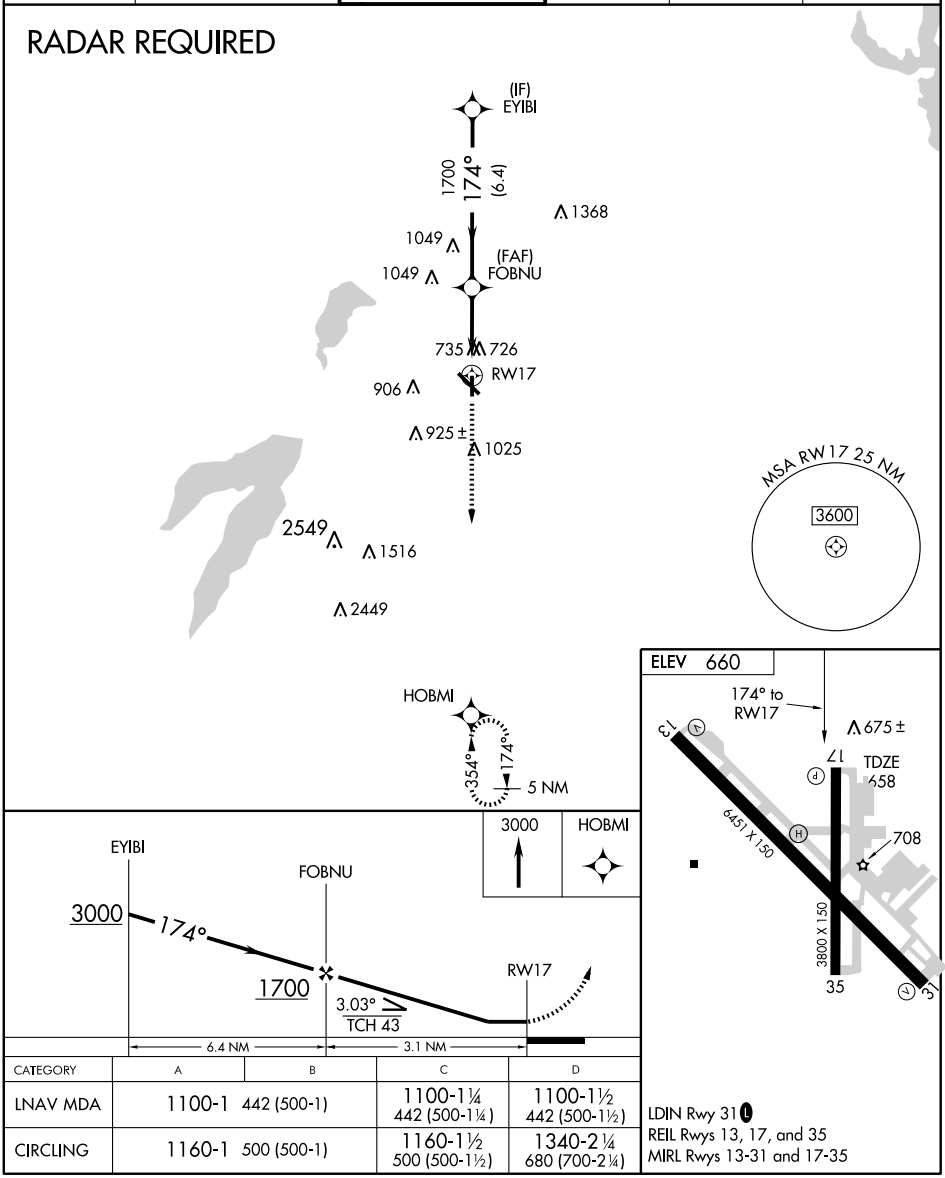
APP CRS	Rwy Idg	3801
174°	TDZE	658
	Apt Elev	660

▼ If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6451
Ch 42699	309°	TDZE	658
W31A		Apt Elev	660

AL-742 (FAA)

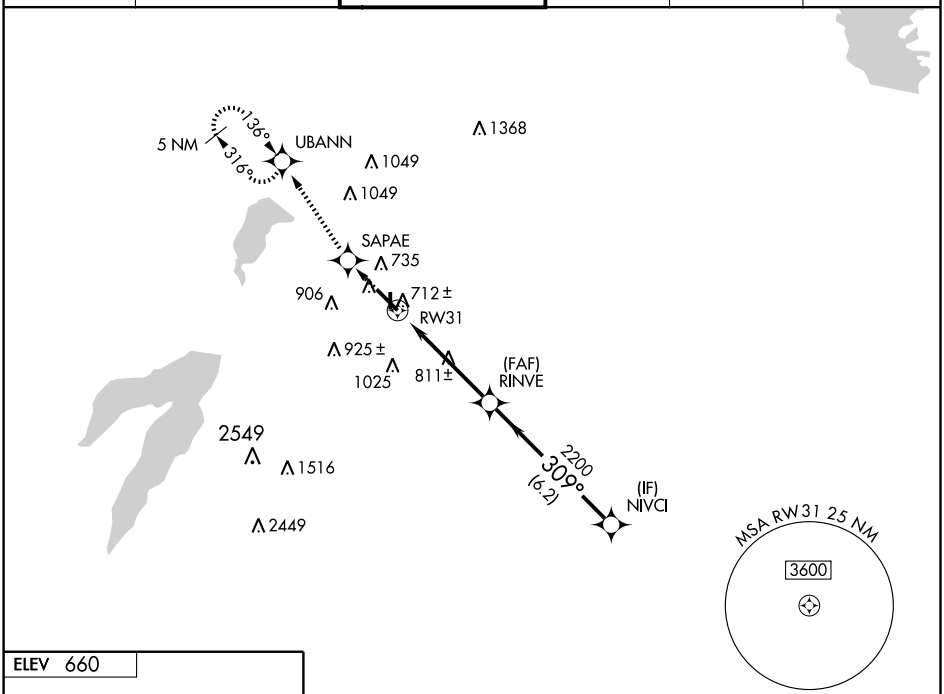
RNAV (GPS) RWY 31

DALLAS EXECUTIVE (RBD)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPAE and via 320° track to UBANN and hold.

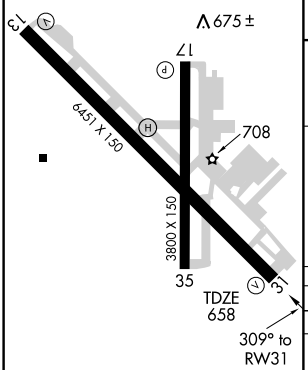
ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) C 335.6	119.475	118.625	122.95



SC-2, 26 AUG 2010 to 23 SEP 2010

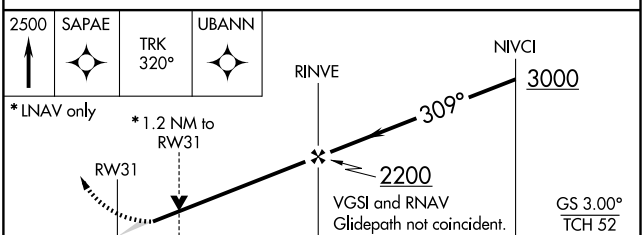
SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 660



LDIN Rwy 31 C
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	908-1 250 (300-1)			
LNAV/VNAV DA	1073-1½ 415 (500-1½)			
LNAV MDA	1080-1 422 (500-1)		1080-1¼ 422 (500-1¼)	
CIRCLING	1160-1½ 500 (500-1½)			1340-2¼ 680 (700-2¼)

RNAV (GPS) RWY 35

DALLAS EXECUTIVE (RBD)

APP CRS	Rwy Idg	3801
354°	TDZE	659
	Apt Elev	660

▼ If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when ▲ using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA.

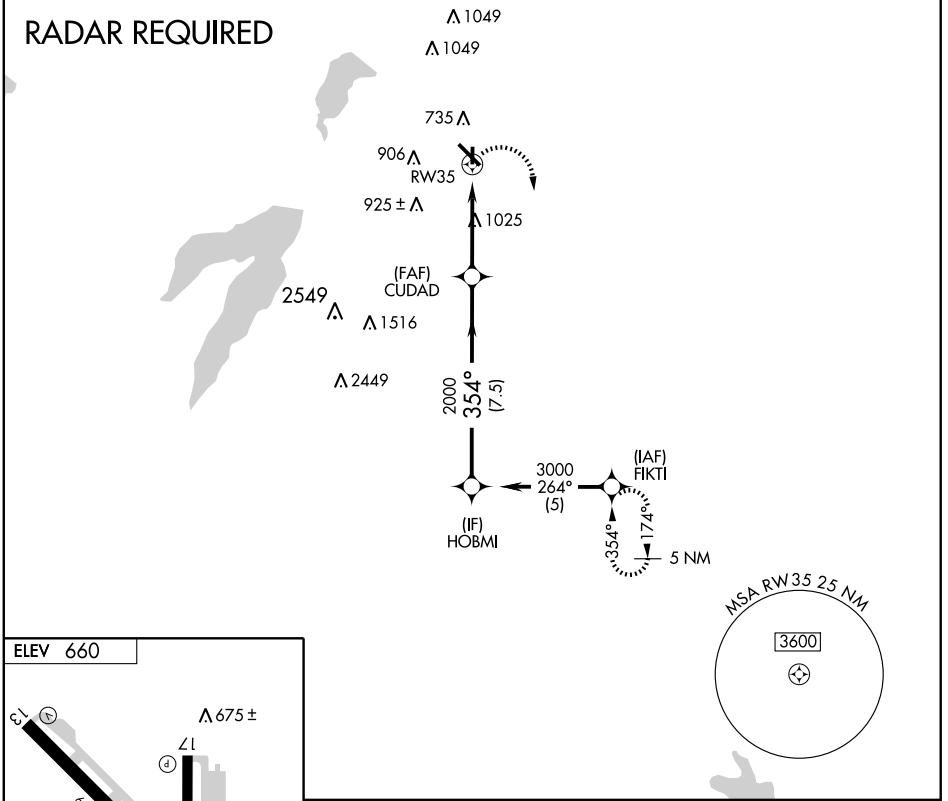
MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

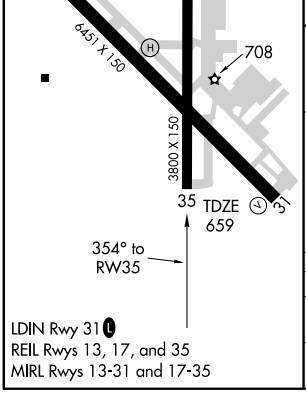
ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) 335.6	119.475	118.625	122.95

SC-2, 26 AUG 2010 to 23 SEP 2010

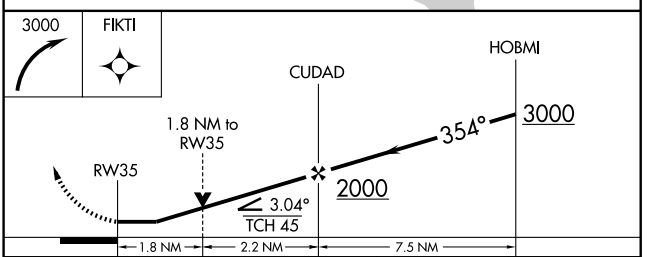
SC-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED





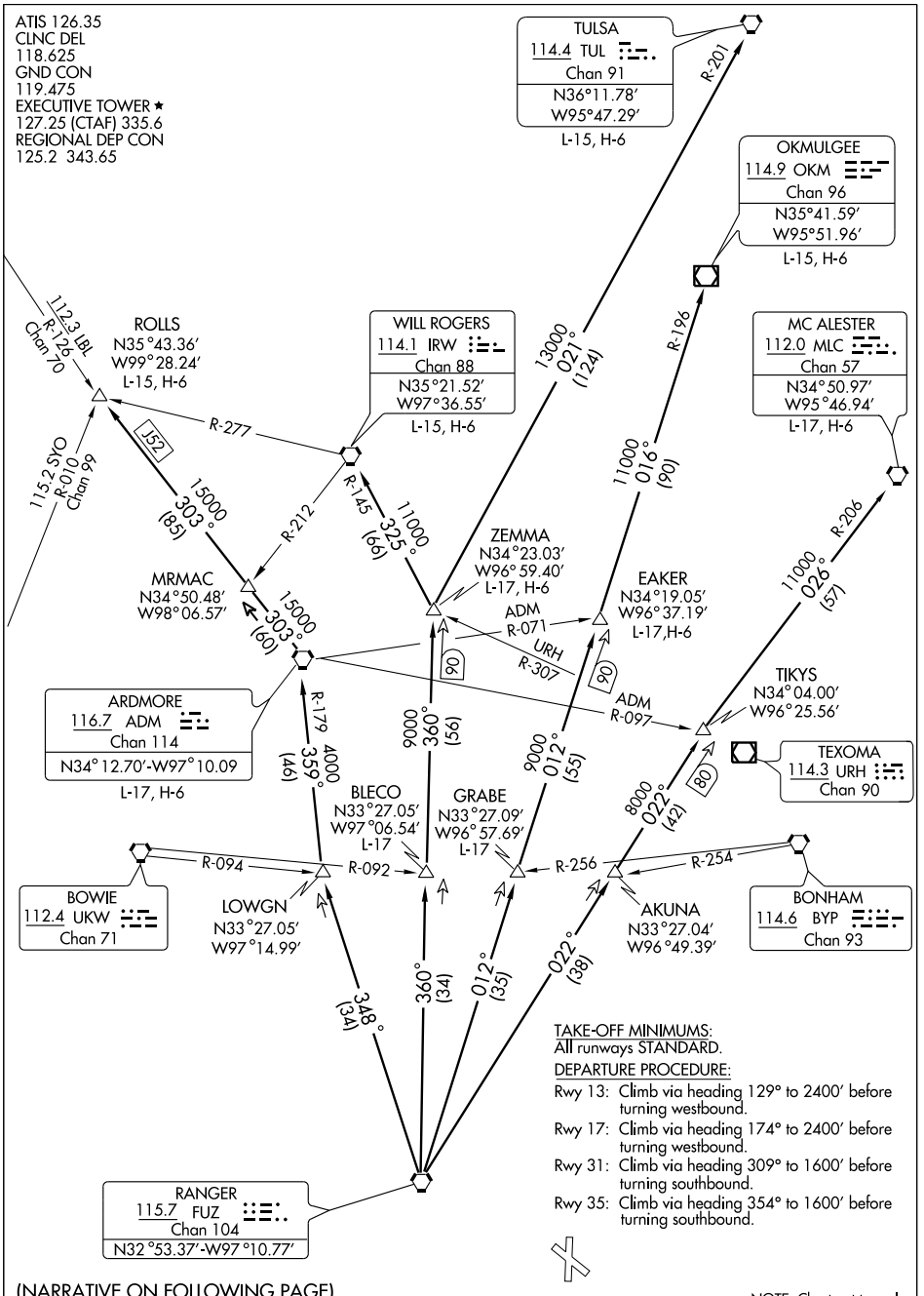
LDIN Rwy 31
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35



CATEGORY	A	B	C	D
LNAV MDA	1280-1	621 (700-1)	1280-1¾ 621 (700-1¾)	1280-2 621 (700-2)
CIRCLING	1280-1	620 (700-1)	1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

TEXOMA ONE DEPARTURE

SL-742 (FAA)



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME CVE	APP CRS	Rwy Idg	3801
116.2	165°	TDZE	658
Chan 109		Apt Elev	660

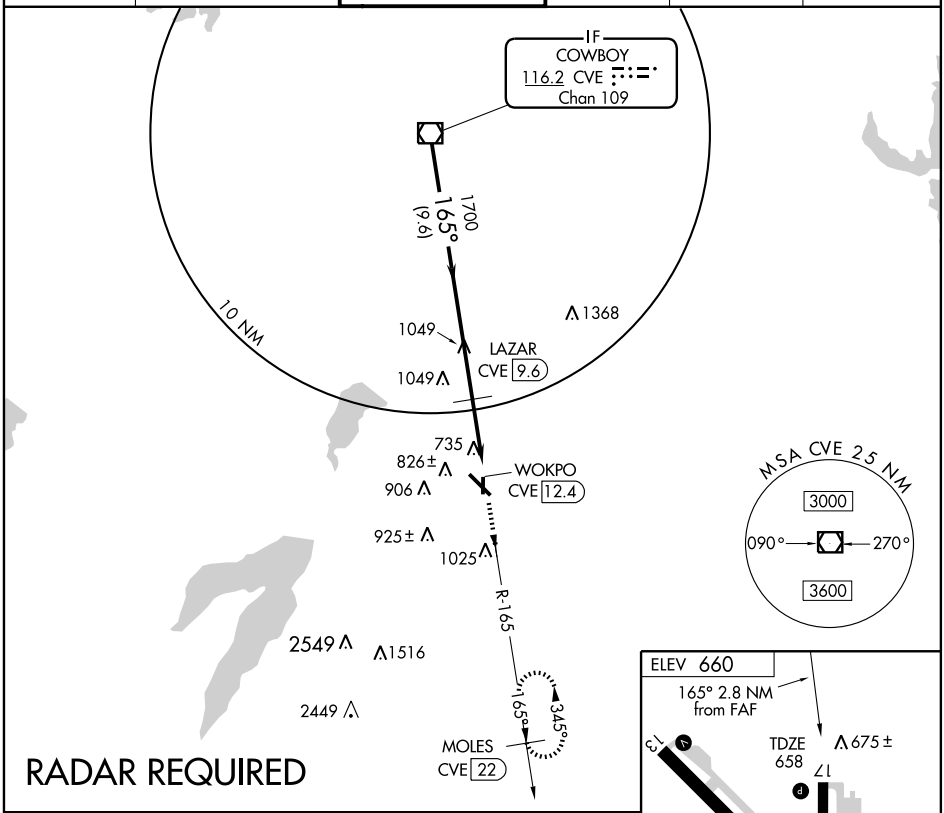
VOR/DME RWY 17

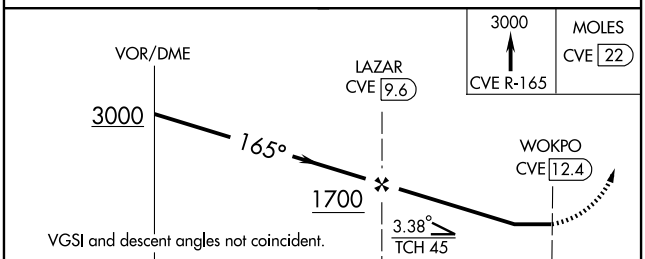
DALLAS EXECUTIVE (RBD)

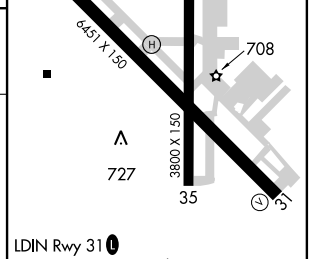
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via CVE R-165 to MOLES 22 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95







LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

CATEGORY	A	B	C	D
S-17	1080-1	422 (500-1)	1080-1¼	422 (500-1¼)
CIRCLING	1160-1	500 (500-1)	1160-1½	1340-2¼
			500 (500-1½)	680 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

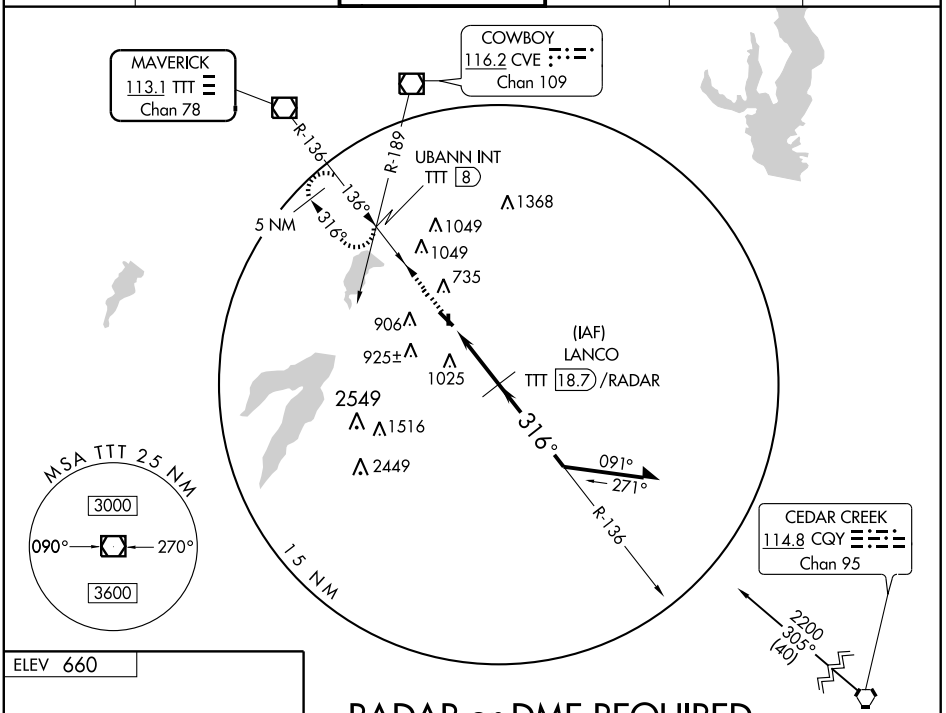
VOR/DME TTT 113.1 Chan 78	APP CRS 316°	Rwy Idg 6451 TDZE 658 Apt Elev 660

VOR RWY 31
DALLAS EXECUTIVE (RBD)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. Radar or DME required.

MISSED APPROACH: Climb to 2500 via TTT R-136 to UBANN INT/TTT 8 DME and hold.

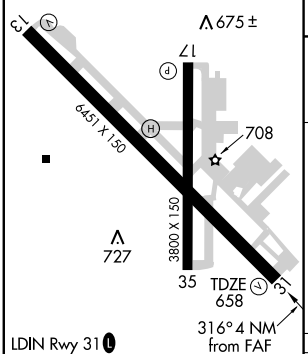
ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) 335.6	119.475	118.625	122.95



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 660



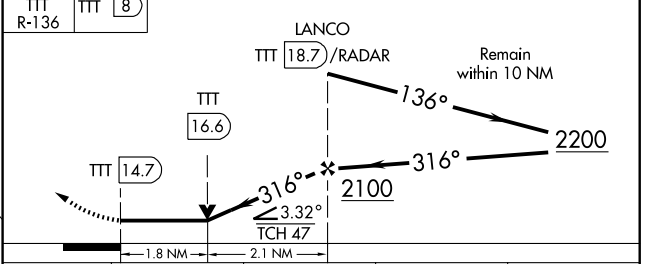
LDIN Rwy 31
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RADAR or DME REQUIRED

2500 TTT R-136 | UBANN INT TTT 8

VGSI and descent angles not coincident.



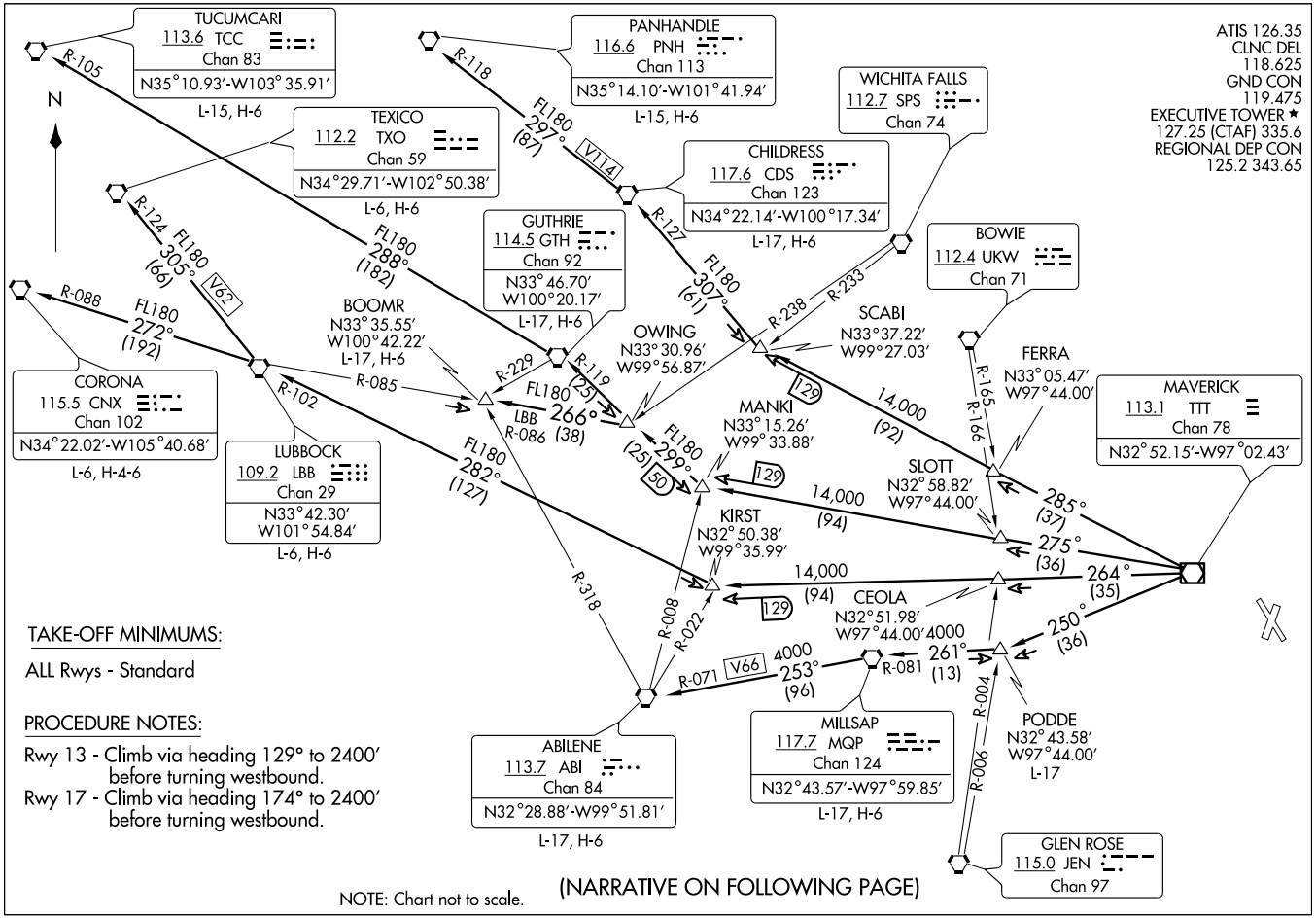
CATEGORY	A	B	C	D
S- 31	1280-1 622 (700-1)		1280-1¾ 622 (700-1¾)	1280-2 622 (700-2)
CIRCLING	1280-1 620 (700-1)		1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS, TEXAS

DALLAS EXECUTIVE (RBD)



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS/ DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, Standard.
Rwy 17, 400-2¾ or standard with minimum climb of 275 feet per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 2200 ft prior to departure end of runway.

DEPARTURE PROCEDURE:
Rwy 13: climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: climb heading 309° to 1600 before turning southbound.
Rwy 35: climb heading 354° to 1600 before turning southbound.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

FL230 055° (117)
R-235
R-320
FL230 (75)
151
R-244
6500 064° (79)
R-187
5000 (38)
76
R-184
R-324
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
R-182
R-181
R-180
5000 (39)
76
R-312
14,000 072° (134)
R-254
FL200 077° (125)
R-262
FL200 097° (206)
R-281
5000 081° (49)
R-261
R-183
94
9000 079° (44)
5000 (34)
71
50
(25)
(25)
R-259
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-742 (FAA)
DALLAS/ DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13, obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.
Rwy 17, tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGL/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL.
Rwy 31, Tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL.
Rwy 35, Tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL.

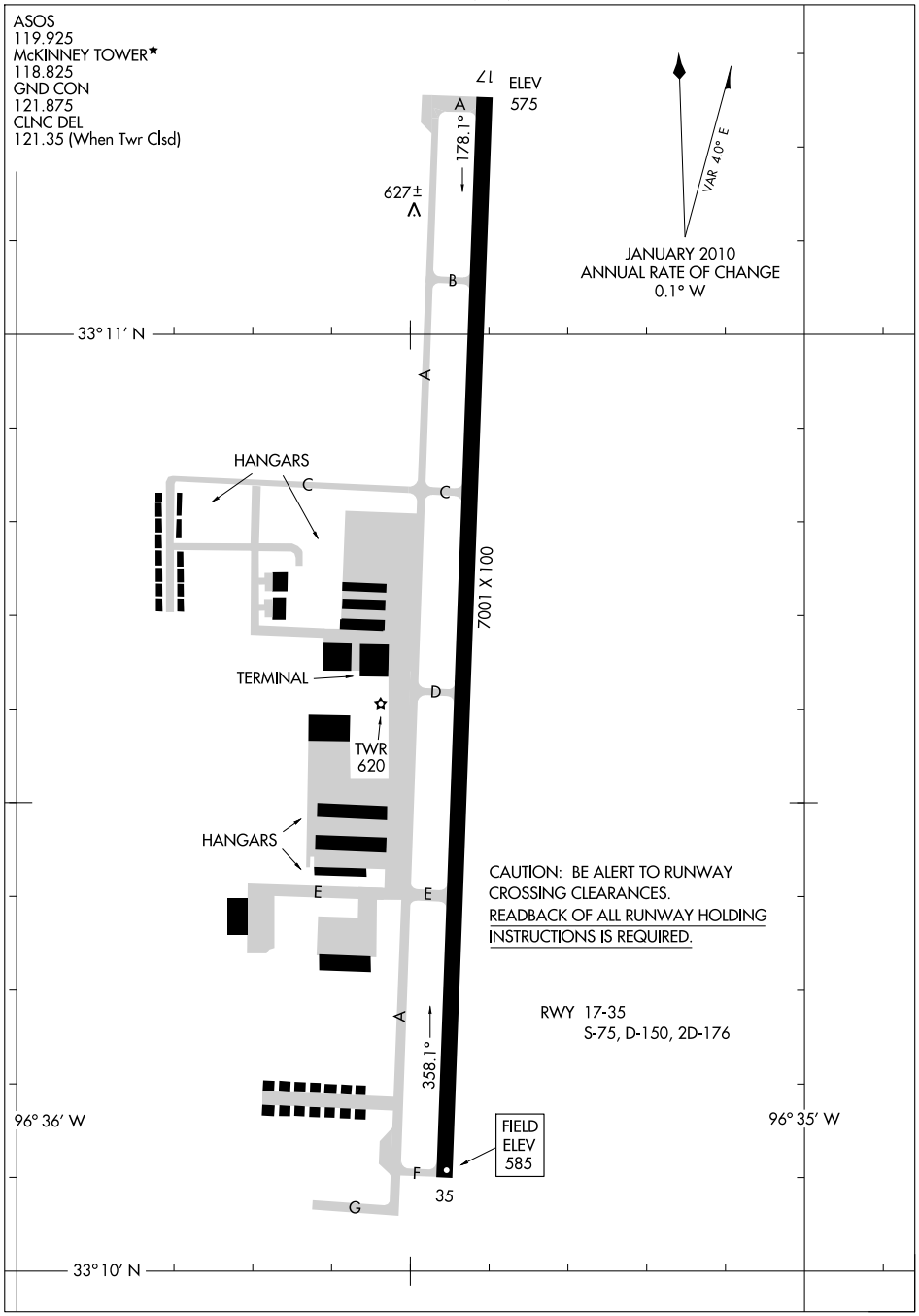
SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AL-6644 (FAA)

DALLAS, TEXAS



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPARK EAST (1F7) 23 E UTC−6(−5DT) N32°48.84′ W96°21.13′ **DALLAS–FT WORTH COPTER**

510 B S2

RWY 13–31: H2630X30 (ASPH) LIRL

RWY 13: Trees. Rgt tfc. **RWY 31:** Tree.

AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 13–31—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.7

COLLIN COUNTY REGIONAL AT Mc KINNEY (TKI) 32 N UTC−6(−5DT) N33°10.68′ W96°35.43′ **DALLAS–FT WORTH COPTER H–6H, L–17C, A IAP, AD**

585 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE TKI

RWY 17–35: H7001X100 (CONC) S–75, D–150, 2D–176 MIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 28′. Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 52′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1200–0500Z‡. Bird activity invof arpt. ACTIVATE MIRL Rwy 17–35, MALSR Rwy 17, PAPI Rwy 17 and VASI Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (972) 548–8525.

COMMUNICATIONS: CTAF 118.825 **UNICOM** 122.95

Ⓡ **RGNL APP/DEP CON** 124.3 **CLNC DEL** 121.35 (when twr clsd)

TOWER 118.825 (1200–0400Z‡) **GND CON** 121.875

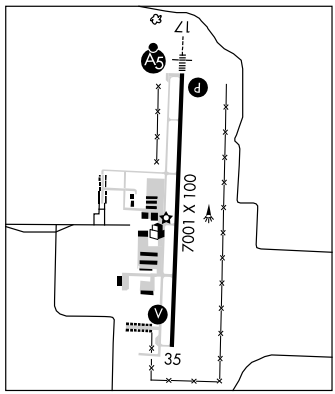
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 036° 23.4 NM to fld. 450/6E.

FLUET NDB (LOM) 421 EF N33°15.70′ W96°35.33′ 175° 5.0 NM to fld.

ILS/DME 109.35 I–EFE Chan 30(Y) Rwy 17. LOM FLUET NDB. ILS unmonitored when twr clsd.



DALLAS CBD VERTIPORT HELIPORT (49T) 0 N UTC−6(−5DT) N32°46.40′ W96°48.02′ **DALLAS–FT WORTH COPTER**

480 B NOTAM FILE FTW

HELIPAD H1: H60X60 (CONC) S–43

HELIPAD H2: H60X60 (CONC) S–43

HELIPORT REMARKS: Unattended. Helipad H1 and H2 900′ buildings NW, 500′ buildings NE at ½ mile. ACTIVATE perimeter lgts—CTAF. Helipad H1 perimeter lgts. Helipad H1 rooftop. Ingress/egress SW. Helipad H2 perimeter lgts. Helipad H2 rooftop. Ingress/egress SE.

WEATHER DATA SOURCES: AWOS–3 135.425 (214) 670–1243. Temporarily unreliable. Frequency OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.

DALLAS EXECUTIVE (RBD) 6 SW UTC−6(−5DT) N32°40.85′ W96°52.09′ **DALLAS–FT. WORTH COPTER H–6H, L–17C, A IAP, AD**

660 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE RBD

RWY 13–31: H6451X150 (ASPH–CONC) S–35, D–60, 2D–110 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 50′. Trees.

RWY 31: LDIN. VASI(V4L)—GA 3.0° TCH 47′. Road.

RWY 17–35: H3800X150 (ASPH–CONC) S–35, D–60, 2D–110 MIRL

RWY 17: REIL. PAPI(P4R)—GA 3.0° TCH 43′. Tree.

RWY 35: REIL. Tree.

AIRPORT REMARKS: Attended 1400–2300Z‡. 24 hr FBO. Fuel avbl 24 hr with major credit card. Birds on and invof arpt. Asphalt at rwy intersection. When twr closed ACTIVATE LDIN Rwy 31, VASI Rwy 13 and PAPI Rwy 17–CTAF.

WEATHER DATA SOURCES: ASOS (214) 330–5317. LAWRS.

COMMUNICATIONS: CTAF 127.25 **ATIS** 126.35 **UNICOM** 122.95

Ⓡ **RGNL APP/DEP CON** 125.2

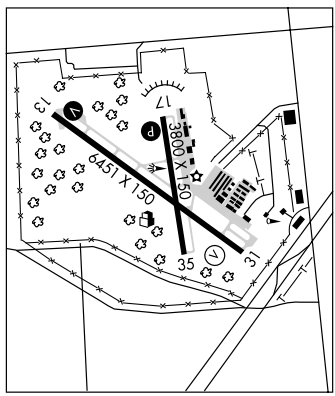
EXECUTIVE TOWER 127.25 (1300–0300Z‡) **GND CON** 119.475 **CLNC DEL** 118.625

AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 136° 14.3 NM to fld. 540/6E.

ILS 108.5 I–RBD Rwy 31. Unmonitored when tower closed.



DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DALLAS, TEXAS

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275

TAKE-OFF MINIMUMS:
Rwys 17,35: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHERO
N33°04.49'
W95°33.78'

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

055° (117) R-235
FL230 064° (75)
R-320
151
R-244
6500 064° (79)
FL200 077° (125) R-262
FL200 097° (206) R-281
R-254
14000 072° (134)
5000 (38) 76
R-184
R-182
5000 (39) 76
R-324
R-312
064° (38)
074° (36)
R-181
5000 081° (49) R-261
R-183
R-187
084° (36)
094° (36)
R-180
6000 (34)
94
10000 079° (44)
R-259
(25) (25)
71
R-346
14000 111° (116) R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

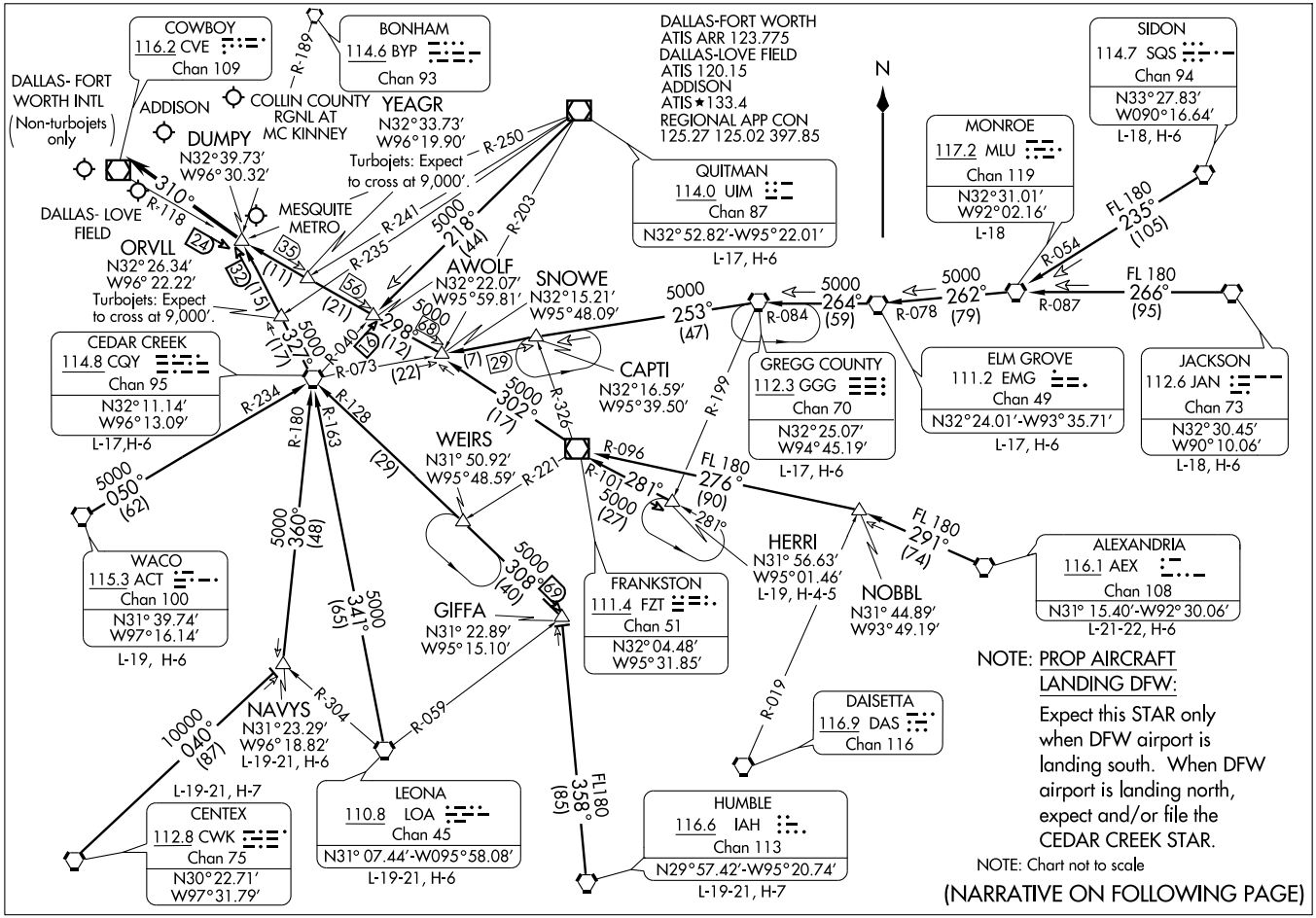
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010

GLEN ROSE NINE ARRIVAL

(JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

DELMO
N32°44.97′
W97°10.17′

MILLSAP
117.7 MQP
Chan 124

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

JUMBO
N31° 32.17′
W98° 10.81′
H-6

CHECK
N31° 55.69′
W97° 59.43′

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

SICUM
N32° 10.23′
W98° 06.78′

CADES
N32° 11.64′
W98° 39.73′

GEENI
N32° 12.33′
W98° 57.18′

SITNA
N32° 12.55′
W99° 03.07′

PHILS
N32° 11.41′
W100° 18.30′

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

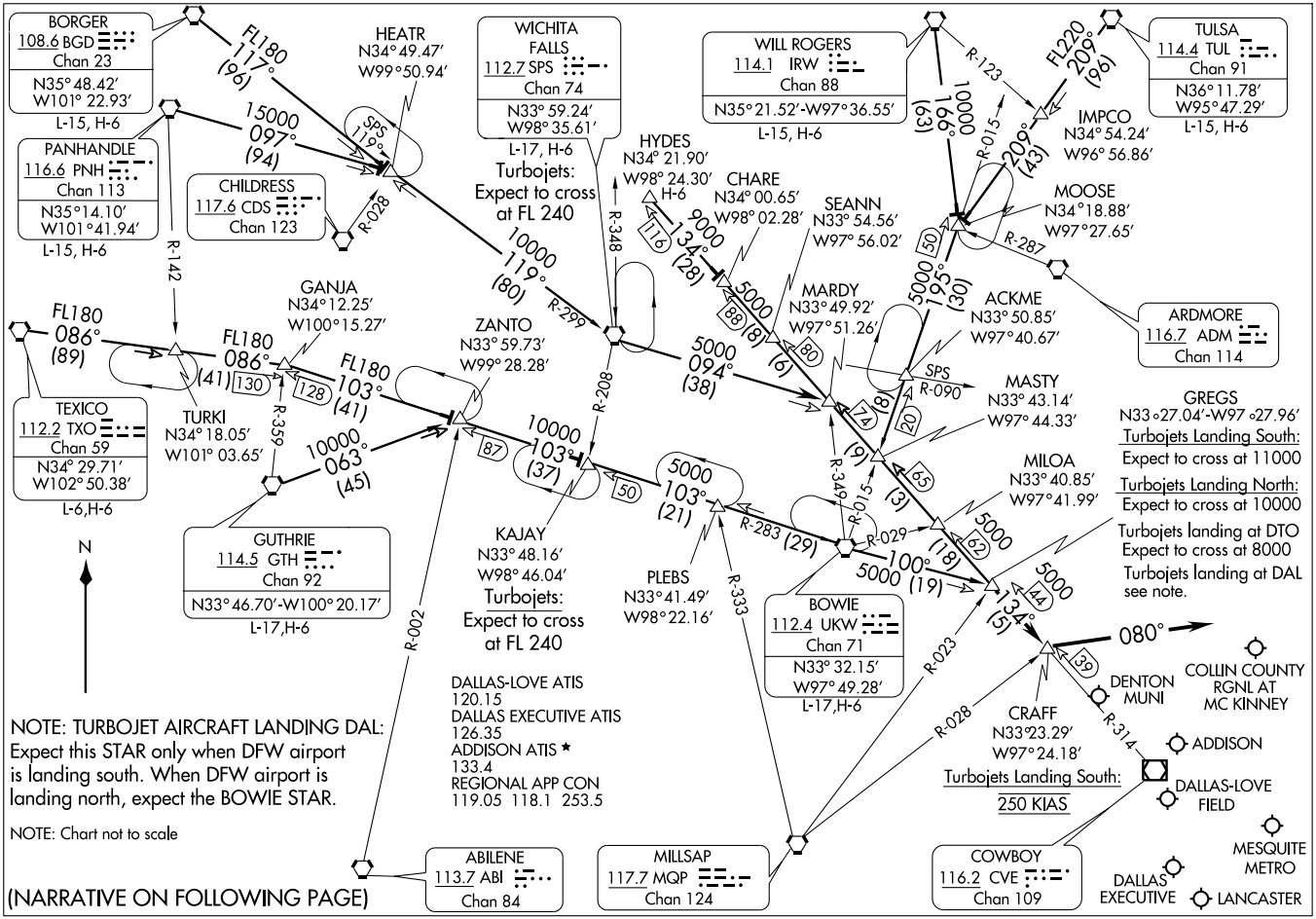
AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT Mc KINNEY (TKI)

Mc KINNEY, TEXAS

GND CON 121.875
MC KINNEY TOWER★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.35
ASOS 119.925

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-181
R-182
R-184
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 09351
MC KINNEY/ COLLIN COUNTY RGNL AT Mc KINNEY (TKI)
Mc KINNEY, TEXAS

SL-6644 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Bush 29' from departure end of runway, 499' right of centerline, 5' AGL/591' MSL.
OL on DME 400' from departure end of runway, 266' right of centerline, 16' AGL/602' MSL.
Trees 784' from departure end of runway, 574' right of centerline, 39' AGL/625' MSL.
Rwy 35:
Trees 1,060' from departure end of runway, 634' right of centerline, 65' AGL/605' MSL.
Multiple trees beginning 1,532' from departure end of runway, 632' left of centerline, up to 79' AGL/626' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-EFE	APP CRS	Rwy Idg	7001
109.35	176°	TDZE	575
Chan 30 (Y)		Apt Elev	585

ILS or LOC RWY 17

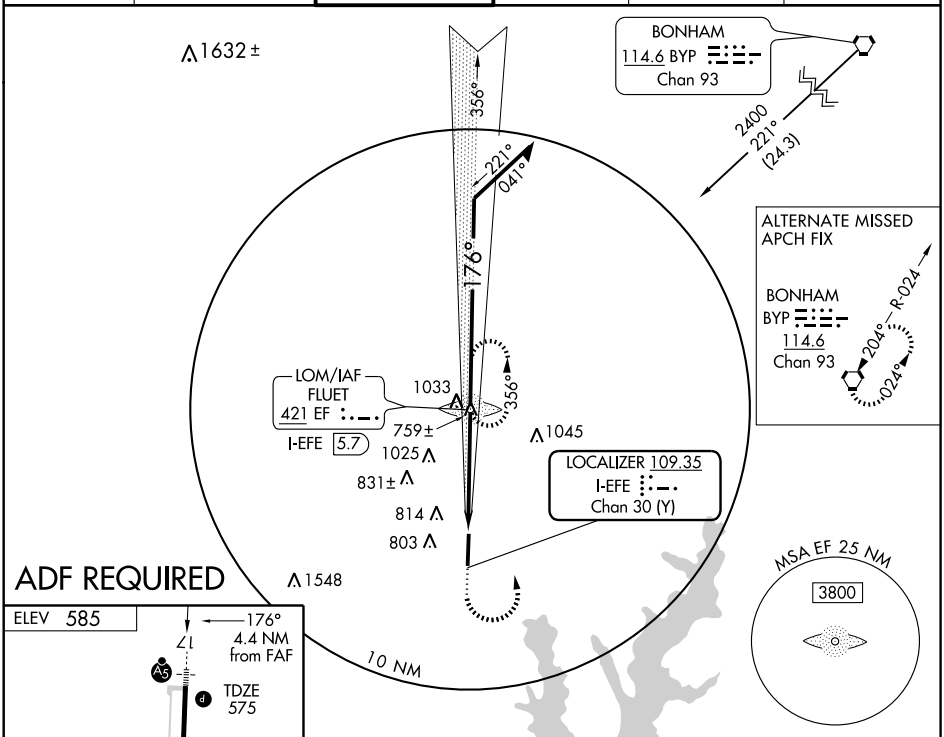
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

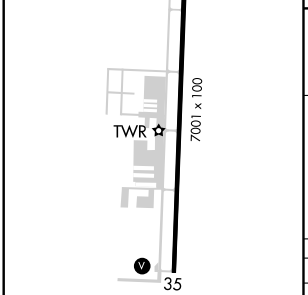
When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase S-LOC 17 and Circling Cats C/D visibility ¼ mile.
VDP NA when using Dallas Love Field altimeter setting.
For inoperative MALSR when using Dallas Love Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct FLUET LOM and hold.

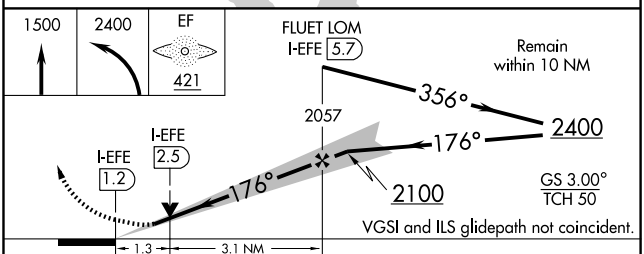
ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95





MIRL Rwy 17-35 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



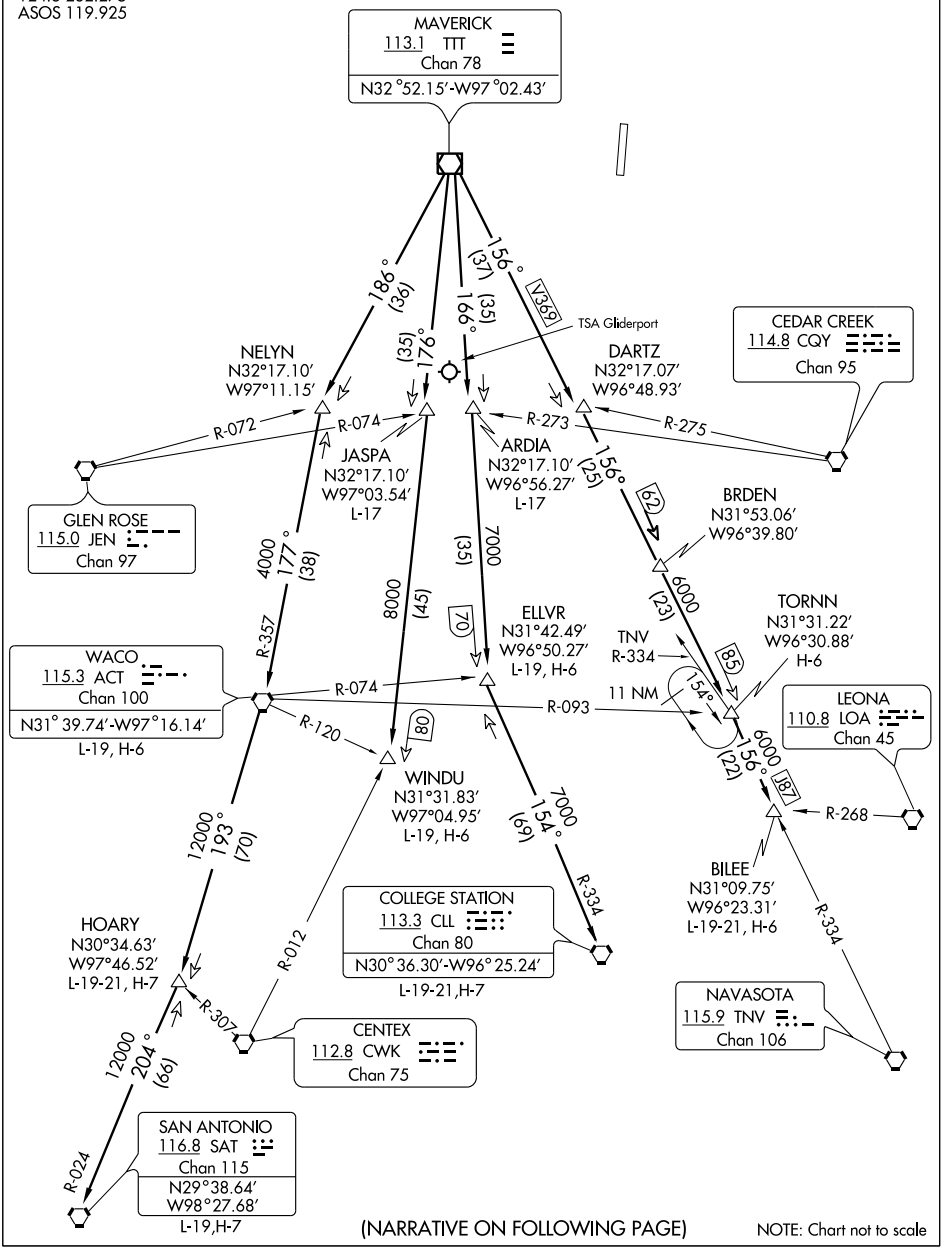
CATEGORY	A	B	C	D
S-ILS 17	775-½ 200 (200-½)			
S-LOC 17	1020-½ 445 (500-½)		1020-¾ 445 (500-¾)	1020-1 445 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

JOE POOL FOUR DEPARTURE
DALLAS, TEXAS
(JPOOL4.TTT) 09351
DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

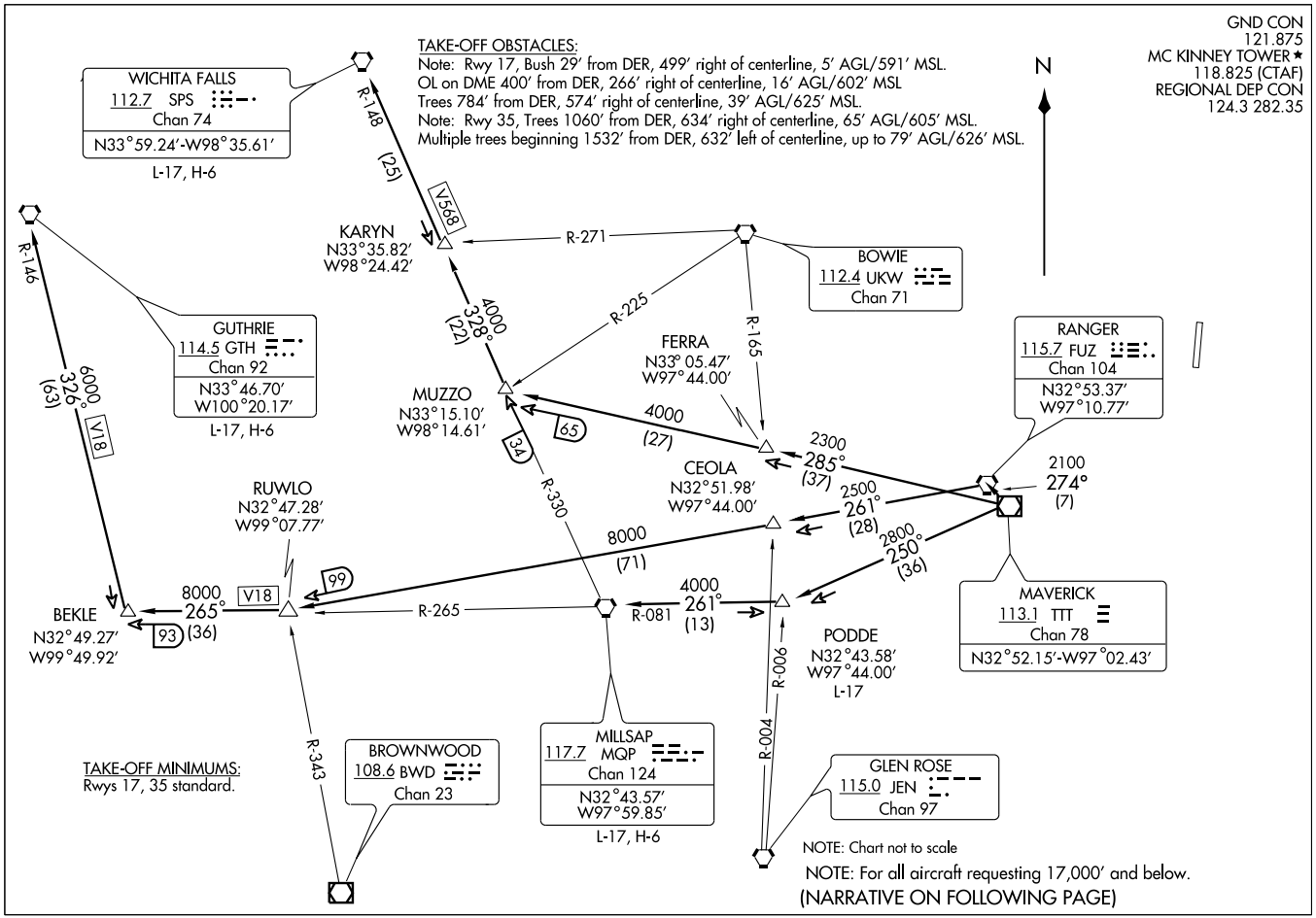
SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS



KINGDOM SEVEN DEPARTURE
(KING7.TTT) 09351
MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)
MC KINNEY, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87102	176°	TDZE	575
W17A		Apt Elev	585

RNAV (GPS) RWY 17

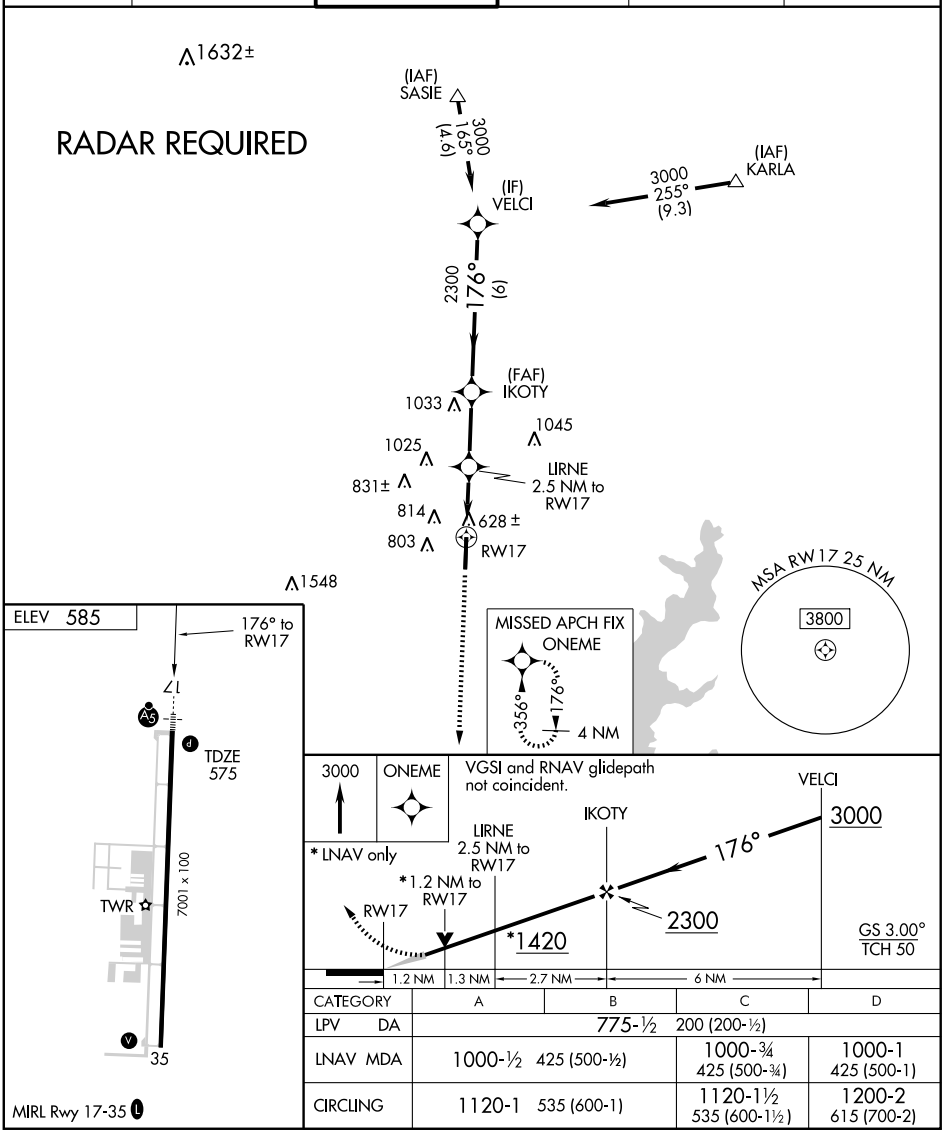
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV Cat C, and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA when using Dallas Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ONEME and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95



CATEGORY	A	B	C	D
LPV DA	775-½ 200 (200-½)			
LNAV MDA	1000-½ 425 (500-½)		1000-¾ 425 (500-¾)	1000-1 425 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7001
CH 49202	356°	TDZE	585
W35A		Apt Elev	585

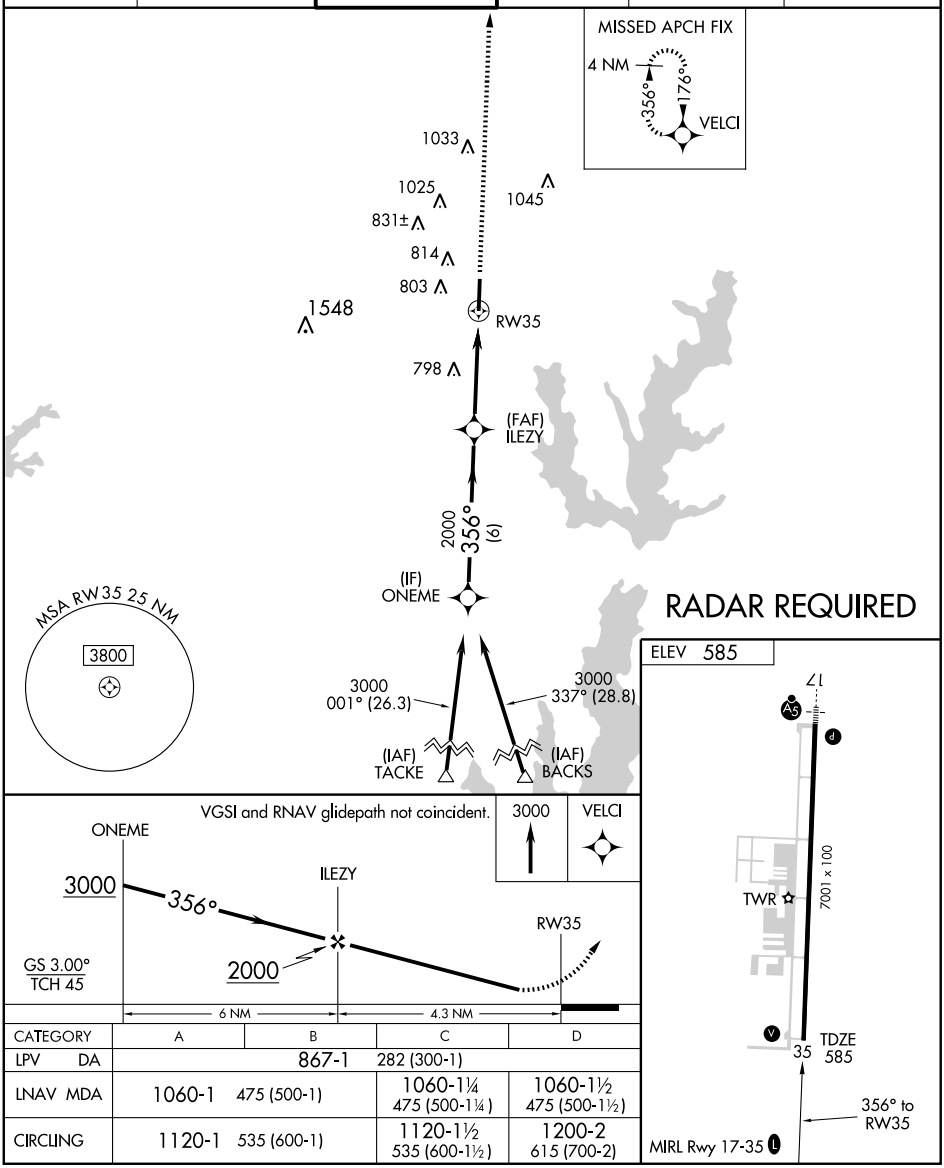
RNAV (GPS) RWY 35

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VELCI and hold.

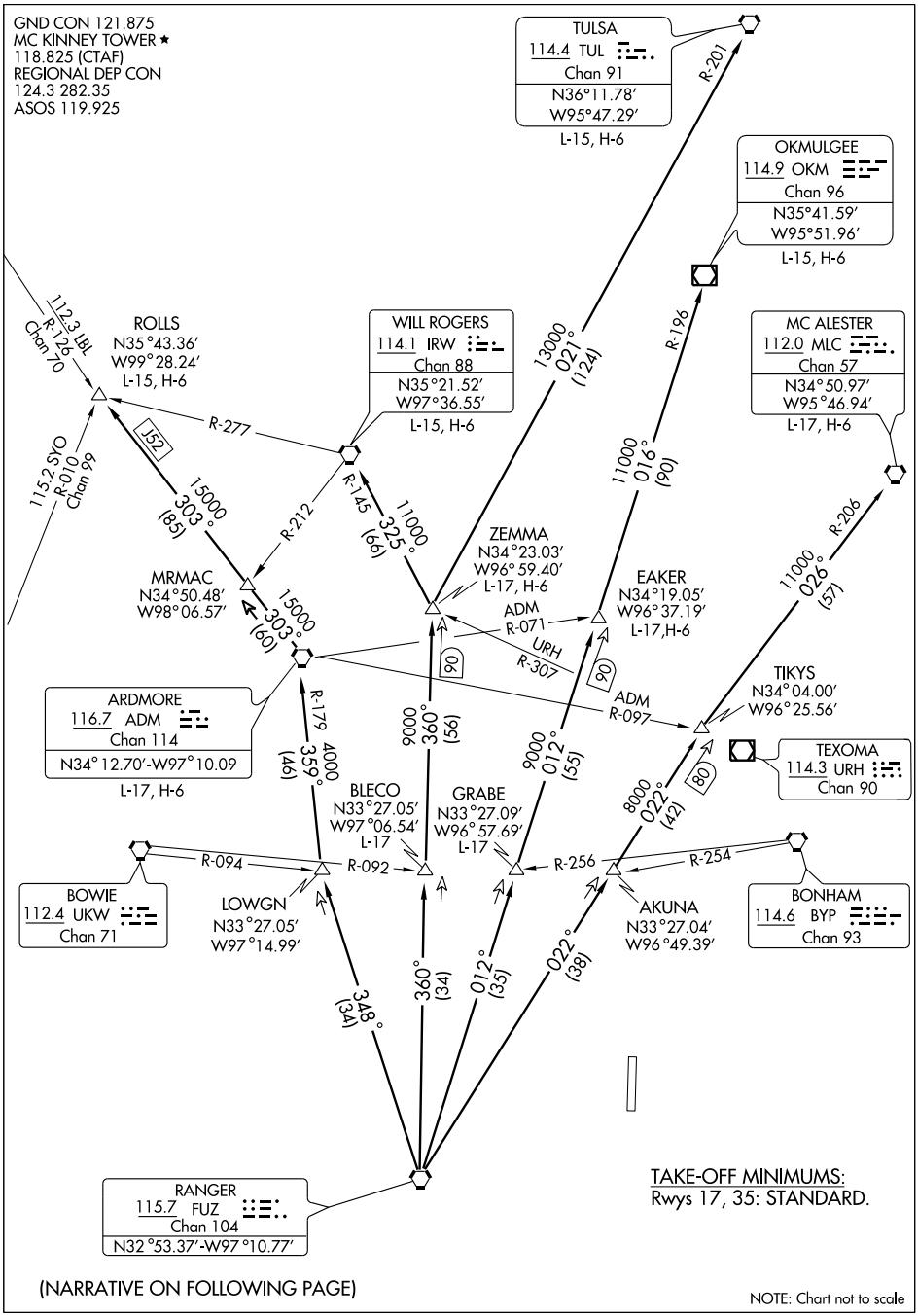
ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95



CATEGORY	A	B	C	D
LPV DA		867-1	282 (300-1)	
LNAV MDA	1060-1 475 (500-1)		1060-1¼ 475 (500-1¼)	1060-1½ 475 (500-1½)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	214°	TDZE	N/A
Chan 93		Apt Elev	585

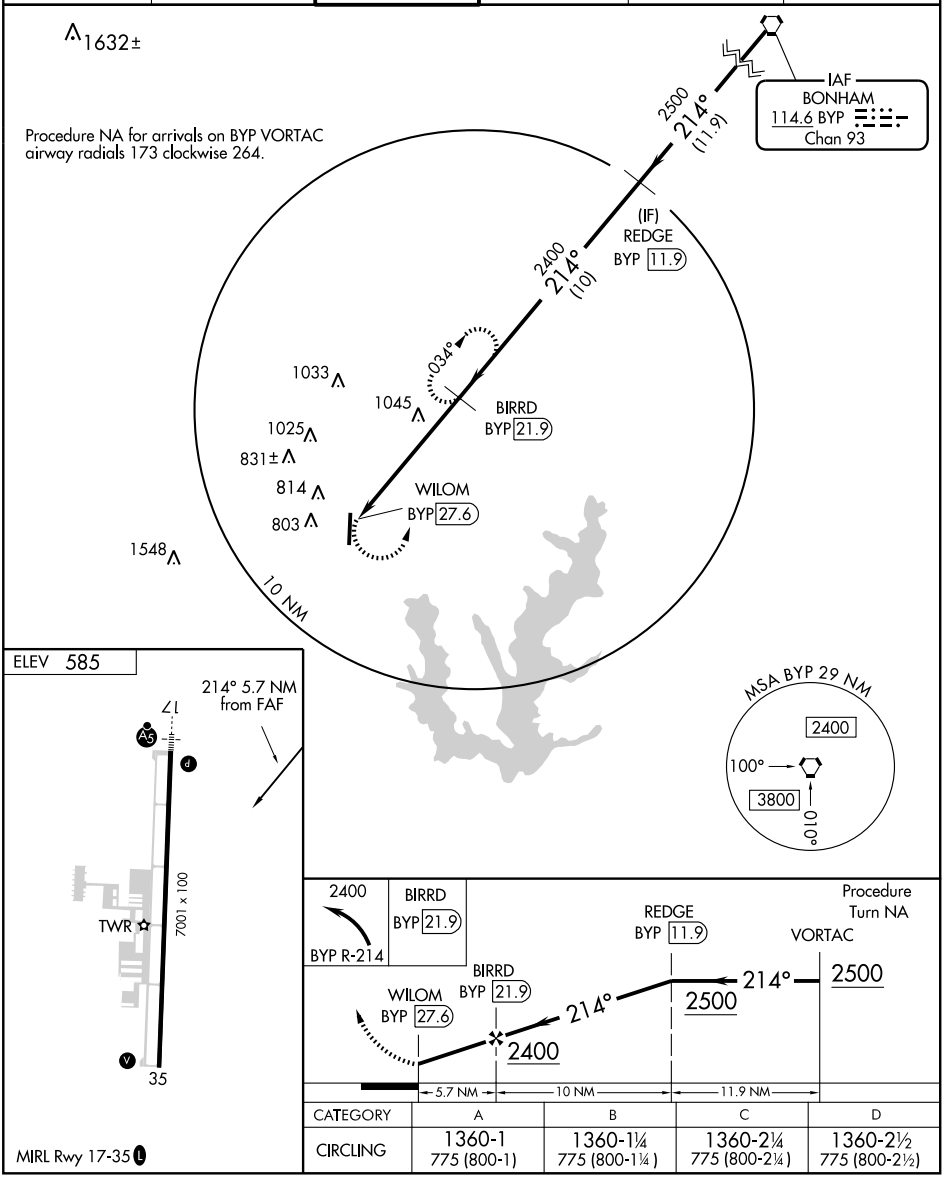
VOR/DME-A

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

▼ When local altimeter setting not received use Dallas Love Field altimeter setting and increase all MDA 80 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2400 via BYP VORTAC R-214 to BIRRD/BYP 21.9 DME and hold.

ASOS	REGIONAL APP CON	McKINNEY TOWER★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 ★	122.95



CATEGORY	A	B	C	D
CIRCLING	1360-1 775 (800-1)	1360-1¼ 775 (800-1¼)	1360-2¼ 775 (800-2¼)	1360-2½ 775 (800-2½)

MIRL Rwy 17-35 L

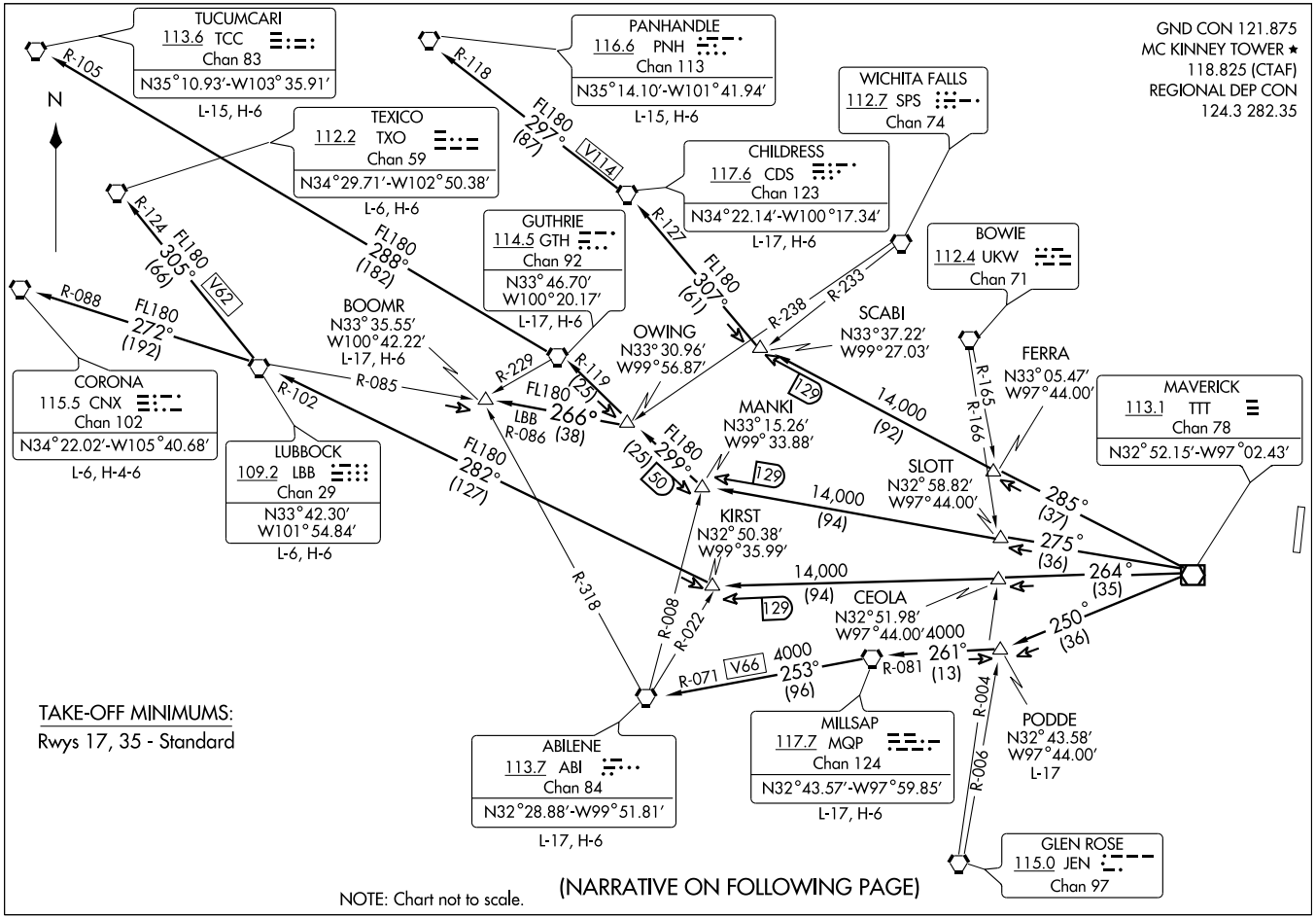
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS

SL-6644 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

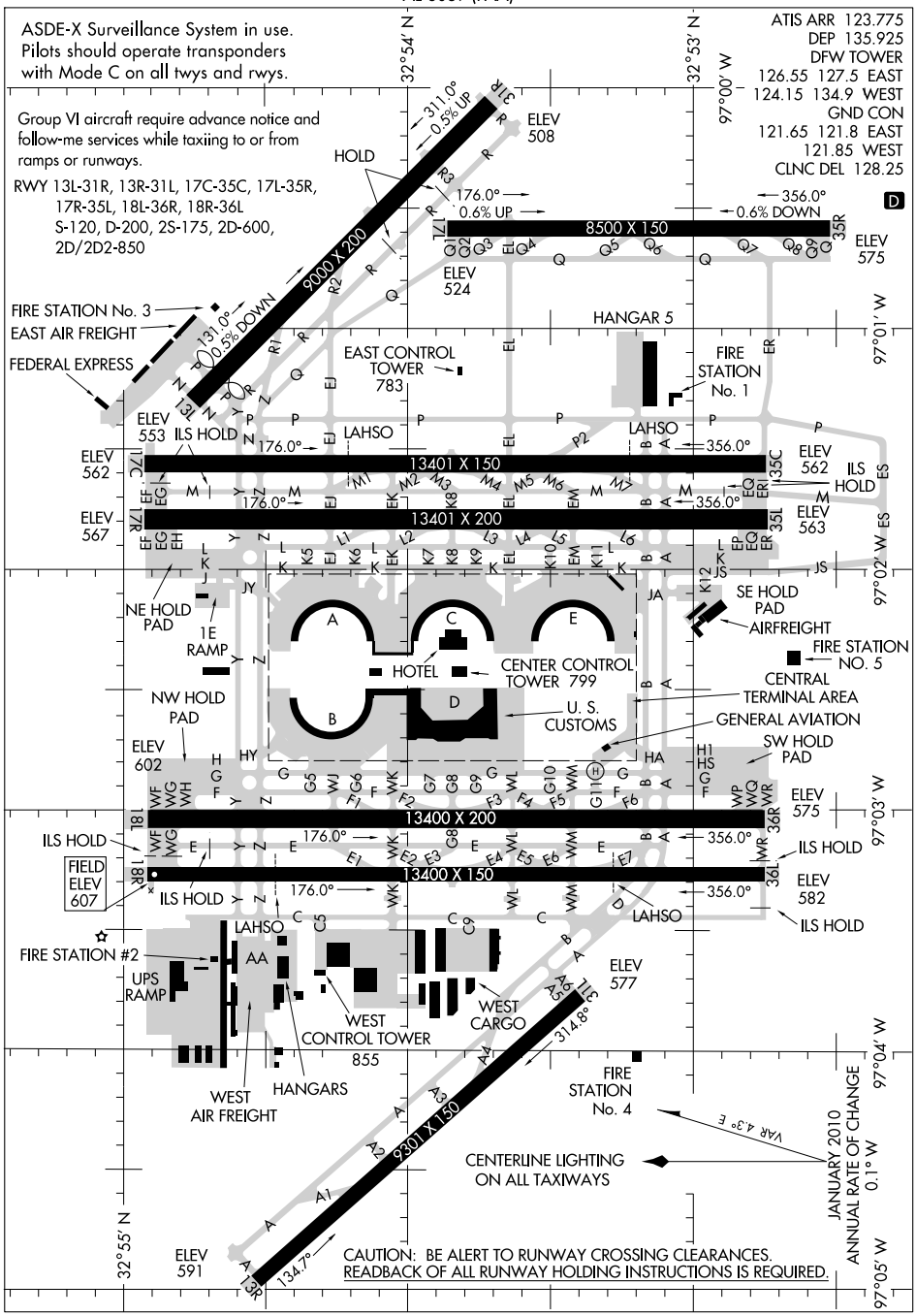
SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

10210

DALLAS/FORT WORTH INTL (DFW) 12 NW UTC−6(−5DT) N32°53.81′ W97°02.28′ **DALLAS–FT. WORTH**

607 B **FUEL** 100LL, JET A OX 1, 3 AOE Class I, ARFF Index E NOTAM FILE DFW **COPTER**

RWY 17R–35L: H13401X200 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL **IAP, AD**

RWY 17R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 68′.

RWY 35L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 63′.

RWY 17C–35C: H13401X150 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL

RWY 17C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74′. **RWY 35C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 76′.

RWY 18R–36L: H13400X150 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL

RWY 18R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74′.

RWY 36L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 72′.

RWY 18L–36R: H13400X200 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL

RWY 18L: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 70′.

RWY 36R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.

RWY 13R–31L: H9301X150 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL

RWY 13R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. **RWY 31L:** REIL. PAPI (P4L)—GA 3.1° TCH 72′.

RWY 13L–31R: H9000X200 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL

RWY 13L: REIL. PAPI(P4L)—GA 3.0° TCH 82′. Thld dsplcd 625′. 0.5% down.

RWY 31R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69′. 0.5% up.

RWY 17L–35R: H8500X150 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL

RWY 17L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 77′. Antenna on building. 0.6% up.

RWY 35R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 73′. 0.6% down.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 17C	Twy B	10460
RWY 18R	Twy B	10100
RWY 35C	Twy EJ	9050
RWY 36L	Twy Z	10650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L:	TORA–9000	TODA–9000	ASDA–9000	LDA–8375
RWY 13R:	TORA–9301	TODA–9301	ASDA–9301	LDA–9301
RWY 17L:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 17C:	TORA–13401	TODA–13401	ASDA–13401	LDA–13401
RWY 17R:	TORA–13401	TODA–13401	ASDA–13401	LDA–13401
RWY 18L:	TORA–13400	TODA–13400	ASDA–13400	LDA–13400
RWY 18R:	TORA–13400	TODA–13400	ASDA–13400	LDA–13400
RWY 31L:	TORA–9301	TODA–9301	ASDA–9301	LDA–9301
RWY 31R:	TORA–8375	TODA–8375	ASDA–8375	LDA–8375
RWY 35L:	TORA–13401	TODA–13401	ASDA–13401	LDA–13401
RWY 35C:	TORA–13401	TODA–13401	ASDA–13401	LDA–13401
RWY 35R:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 36L:	TORA–13400	TODA–13400	ASDA–13400	LDA–13400
RWY 36R:	TORA–13400	TODA–13400	ASDA–13400	LDA–13400

AIRPORT REMARKS: Attended continuously. Rwy 17L–35R CLOSED 0400–1200Z‡ except PPR. Rwy 13R–31L CLOSED 0400–1200Z‡ except PPR. Rwy 13L–31R CLOSED 0400–1200Z‡ except PPR. Rwy 31R last 625′ CLOSED indef. Visual screen 20′ AGL 1180′ south AER 35C. Visual screen 22′ AGL 1179′ south AER 35L. ASDE–X SURVEILLANCE system in use: Pilots should opr transponders with mode C on all twys and rwys. PPR for acft with wingspan 215′ or greater (GROUP VI), call arpt ops 972–973–3112 for follow me services while taxiing to and from ramp and rwys. Rwy 13L, Rwy 17L, Rwy 31R, and Rwy 35R rwy visual range touchdown, midpoint and rollout avbl. Rwy 31L and Rwy 31R runway visual range touchdown and rollout avbl. Arpt under construction, PAEW in movement areas. Birds on and in vicinity of arpt. Tkf distance for Rwy 17L from Twy Q2 is 8196′. Tkf distance for Rwy 35R from Twy Q9 is 8196′. Tkf distance for Rwy 17R from Twy EG is 13082′ and from Twy EH is 12816′. Tkf distance for Rwy 35L from Twy EQ is 13084′ and from Twy EP is 12811′. Tkf distance for Rwy 36R from Twy WP is 12815′, from Twy WQ is 13082′. Tkf distance for Rwy 18L from Twy WG is 13082′, from Twy WH is 12815′. Tkf distance for Rwy 17C from Twy EG is 13,082′. Tkf distance for Rwy 18R from Twy WG is 13,082′. Land and hold short signs on Rwy 17C at Twy B 10,460′ south of Rwy 17C thld, Rwy 18R at Twy B 10,100′ south of Rwy 18R thld, Rwy 35C at Twy EJ 9050′ north of Rwy 35C thld, Rwy 36L at Twy Z 10,650′ north of Rwy 36L thld, lgtd and marked with in–pavement pulsating white lgts. Twy G11 east of Twy G clsd to acft with wingspan 125′ and greater. Acft using gates D6–D17 must obtain approval from DFW ramp twr 129.95 prior to entering ramp and prior to pushback 1130–0430Z‡. Use extreme care at other times. Apron entrance/exit Points 32, 33, 34, 35, 36, 37, 38 and 39 clsd to acft with wingspan greater than 135′. Apron entrance/exit Point 45 clsd 0400–1400Z‡. Acft pushing back or powering back on Terminal B Apron have right of way. Frequent ground support equip under escort crossing Twys A and B at Twy HA. Apron entrance/exit points 5, 7, 42 and 44 clsd to acft with wingspan 118′ and greater. Terminal B apron taxilane btn apron entrance/exit point

CONTINUED ON NEXT PAGE

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taxilanes 110 and 115 clsd to acft with wingspan 118′ and greater. Apron entrance/exit points 22, 24, 105, 107 and 122 clsd to acft with wingspan 125′ and greater. Apron entrance/exit point 124 clsd to acft with wingspan 200′ and greater. Twy A5 clsd to acft with wingspan 171′ and greater. Twys may require judgemental oversteering for large acft. Apron entrance/exit points 52 and 53 clsd to acft with wingspan 171′ and greater. Acft exiting via apron entrance/exit points 42, 43 and 44 ctc Gnd Con prior to taxiing. PPR general aviation ops 0400–1200Z‡, call arpt ops 972–973–3112. PPR from arpt ops for general aviation acft to proceed to airline terminal gate except to general aviation facility. Ramp area 1E clsd exc PPR Call 972–973–3121. PPR from the primary tenant airlines to operate within the central terminal area. Proper minimum object free area distances may not be maintained for ramp/apron taxi lanes. Twy edge reflectors along all twys. Landing fee. Flight Notification Service (ADCUS) available. NOTE: See Land and Hold Short Operations, Intersection Departures During Periods of Darkness, Noise Abatement Procedures and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (972) 453-0992. LLWAS.

COMMUNICATIONS: D–ATIS ARR 123.775 (972) 615–2701 **D–ATIS DEP** 135.925 (972) 615–2701 **UNICOM** 122.95

Ⓡ **RGNL APP CON** 125.025 133.525 (E) 119.875 133.625 (W)

DFW TOWER 126.55 127.5 (E) 124.15 134.9 (W) **GND CON** 121.65 121.8 (E) 121.85 (W)

CLNC DEL 128.25

Ⓡ **RGNL DEP CON** 118.55 (E) 126.475 (W) 124.825 (N) 125.125 (S)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 358° 1.7 NM to fld. 540/6E.

ILS/DME 109.5 I–LWN Chan 32 Rwy 13R.

ILS/DME 111.75 I–PPZ Chan 54(Y) Rwy 17L. Class IIIE. DME also serves Rwy 35R.

ILS/DME 110.3 I–FLQ Chan 40 Rwy 17C. Class IIIE.

ILS/DME 111.35 I–JHZ Chan 50(Y) Rwy 17R. Class IE. DME also serves Rwy 35L.

ILS/DME 110.55 I–CIX Chan 42(Y) Rwy 18L. Class IE. DME also serves Rwy 36R.

ILS/DME 111.9 I–VYN Chan 56 Rwy 18R. Class IIIE.

ILS/DME 110.9 I–RRA Chan 46 Rwy 31R.

ILS/DME 110.3 I–PKQ Chan 40 Rwy 35C. Class IIIE.

ILS/DME 111.35 I–UWX Chan 50(Y) Rwy 35L. Class IE. LOC unusable byd 14 NM blo 3,400′. DME also serves Rwy 17R.

ILS/DME 111.75 I–AJQ Chan 54(Y) Rwy 35R. Class IIIE. LOC unusable byd 16 NM 5° right of course. DME also serves Rwy 17L.

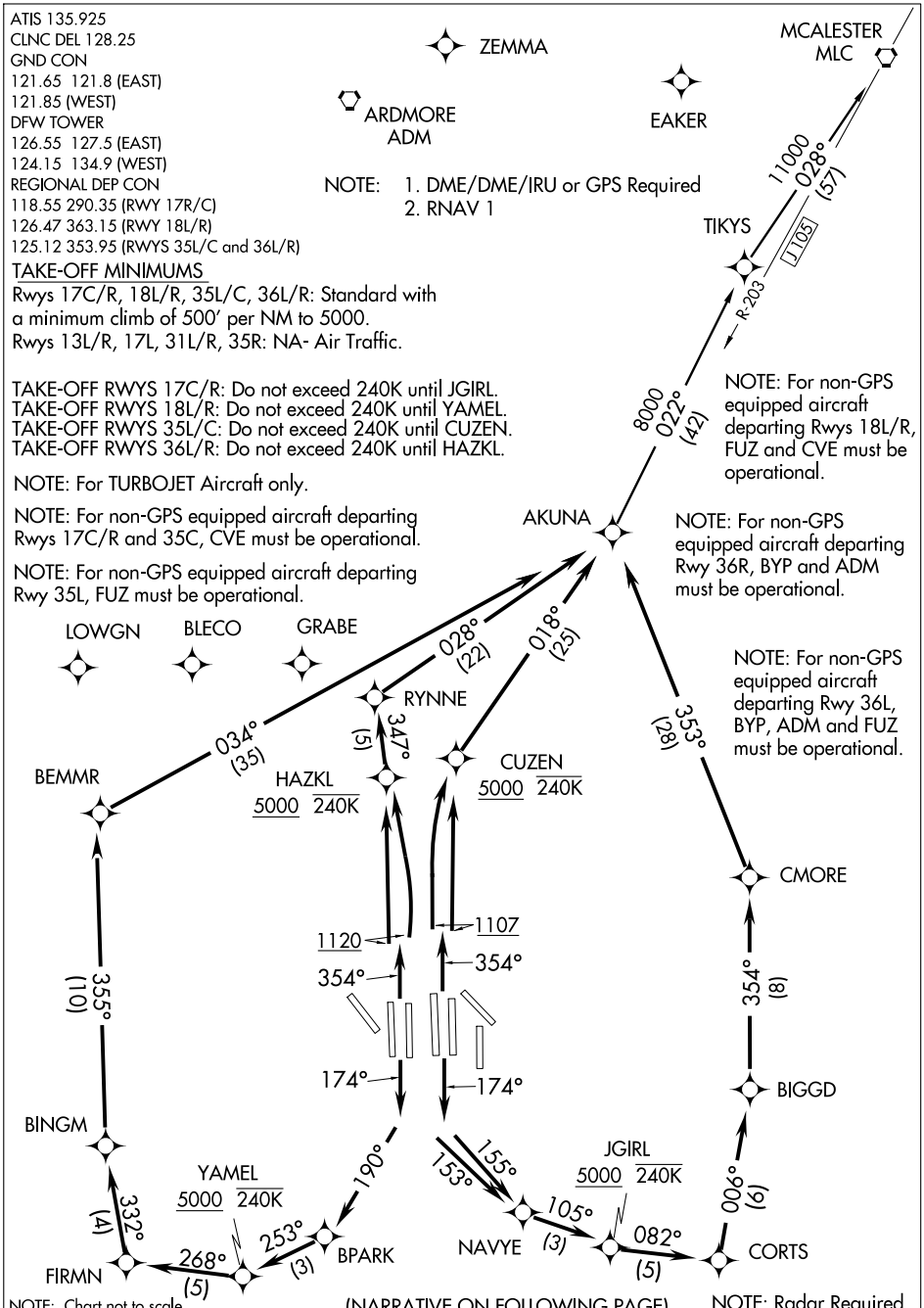
ILS/DME 111.9 I–BXN Chan 56 Rwy 36L. Class ID. LOC unusable beyond 25° left of course. LOC unusable byd 15 NM 5° right of course. DME also serves Rwy 18R.

ILS/DME 110.55 I–FJN Chan 42(Y) Rwy 36R. Class IE. DME also serves Rwy 18L.

COMM/NAV/WEATHER REMARKS: All acft arriving DFW are requested to turn DME off until dep due to tfc overload of Maverick DME.

• • • •

AKUNA THREE DEPARTURE (RNAV)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000. Then on depicted route to AKUNA, Thence . . . .

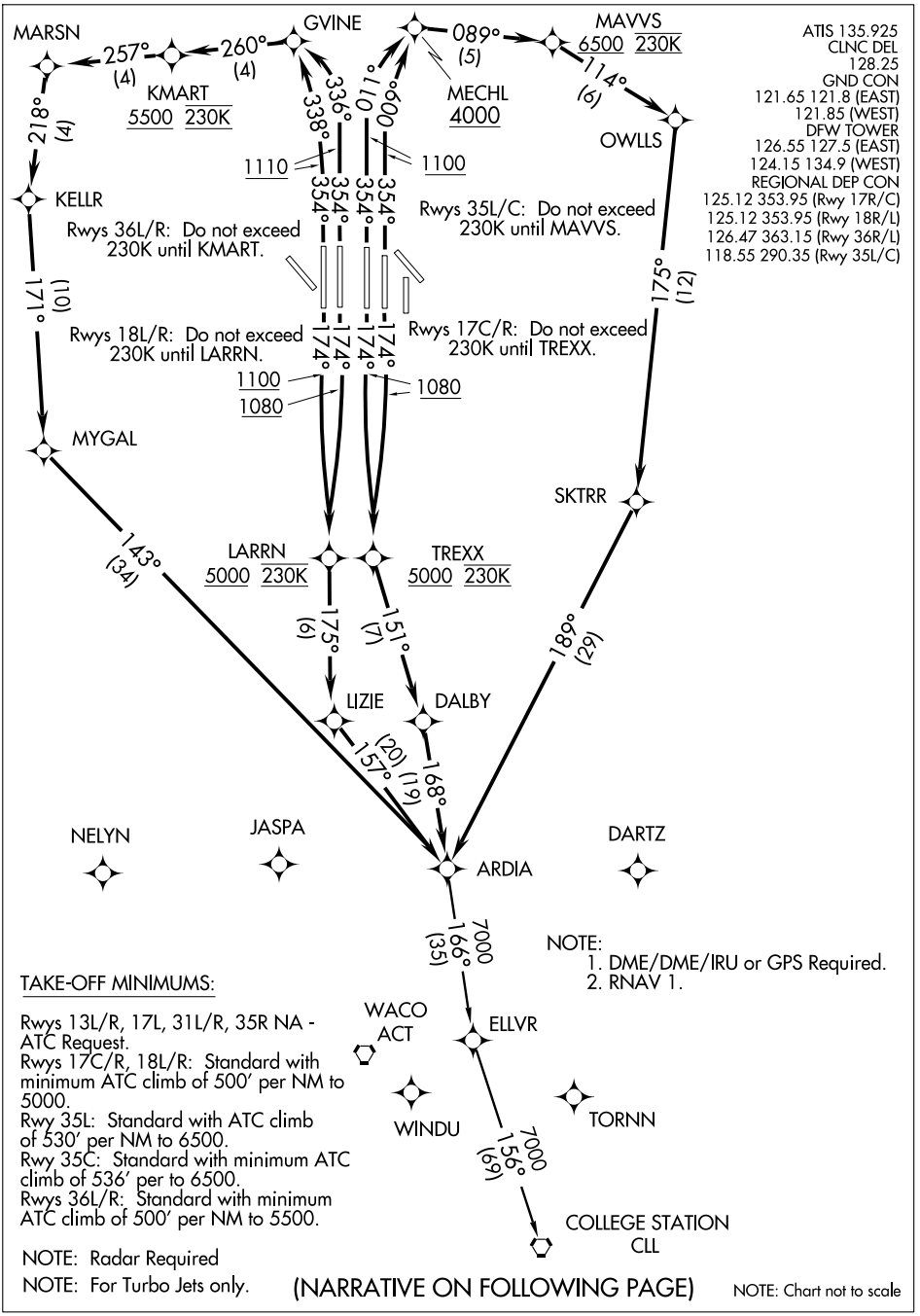
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to AKUNA, Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

MC ALESTER TRANSITION (AKUNA3.MLC): For aircraft overflying the MLC VORTAC or intercepting J105.

SC-2, 26 AUG 2010 to 23 SEP 2010

ARDIA THREE DEPARTURE (RNAV)



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then left turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA, Thence . . . .

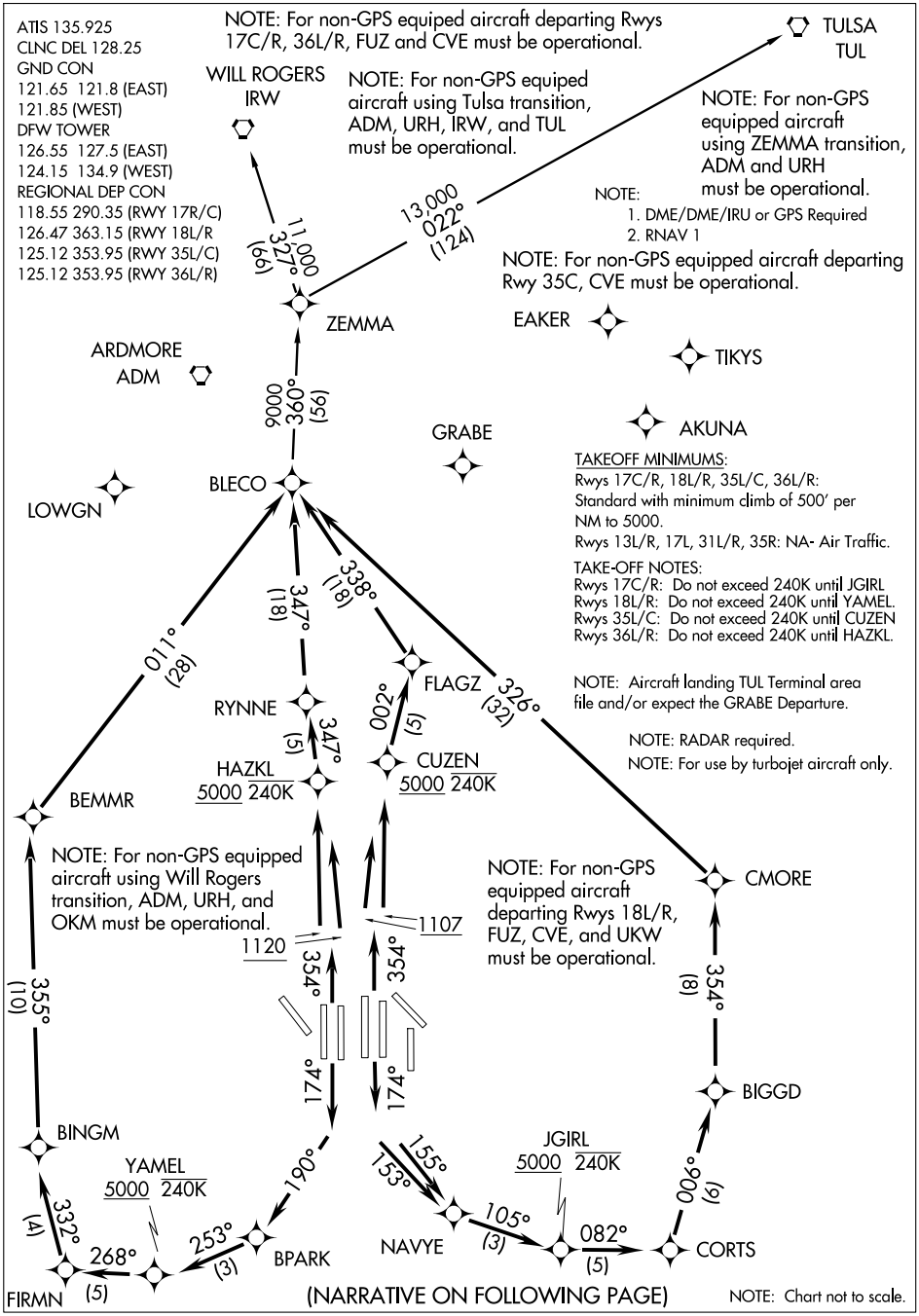
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

COLLEGE STATION TRANSITION (ARDIA3.CLL): (For turbojet aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (ARDIA3.ELLVR): (For turbojet aircraft inbound to Houston Hobby, EFD, GLS, and LBX.

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BLECO THREE DEPARTURE (RNAV)



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO3.TUL): (For all aircraft overflying the TUL VORTAC).
WILL ROGERS TRANSITION (BLECO3.IRW): (For all aircraft inbound to Oklahoma City area or overflying the IRW VORTAC).
ZEMMA TRANSITION (BLECO3.ZEMMA): (ATC assigned).

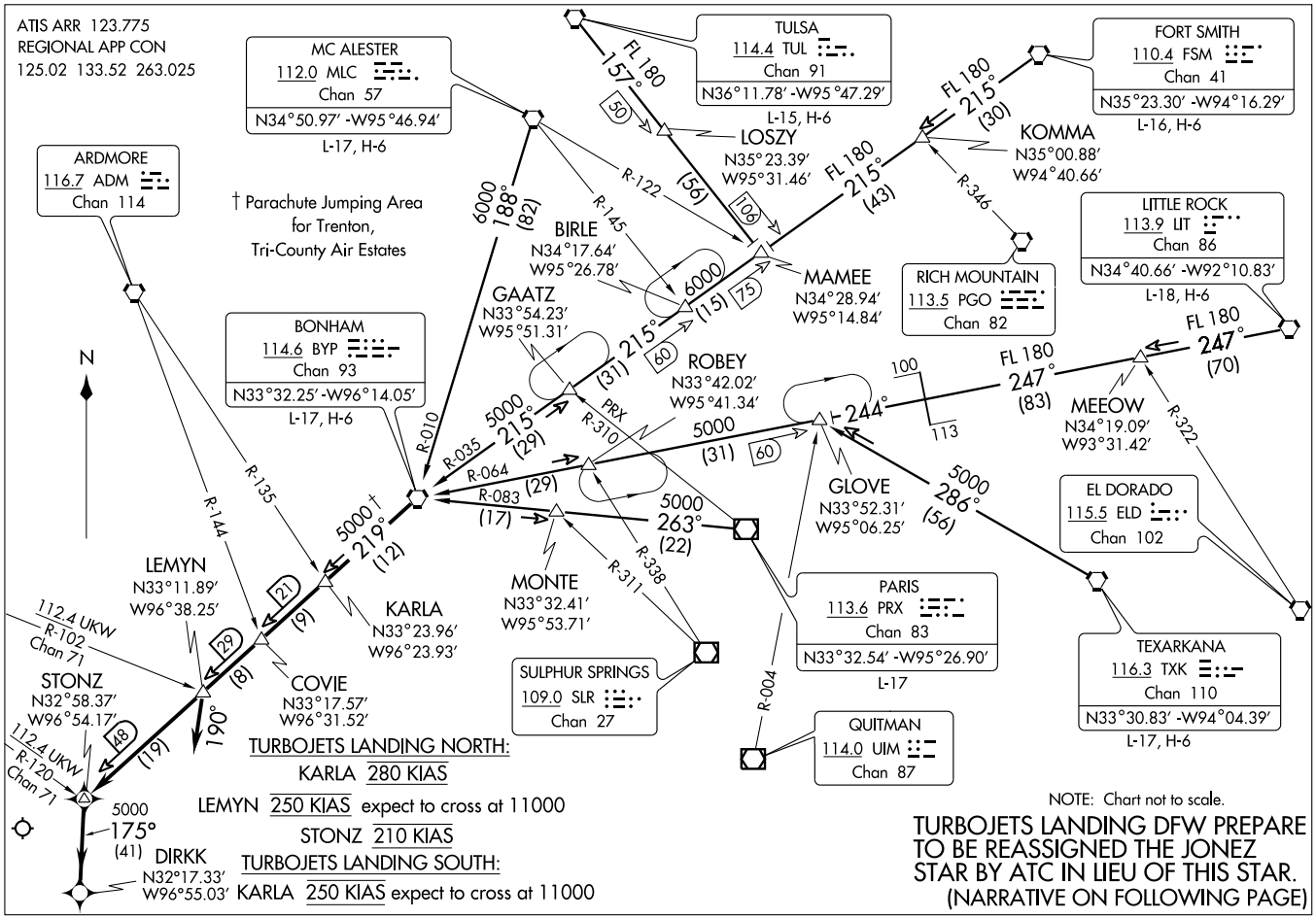
SC-2, 26 AUG 2010 to 23 SEP 2010
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BONHAM FIVE ARRIVAL

(BYP.BYP5) 07298

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL



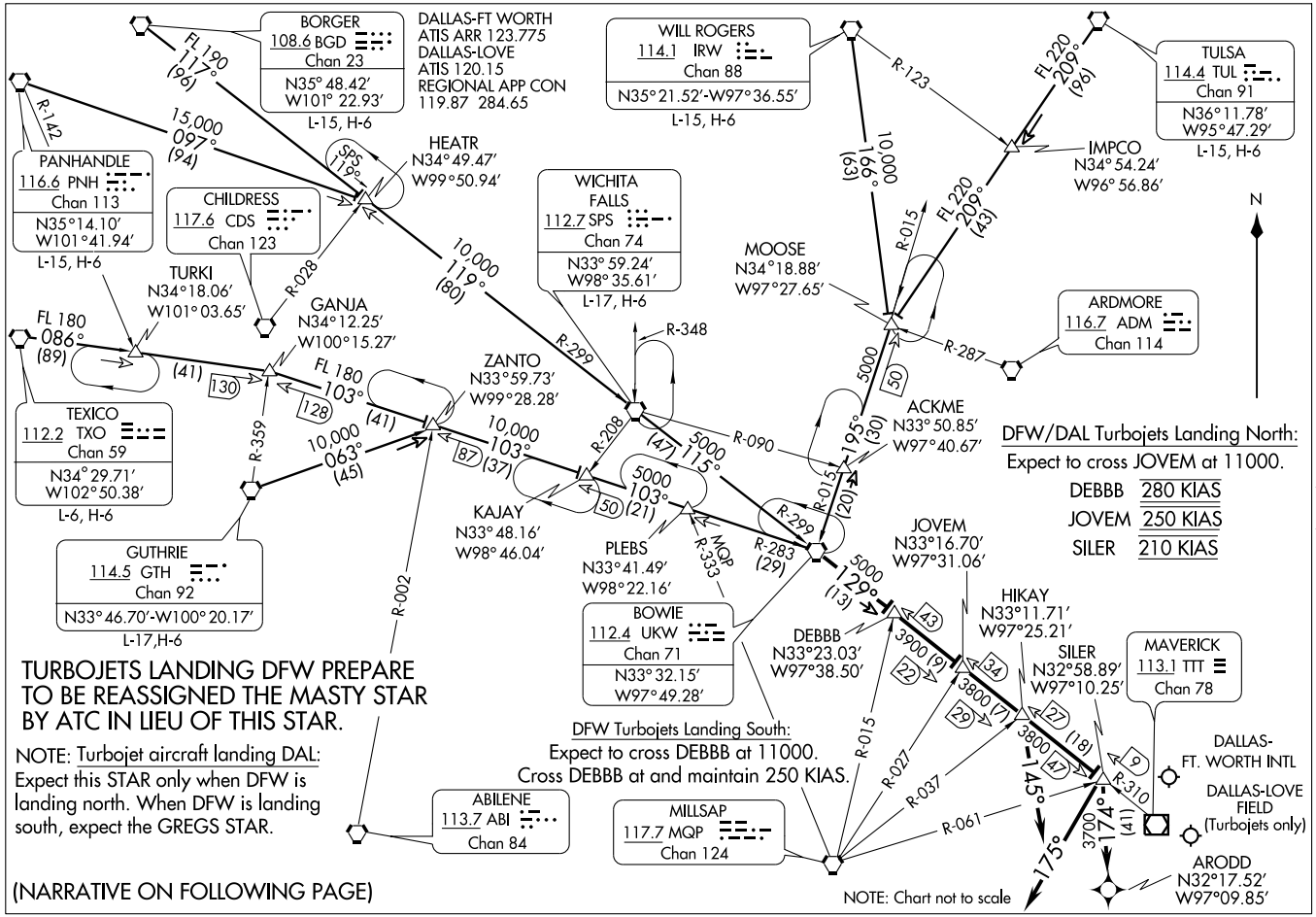
ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.BYP5): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .
LITTLE ROCK TRANSITION (LIT.BYP5): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
MC ALESTER TRANSITION (MLC.BYP5): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . . .
PARIS TRANSITION (PRX.BYP5): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC. Thence. . . .
TEXARKANA TRANSITION (TXK.BYP5): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
TULSA TRANSITION (TUL.BYP5): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over BYP VORTAC via BYP R-219, thence. . . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN, Expect vectors to final approach course.
JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK WP, expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP fly present heading. All others to STONZ depart STONZ heading 175° for vector to final approach course.
PROPS LANDING NORTH: Depart LEMYN INT heading 190°. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
DALLAS-FT WORTH
ATIS ARR 123.775
DALLAS-LOVE
ATIS 120.15
REGIONAL APP CON
119.87 284.65
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
TURKI
N34° 18.06'
W101° 03.65'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
ACKME
N33° 50.85'
W97° 40.67'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6, H-6
KAJAY
N33° 48.16'
W98° 46.04'
PLEBS
N33° 41.49'
W98° 22.16'
JOVEM
N33° 16.70'
W97° 31.06'
HIKAY
N33° 11.71'
W97° 25.21'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
DEBBB
N33° 23.03'
W97° 38.50'
SILER
N32° 58.89'
W97° 10.25'
MAVERICK
113.1 TTT
Chan 78
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
DALLAS-
FT. WORTH INTL
DALLAS-LOVE
FIELD
(Turbojets only)
ARODD
N32° 17.52'
W97° 09.85'
N
DFW/DAL Turbojets Landing North:
Expect to cross JOVEM at 11000.
DEBBB 280 KIAS
JOVEM 250 KIAS
SILER 210 KIAS
DFW Turbojets Landing South:
Expect to cross DEBBB at 11000.
Cross DEBBB at and maintain 250 KIAS.
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE MASTY STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Turbojet aircraft landing DAL: Expect this STAR only when DFW is landing north. When DFW is landing south, expect the GREGS STAR.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

CEDAR CREEK SIX ARRIVAL

(CQY.CQY6) 08101

DALLAS-FORT WORTH INTL

DALLAS-FORT WORTH, TEXAS

ST-6039 (FAA)

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JAGGO STAR BY ATC IN LIEU OF THIS STAR.

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR 123.775

HORNZ
N33°26.80′
W96°54.72′

DIETZ
N32°45.66′
W96°54.11′
Turbojets landing south:
210 KIAS

HOWDY
N32°22.89′
W96°26.96′
Turbojets landing north:
250 KIAS
Expect to cross at 11,000′.
Turbojets landing south:
280 KIAS

TACKE
N32°33.69′
W96°39.79′
Turbojets landing south:
250 KIAS
Expect to cross at 11,000′.

BELLS
N32°28.04′
W96°33.07′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6

MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6

GLEN ROSE
115.0 JEN
Chan 97

CAPTI
N32°16.59′
W95°39.50′

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6

ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6

WEIRS
N31° 50.92′
W95°48.59′

JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6

L-19-21, H-5

CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′

GIFFA
N31° 22.89′
W95°15.10′

FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′

HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
Assigned by ATC

NOBBL
N31° 44.89′
W93° 49.18′

ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40′-W92°30.06′
L-21-22, H-6

DAISETTA
116.9 DAS
Chan 116

NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095° 58.08′
L-19-21, H-6

HUMBLE
116.6 IAH
Chan 113
N29° 57.42′-W95° 20.74′
L-19-21, H-7

NOTE: Prop aircraft landing DFW: Expect this STAR only when DFW airport is landing north. When DFW airport is landing south, expect and/or file the DUMPY STAR.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.CQY6): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

CENTEX TRANSITION (CWK.CQY6): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.CQY6): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

GREGG COUNTY TRANSITION (GGG.CQY6): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

HERRI TRANSITION (HERRI.CQY6): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

HUMBLE TRANSITION (IAH.CQY6): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC. Thence . . . .

JACKSON TRANSITION (JAN.CQY6): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

LEONA TRANSITION (LOA.CQY6): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC. Thence. . . .

MONROE TRANSITION (MLU.CQY6): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

NAVYS TRANSITION (NAVYS.CQY6): From over NAVYS INT via CQY R-180 to CQY VORTAC. Thence . . . .

QUITMAN TRANSITION (UIM.CQY6): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC. Thence . . . .

SIDON TRANSITION (SQS.CQY6): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

WACO TRANSITION (ACT.CQY6): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC. Thence . . . .

. . . .ALL AIRCRAFT: From over CQY VORTAC via CQY R-309, thence:

JETS LANDING SOUTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over DIETZ INT direct HORNZ WP, expect vector to final approach course prior to HORNZ WP. If not received by HORNZ WP fly present heading. All others to DIETZ INT depart DIETZ INT heading 350° for vector to final approach course.

ALL AIRCRAFT LANDING NORTH: To TACKE INT, expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

CEOLA FOUR DEPARTURE (RNAV)

(CEOLA4.CEOLA) 08045

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

CEOLA FOUR DEPARTURE (RNAV)

(CEOLA4.CEOLA) 08045

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R: NA. ATC request.
Rwys 17C/R, 18L/R: ATC climb of 500' per NM to 5000.
Rwys 35C/L, 36L/R: ATC climb of 500' per NM to 5500.

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15

SCABI

N

FERRA

MANKI

SLOTT

TEXICO
TXO

CORONA
CNX

FL180
310°
(66)

FL180
277°
(192)

LUBBOCK
LBB

FL180
289°
(127)

KIRST

10,000
264°
(94)

CEOLA

246°
(26)

257°
(4)

260°
(4)

MARSN

GVINE

KMART
5500
230K

338°
336°
325°
323°

1110

1080

354°
354°

174°
174°

1080
1100

1080

182°
182°

287°
(26)

PODDE

MILLSAP
MQP

ABILENE
ABI

GIGEM

TANNO

268°
(6)

251°
(4)

LARRN
5000
230K

NOTE:
Aircraft landing LBB Terminal area file and/or expect the SLOTT DEPARTURE.

NOTE:
Rwys 17C/R, 18L/R: Do not exceed 230K until LARRN.
Rwys 35C/L, 36L/R: Do not exceed 230K until KMART.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For Turbo Jets only.
NOTE: Radar Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183° course to LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARNN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
. . . . via (transition). Maintain 10,000 feet, expect filed altitude within ten minutes after departure.

CORONA TRANSITION (CEOLA4.CNX)

LUBBOCK TRANSITION (CEOLA4.LBB)

TEXICO TRANSITION (CEOLA4.TXO)

SC-2, 26 AUG 2010 to 23 SEP 2010

CLARE TWO DEPARTURE (RNAV)

(CLARE2.CLARE) 08045

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

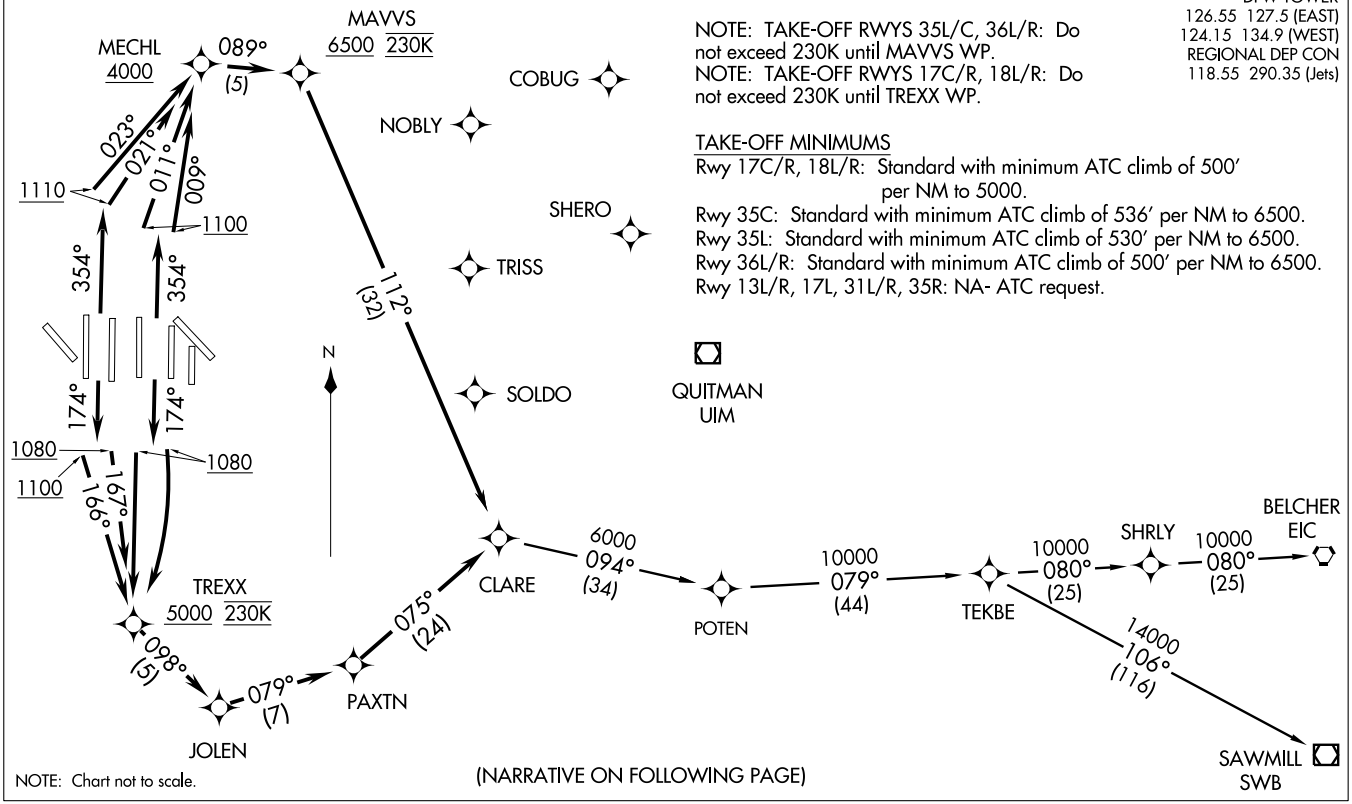
NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)

NOTE: TAKE-OFF RWYS 35L/C, 36L/R: Do not exceed 230K until MAVVS WP.
NOTE: TAKE-OFF RWYS 17C/R, 18L/R: Do not exceed 230K until TREXX WP.

TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum ATC climb of 500' per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

CLARE TWO DEPARTURE (RNAV)
(CLARE2.CLARE) 08045
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 021° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS at or above 6500, then via depicted route to CLARE WP. Thence....

....via (TRANSITION). Maintain 10000. Expect filed altitude within 10 minutes after departure.

BELCHER TRANSITION (CLARE2.EIC): For aircraft inbound to JAN and MLU TERMINAL AREAS only.

SAWMILL TRANSITION (CLARE2.SWB)

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LWN	APP CRS	Rwy Idg	9301
109.5	133°	TDZE	591
Chan 32		Apt Elev	607

CONVERGING ILS RWY 13R

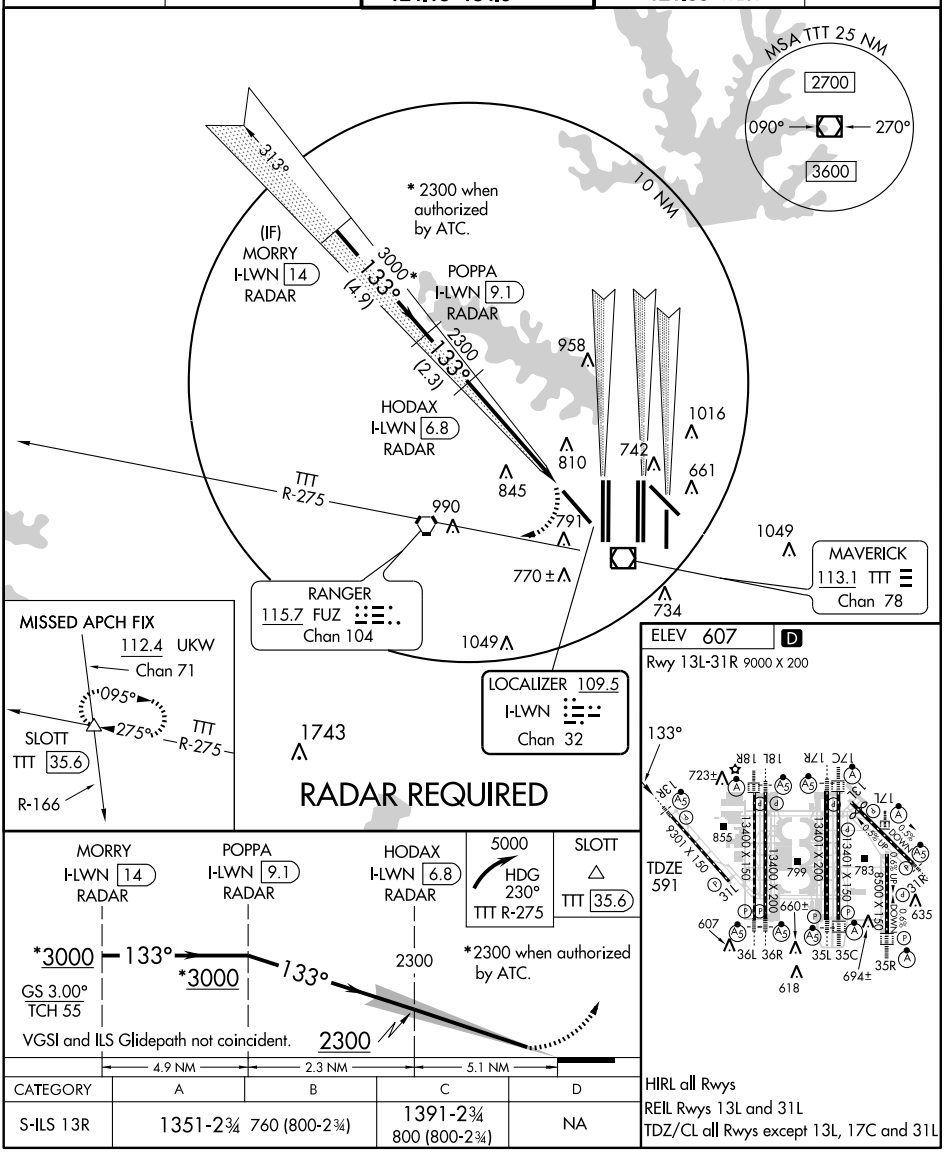
DALLAS-FORT WORTH INTL (DFW)

Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



CATEGORY	A	B	C	D
S-ILS 13R	1351-2¾ 760 (800-2¾)		1391-2¾ 800 (800-2¾)	NA

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FLQ	APP CRS	Rwy 17C ldg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13 R, 18L/R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

(IF) BOSSI I-FLQ 19.2 RADAR — 354° — *5000 — 174° (3.2)

PENNY I-FLQ 16.1 RADAR — *3000 — 174° (6.3)

ZINGG I-FLQ 9.8 RADAR — 2300 — 174° (2.2)

OM JIFFY INT I-FLQ 7.6 RADAR

10 NM

1548

958 810 845 855 990 791 770± 1016 742 661 1049 734 1049

COWBOY 116.2 CVE Chan 109

LOCALIZER 110.3 I-FLQ Chan 40

MAVERICK 113.1 TTT Chan 78

R-139 TTT R-128

MSA TTT 25 NM: 2700 / 090° 270° / 3600

ALTERNATE MISSED APCH FIX: 116.2 CVE R-139 Chan 109 — BELLS CVE 31 — 139° 319° — 114.8 CQY R-309 Chan 95 — 115.3 ACT R-028 Chan 100

MISSED APCH FIX: 113.1 TTT R-128 Chan 78 — BELLS TTT 34.5 — 128° 308° — 114.8 CQY R-309 Chan 95 — 115.3 ACT R-028 Chan 100

ELEV 607 D

Rwy 13L-31R 9000 X 150

174° TDZE 562

723± 855 607 799 783 660± 635 618 694±

36L 36R 35L 35C 35R

1300	5000	BELLS
	TTT R-128	TTT 34.5

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.

BOSSI I-FLQ 19.2 RADAR

ZINGG I-FLQ 9.8 RADAR

PENNY I-FLQ 16.1 RADAR

JIFFY INT I-FLQ 7.6 RADAR

IM 763 — 2300 — *3000 — *5000 — 174° — 6000

GS 3.00° TCH 58

0.1 — 5.1 NM — 2.2 NM — 6.3 NM — 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17C	762/18		200 (200-½)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JHZ	APP CRS	Rwy Idg	13401
111.35	174°	TDZE	567
Chan 50 (Y)		Apt Elev	607

CONVERGING ILS RWY 17R

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13R, 18L/R.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT/TTT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

116.2 CVE R-139 Chan 109

139° 319°

BELLS CVE 31

(IF) NETTS I-JHZ 19.2 RADAR

R-354

*5000 174° (3.2)

GARZA I-JHZ 16.1 RADAR

*3000 174° (6.3)

YALTA I-JHZ 9.8 RADAR

2200 174° (2.5)

BBAKR INT I-JHZ 7.3 RADAR

10 NM

958

1016

810

742

661

845

R-043

990

791

770±

1049

734

R-128

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

LOCALIZER 111.35 I-JHZ Chan 50 (Y)

* When assigned by ATC intercept glidepath at 3000 or 5000.

1548

MSA TTT 25 NM

2700

090° 270°

3600

MISSED APCH FIX

R-128 128° 308°

BELLS TTT 34.5

113.1 TTT Chan 78

RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 567

1000	5000	BELLS
	TTT R-128	TTT 34.5

* When assigned by ATC intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

NETTS I-JHZ 19.2 RADAR

GARZA I-JHZ 16.1 RADAR

YALTA I-JHZ 9.8 RADAR

BBAKR INT I-JHZ 7.3 RADAR

2200

174° 6000

*3000

*5000

2200

GS 3.00° TCH 52

4.9 NM 2.5 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17R	767/18	200 (200-½)		

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-CIX	APP CRS	Rwy Idg	13400
110.55	174°	TDZE	602
Chan 42 (Y)		Apt Elev	607

CONVERGING ILS RWY 18L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 13R, 17C/R. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 5000 then left turn via heading 170° and TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

(IF) GRUCH I-CIX 16.7 RADAR

354°

*3000 174° (3.2)

* When assigned by ATC, intercept glidepath at 3000.

ALIGN I-CIX 13.5 RADAR

*3000 174° (6.3)

10 NM

ALTERNATE MISSED APCH FIX

090° 186°

115.0 JEN Chan 97

R-074 JASPA CVE 37.1 TTT R-176

CVE R-186

MISSED APCH FIX

356° 176°

115.0 JEN Chan 97

R-074 JASPA TTT 35 TTT R-176

CVE R-186

2300 (2.3)

UDALL I-CIX 7.2 RADAR

HASTY I-CIX 4.9 RADAR

958 1016 810 742 845 661 990 791 1049 770± 734

MSA TTT 25 NM

2700

090° 270°

3600

LOCALIZER 110.55 I-CIX Chan 42 (Y)

MAVERICK 113.1 TTT Chan 78

1743

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 602

723± 855 799 783 660± 607 618 694±

13L 31R 13C 31C 13R 31L 17L 35R 17C 35C 17R 36L 18L 36R 18R

9000 X 150 13400 X 150 13400 X 200 11400 X 150 8500 X 150 9000 X 200

5000

HDG 170° TTT R-176

JASPA TTT 35

HASTY I-CIX 4.9 RADAR

UDALL I-CIX 7.2 RADAR

ALIGN I-CIX 13.5 RADAR

GRUCH I-CIX 16.7 RADAR

VGSI and ILS glidepath not coincident.

2300 174° 4000

3000* 3000*

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 55

5.1 NM 2.3 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

CONVERGING ILS RWY 18R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 13R, 17R and 17C. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climb to 5000 via heading 170° and TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

090° 180° 115.0 JEN Chan 97 R-074 JASPA INT CVE 37.1 CVE R-186 TTT R-176

* When assigned by ATC, intercept glidepath at 3000.

354° (IF) ICKEL I-VYN 19.2 RADAR

*3000 174° (3.2)

*3000 174° (6.3) YOHAN I-VYN 16.1 RADAR

1140

MSA TTT 25 NM 2700 090° 270° 3600

10 NM

RADAR REQUIRED

LEGRE I-VYN 9.8 RADAR

2400 (2.1)

NETEE INT I-VYN 7.7 RADAR

958

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

810 742 1016 661 845 R-036 990 791 IM 1049 734 770±

LOCALIZER 111.9 I-VYN Chan 56

MAVERICK 113.1 TTT Chan 78

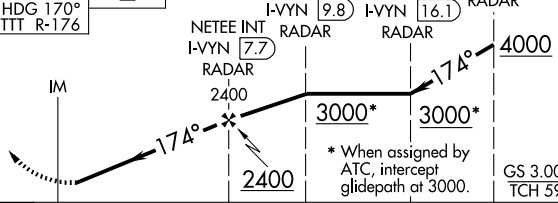
1049 R-176

MISSED APCH FIX

356° 176° 115.0 JEN Chan 97 R-074 JASPA INT TTT 35 CVE R-186 TTT R-176

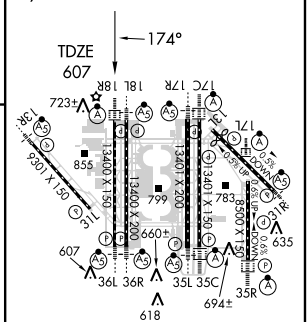
1100 5000 HDG 170° TTT R-176 JASPA TTT 35

VGSI and ILS glidepath not coincident.



ELEV 607 D

Rwy 13L-31R 9000 X 200



CATEGORY	A	B	C	D
S-ILS 18R	807/18 200 (200-½)			

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

LOC/DME I-RRA	APP CRS	Rwy Idg	8375
110.9	309°	TDZE	523
Chan 46		Apt Elev	607

CONVERGING ILS RWY 31R

DALLAS-FORT WORTH INTL (DFW)

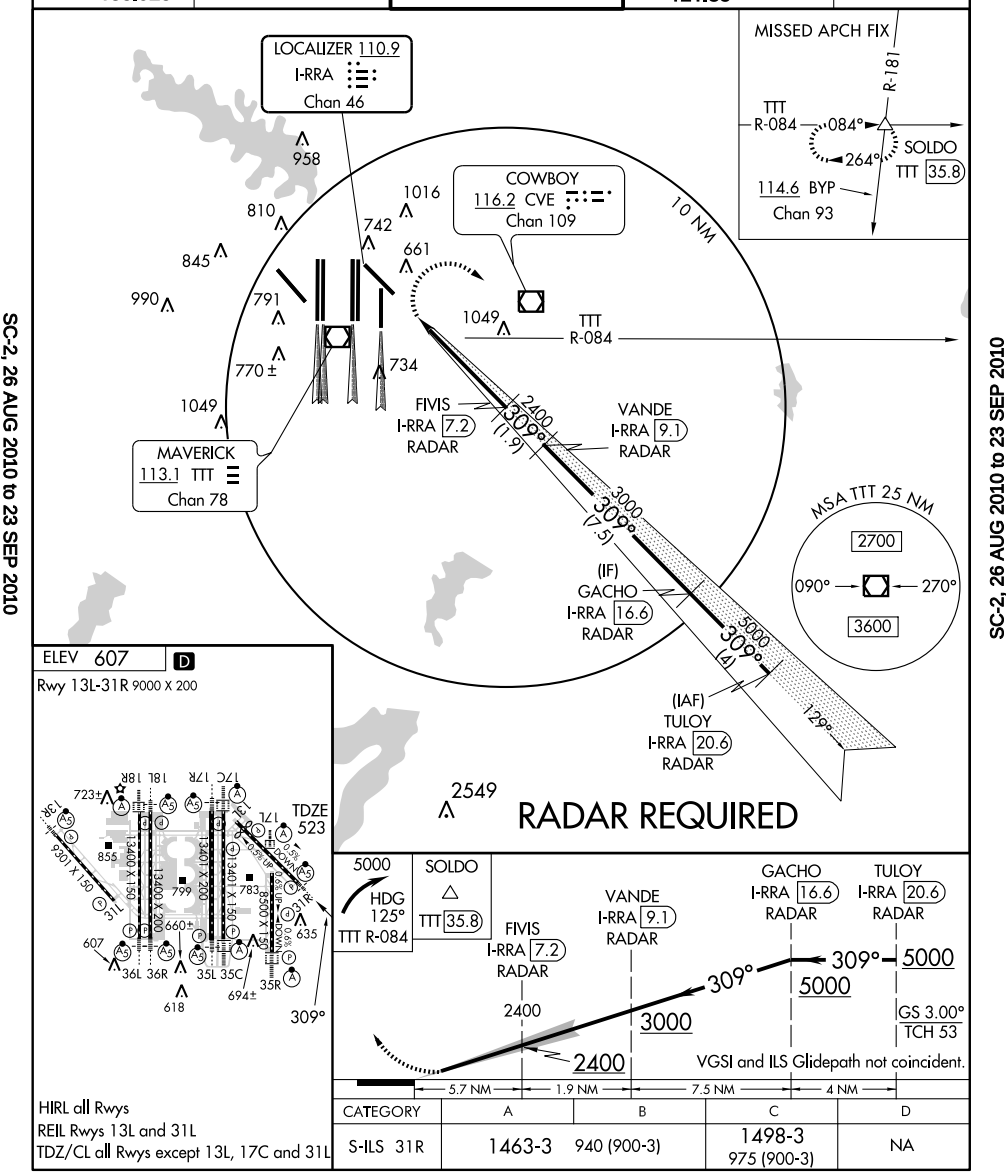
Simultaneous Converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R. Inoperative table does not apply.

NA

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	125.2 135.5	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



ELEV 607 D

Rwy 13L-31R 9000 X 200

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY	A	B	C	D
S-ILS 31R	1463-3 940 (900-3)		1498-3 975 (900-3)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PKQ	APP CRS	Rwy 35C Idg 13401
110.3	354°	TDZE 563
Chan 40		Apt Elev 607

CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)

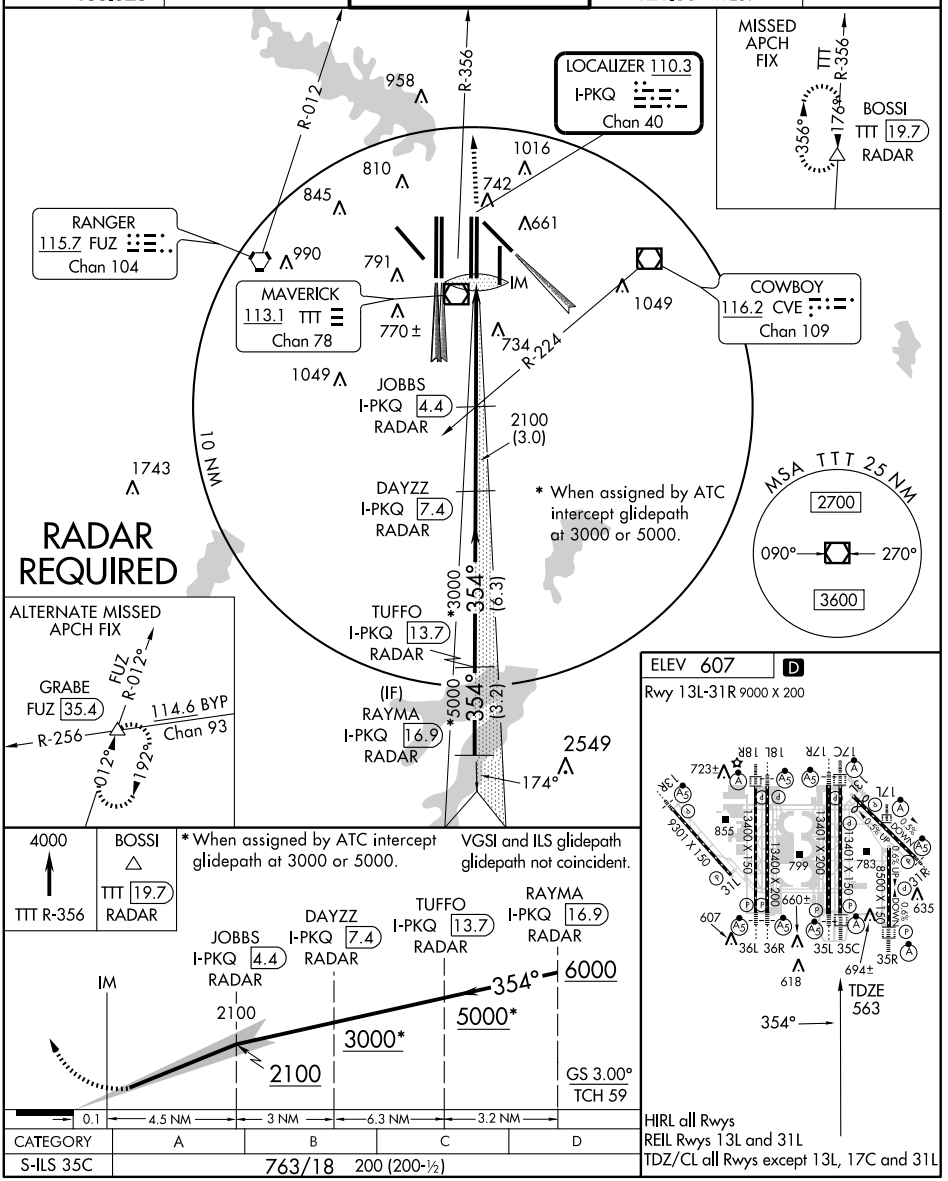
Simultaneous approach authorized with Rwy 31R, 36L/R.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

SC-2, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-ILS 35C	763/18	200 (200-½)		

32° 54′ N-97° 02′ W

DALLAS-FORT WORTH INTL (DFW)
CONVERGING ILS RWY 35C

CONVERGING ILS RWY 35L

DALLAS-FORT WORTH INTL (DFW)

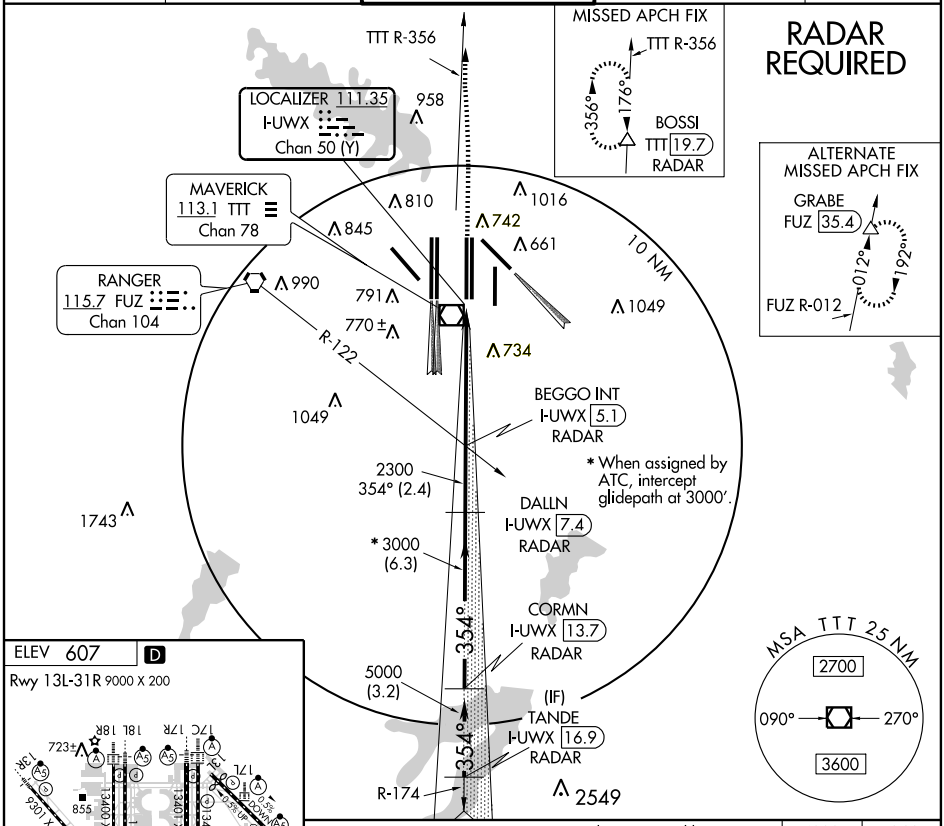
LOC/DME I-UWX	APP CRS	Rwy Idg 13401
111.35	354°	TDZE 564
Chan 50 (Y)		Apt Elev 607

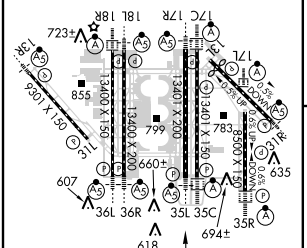
DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 36L/R. NA

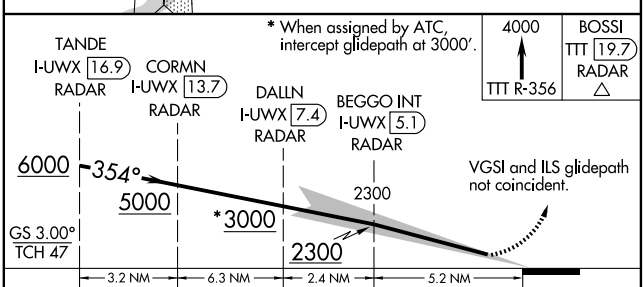
MALSR

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35L		764/18	200 (200-½)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-BXN	APP CRS	Rwy 36L ldg	13400
111.9	354°	TDZE	588
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 31R, 35L/C. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX
TTT R-306
CVE R-298
126°
306°
R-027
117.7 MQP Chan 124
KAGLE
TTT 34.4

LOCALIZER 111.9
I-BXN
Chan 56

R-298
958
R-306
1016
742
810
845
661
990
791
1049
770±
734
1049

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

BOBIN
I-BXN 5
RADAR
2300
(2.5)

CHAAR
I-BXN 7.4
RADAR

HUTEN
I-BXN 13.7
RADAR

1743
MSA TTT 25 NM
2700
090°
270°
3600
10 NM

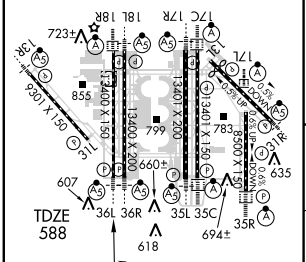
*3000
354°
(6.3)
*3000
354°
(3.2)

(IF)
ALLIN
I-BXN 16.9
RADAR
2549
2449
174°

* When assigned by ATC, intercept glidepath at 3000.

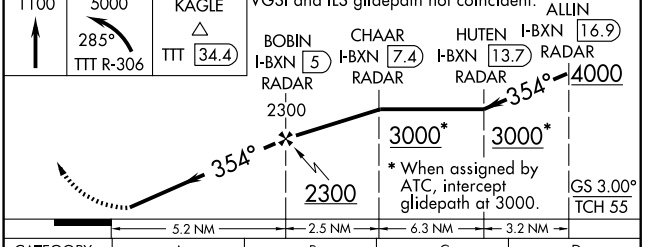
ALTERNATE MISSED APCH FIX
TTT R-306
R-027
CVE R-298
118°
298°
117.7 MQP Chan 124
KAGLE
CVE 39

ELEV 607 D
Rwy 13L-31R 9000 X 200



1100	5000	KAGLE
	285° TTT R-306	TTT 34.4

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

CONVERGING ILS RWY 36R

DALLAS-FORT WORTH INTL (DFW)

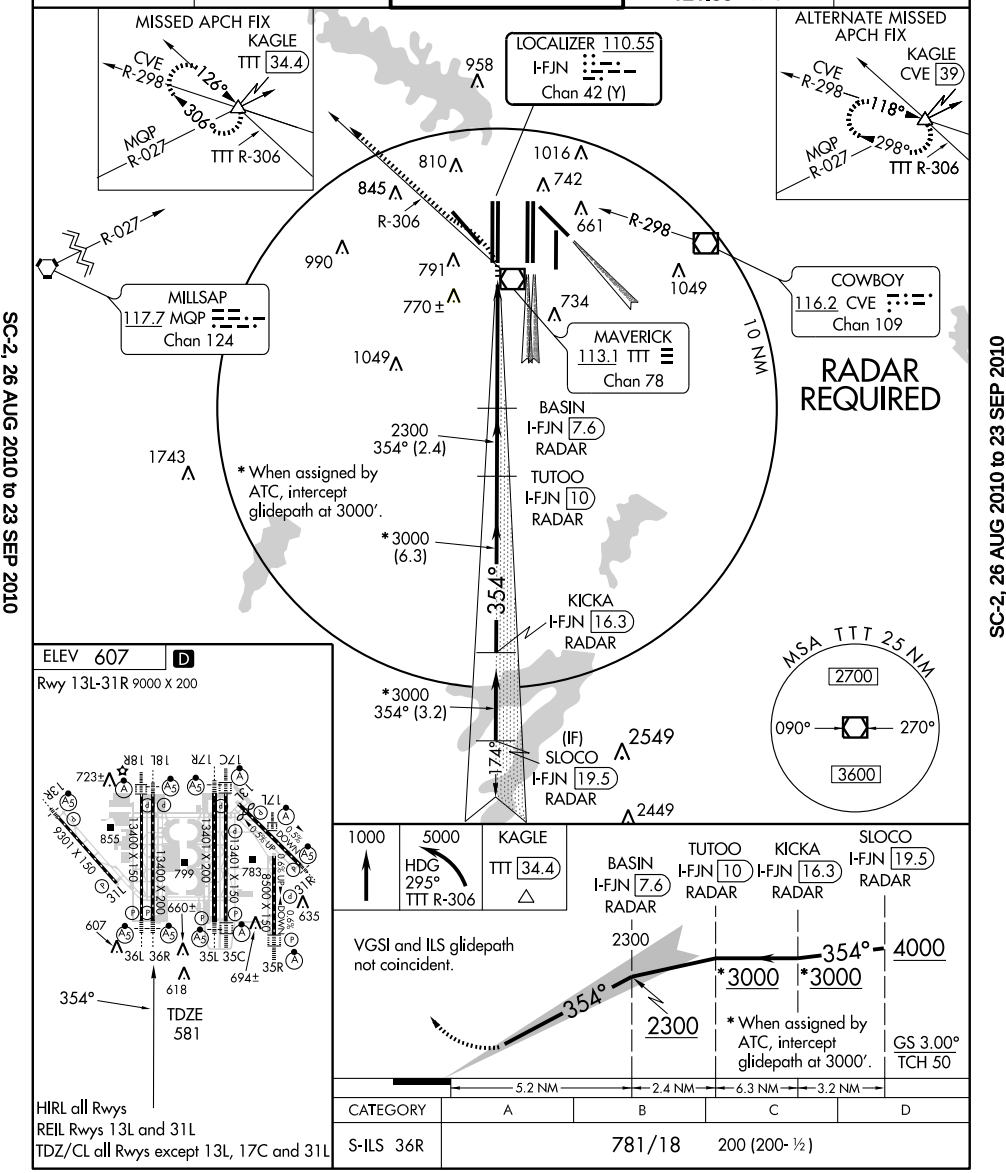
LOC/DME I-FJN	APP CRS	Rwy Idg	13400
110.55	354°	TDZE	581
Chan 42 (Y)		Apt Elev	607

DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 35L/C.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



CATEGORY	A	B	C	D
S-ILS 36R		781/18	200 (200- ½)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

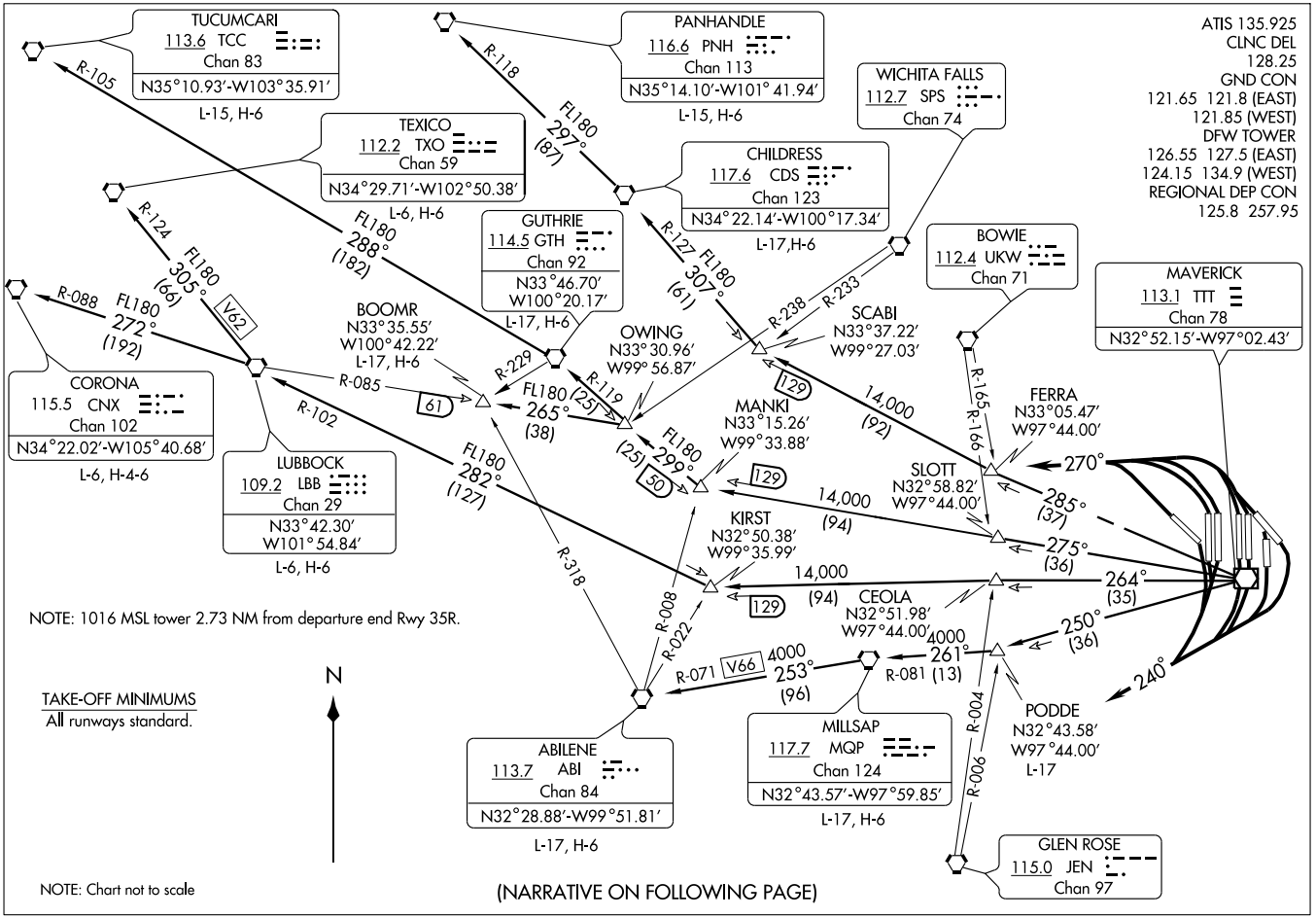
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

COYOTE FIVE DEPARTURE

(CYOTE5.TTT) 08269

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



COYOTE FIVE DEPARTURE
(CYOTE5.TTT) 08269
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°, expect vector to appropriate route. Thence . . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°, expect vector to appropriate route. Thence....
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.
ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.
PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.
BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.
CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.
CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.
GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.
LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.
MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

005°
160°
064° (38)
074° (36)
084° (36)
094° (36)
055° (117)
064° (75)
064° (79)
077° (125)
097° (206)
072° (134)
081° (49)
079° (44)
111° (116)
R-235
R-320
R-244
R-324
R-254
R-262
R-281
R-312
R-261
R-183
R-187
R-259
R-346
R-291
R-184
R-182
R-181
R-180
FL230
FL200
FL200
5000 (38)
5000 (39)
6500
14000
14000
6000 (34)
10000 (25)
(25)
151
76
76
94
71

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE.

JETS

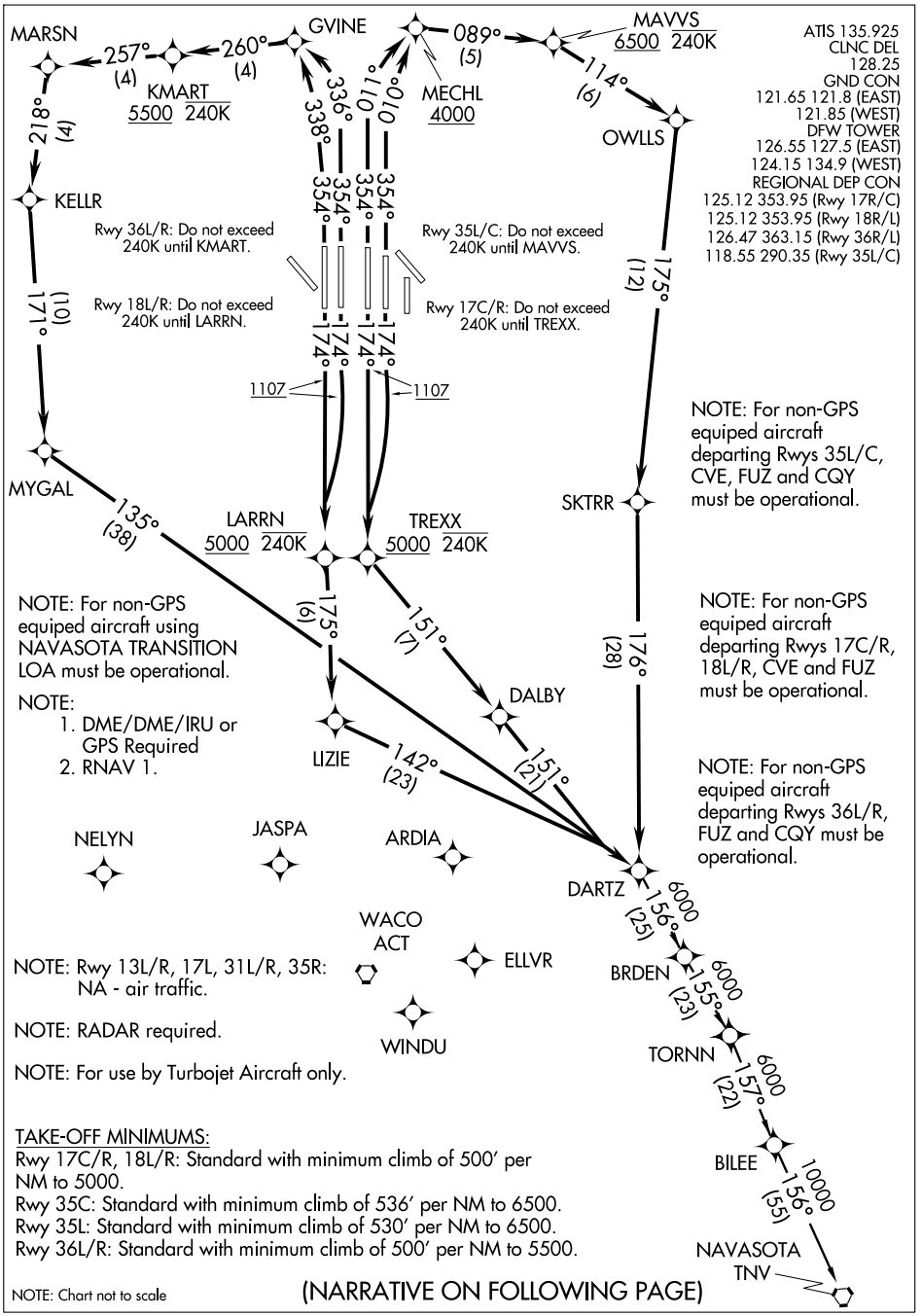
Jets requesting 17,000 and below expect GARLAND Departure. Unless otherwise advised, maintain 10,000 feet and expect filed altitude 10 minutes after departure. Maintain 240 KIAS until leaving 5,000 ft.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R, 18L/R, 36L/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17C: Climb heading 174° to 1107, then direct TREXX, cross TREXX at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to 1107, then direct TREXX, cross TREXX at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to 1107, then direct LARRN, cross LARRN at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to 1107, then direct LARRN, cross LARRN at or above 5000, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 010° to MECHL, cross MECHL at or above 4000, then on track 089° to MAVVS, cross MAVVS at or above 6500, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 011° to MECHL, cross MECHL at or above 4000, then on track 089° to MAVVS, cross MAVVS at or above 6500, then via depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to intercept course 338° to GVINE, then on track 260° to KMART, cross KMART at or above 5500, then on depicted route to DARTZ, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to intercept course 336° to GVINE, then on track 260° to KMART, cross KMART at or above 5500, then on depicted route to DARTZ, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

TORNN TRANSITION (DARTZ3.TORNN): (For aircraft landing Lafayette, Lake Charles or Beaumont/Port Arthur airports)

BILEE TRANSITION (DARTZ3.BILEE): (For aircraft overflying the Bilee intersection, thence on the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.)

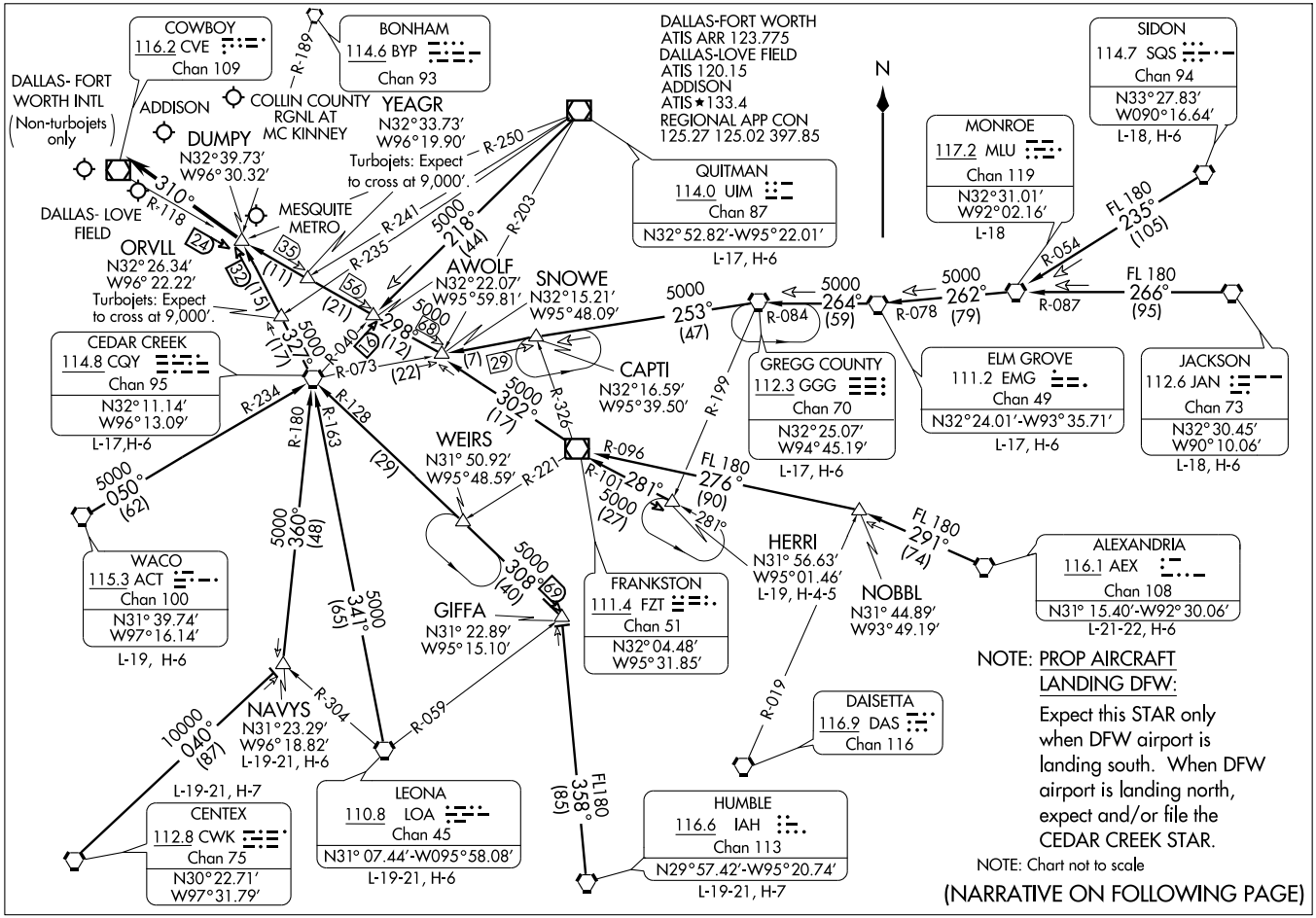
NAVASOTA TRANSITION (DARTZ3.TNV)

SC-2, 26 AUG 2010 to 23 SEP 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

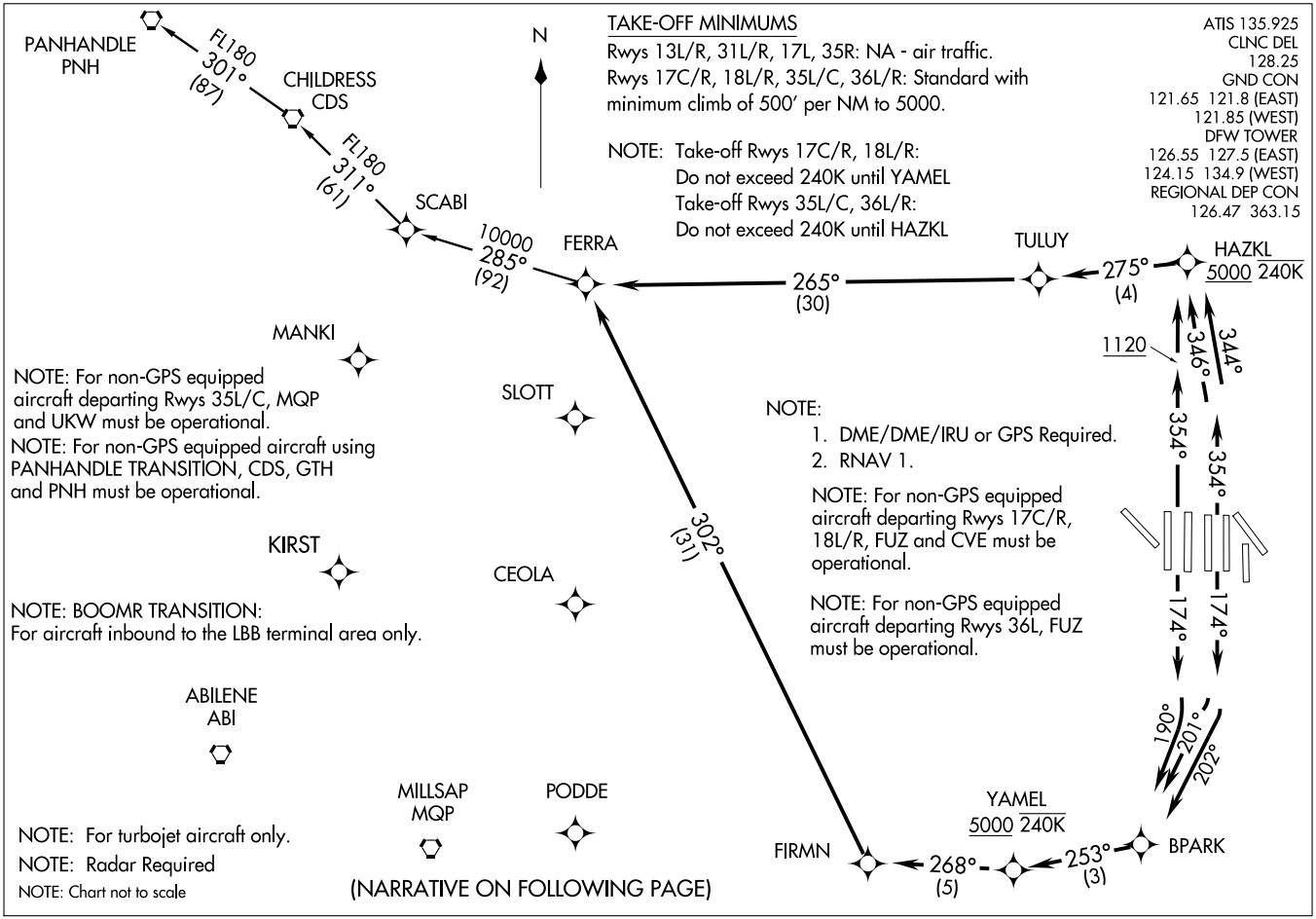
LANDING NORTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

FERRA THREE DEPARTURE (RNAV)

(FERRA3.FERRA) 10098

DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)



FERRA THREE DEPARTURE (RNAV)

(FERRA3.FERRA) 10098

DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .

. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

CHILDRESS TRANSITION (FERRA3.CDS)

PANHANDLE TRANSITION (FERRA3.PNH)

SC-2, 26 AUG 2010 to 23 SEP 2010

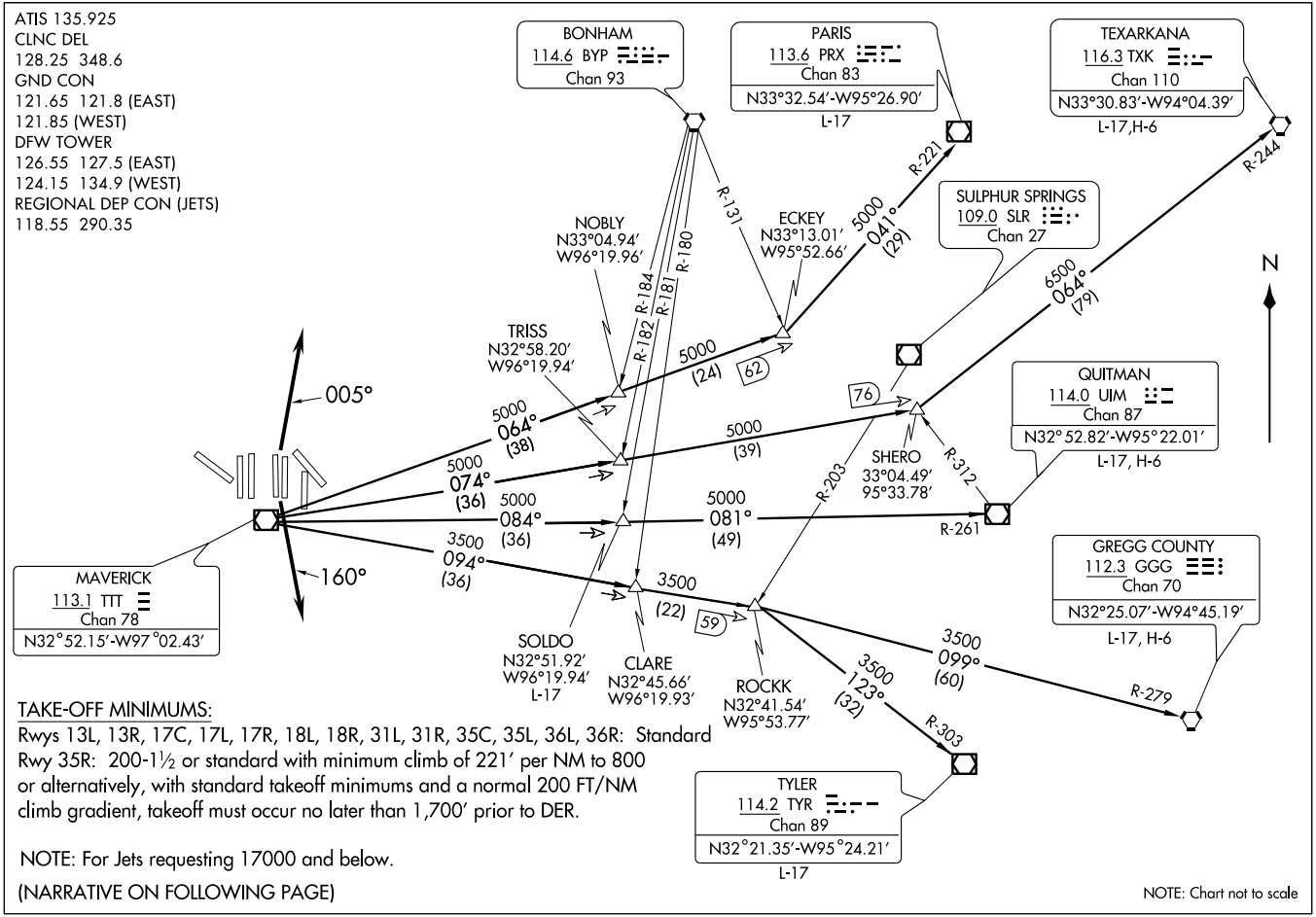
GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON (JETS)
118.55 290.35



TAKE-OFF MINIMUMS:

Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard

Rwy 35R: 200-1½ or standard with minimum climb of 221′ per NM to 800 or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD Departure.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000' AND
EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAY 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R:
Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAY 35C/L: Climb via heading 005°, expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

GLEN ROSE NINE ARRIVAL

(JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

DELMO
N32°44.97′
W97°10.17′

MILLSAP
117.7 MQP
Chan 124

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

JUMBO
N31° 32.17′
W98° 10.81′
H-6

CHECK
N31° 55.69′
W97° 59.43′

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

SICUM
N32° 10.23′
W98° 06.78′

CADES
N32° 11.64′
W98° 39.73′

GEENI
N32° 12.33′
W98° 57.18′

SITNA
N32° 12.55′
W99° 03.07′

PHILS
N32° 11.41′
W100° 18.30′

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

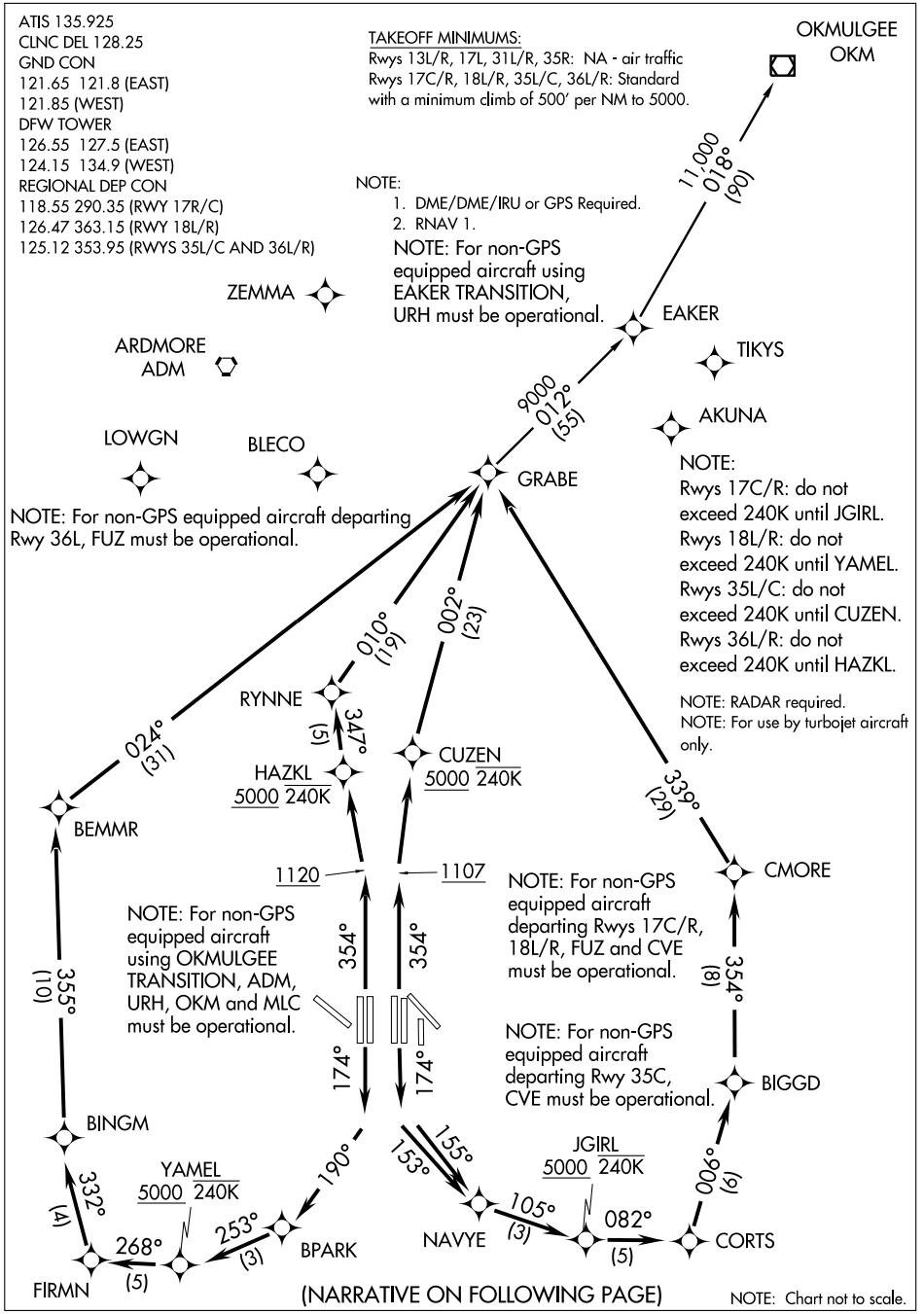
For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GRABE THREE DEPARTURE (RNAV)



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GRABE THREE DEPARTURE (RNAV)
(GRABE3.GRABE) 10098
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE3.EAKER): (For aircraft inbound to the TUL Terminal Area).
OKMULGEE TRANSITION (GRABE3.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago Terminal Area and north).

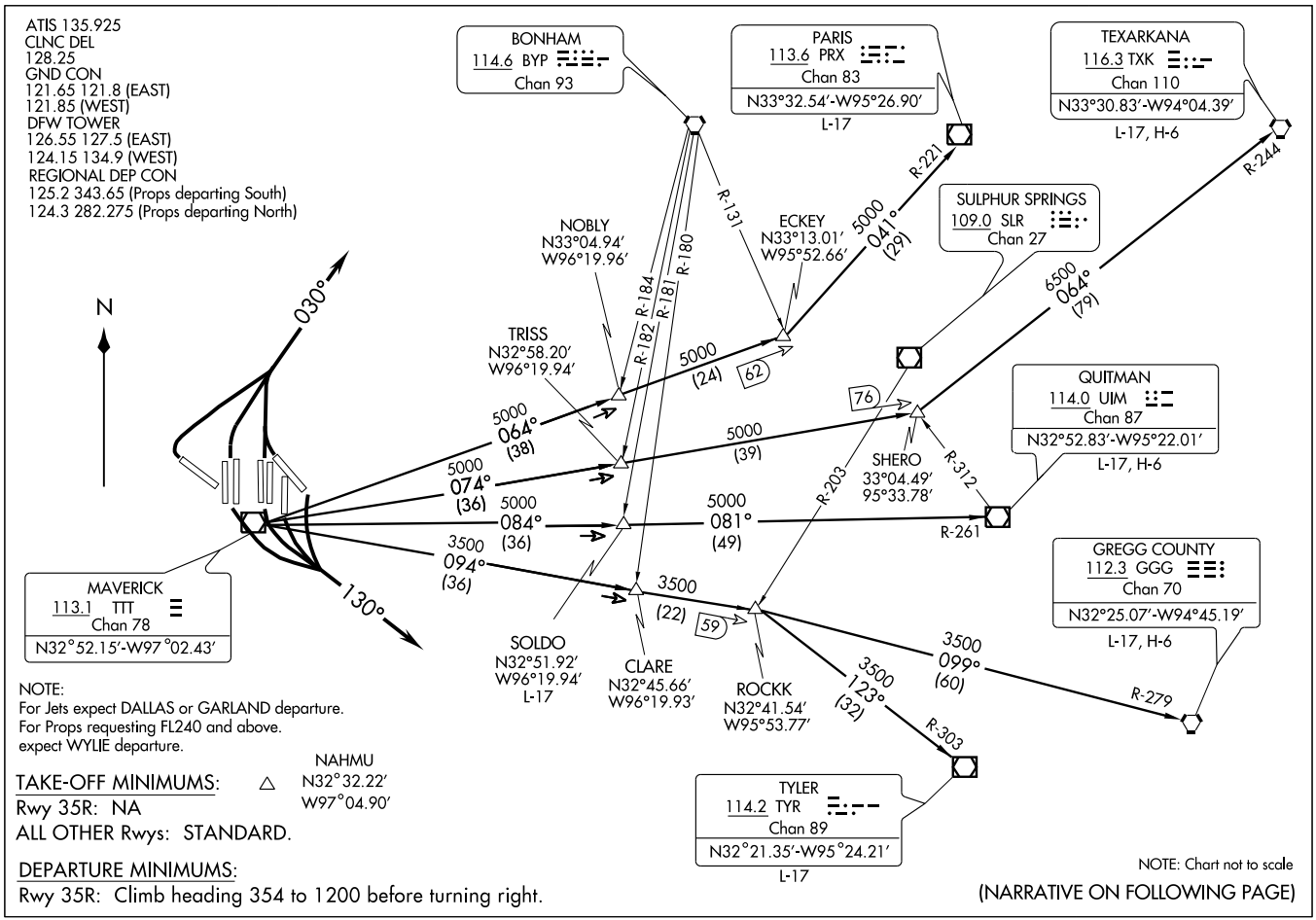
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



NOTE:
For Jets expect DALLAS or GARLAND departure.
For Props requesting FL240 and above.
expect WYLIE departure.

TAKE-OFF MINIMUMS:
Rwy 35R: NA
ALL OTHER Rwys: STANDARD.

DEPARTURE MINIMUMS:
Rwy 35R: Climb heading 354 to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND Departure.

PROPS

Requesting FL240 and above expect WYLIE Departure.

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate route, Thence. . . .

. . . . Maintain 2000' or as assigned by ATC, expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES
Rwy 31L: Tree, 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.
Trmsn Pole, 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL.
Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LWN	APP CRS	Rwy Idg	9301
109.5	133°	TDZE	591
Chan 32		Apt Elev	607

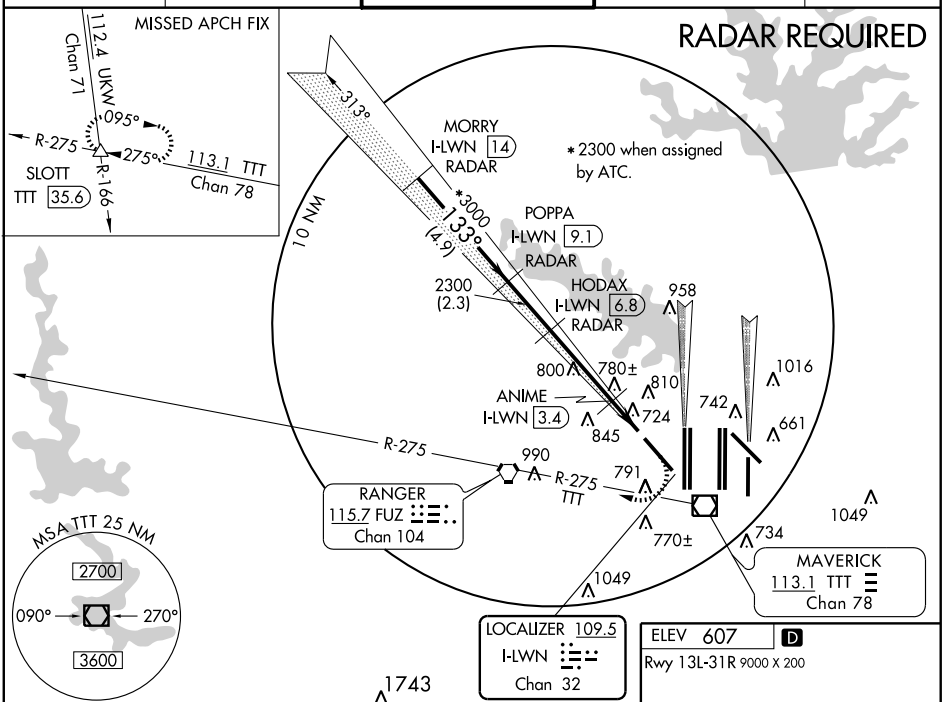
ILS or LOC RWY 13R
DALLAS-FORT WORTH INTL (DFW)

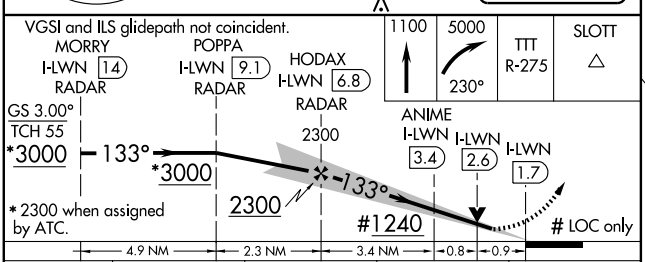
** DME or RADAR required.

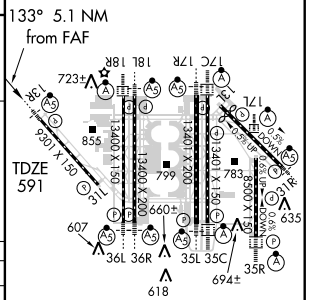
MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







CATEGORY	A	B	C	D
S-ILS 13R	791/18 200 (200-½)			
S-LOC 13R**	1240/24 649 (700-½)		1240/60 649 (700-1¼)	1240-1½ 649 (700-1½)
ANIME FIX MINIMUMS				
S-LOC 13R	960/24 369 (400-½)			960/40 369 (400-¾)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FLQ	APP CRS	Rwy 17C Idg	TDZE	Apt Elev	Rwy 17R Idg	TDZE	Apt Elev
110.3 Chan 40	174°	13401	562	607	13401	567	607

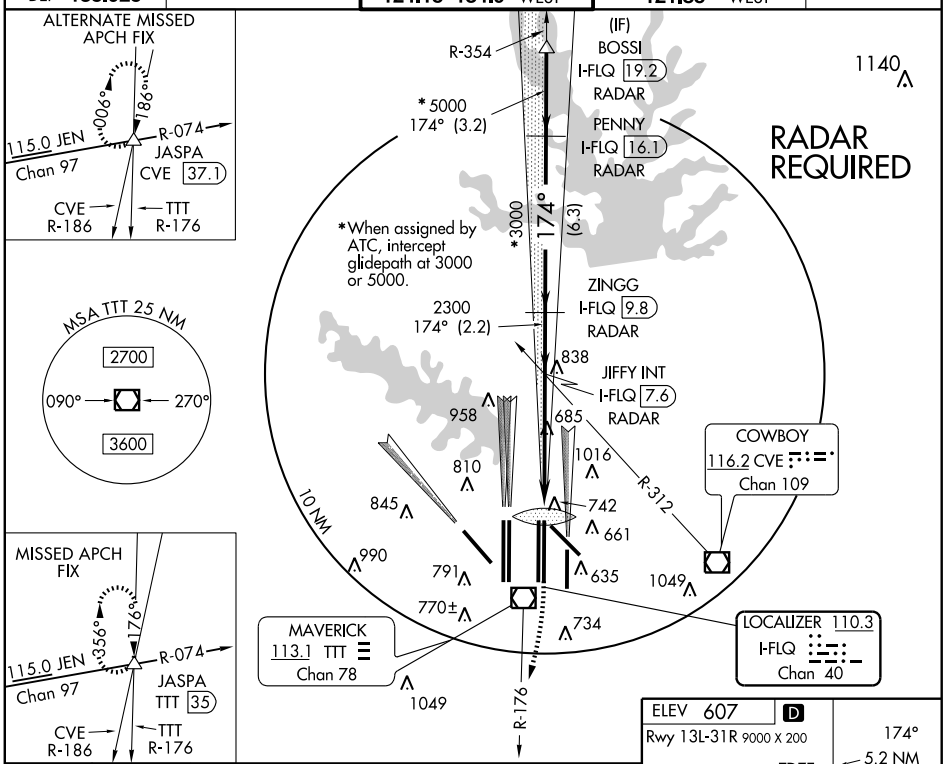
ILS or LOC RWY 17C
DALLAS-FORT WORTH INTL (DFW)

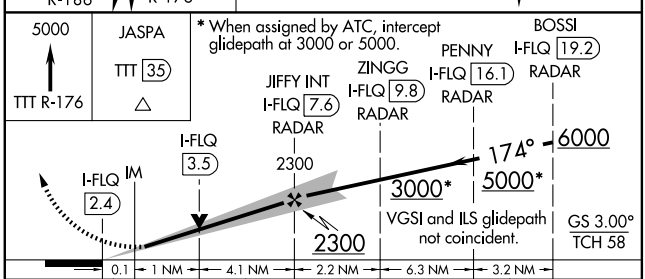
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. LOC procedure NA during simultaneous operations. DME or RADAR required.

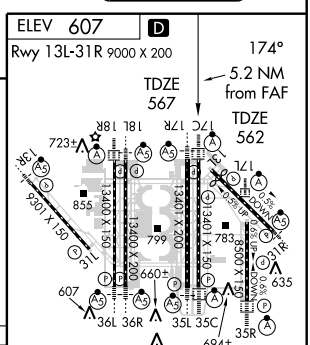
Rwy 17C ALSF-2 (A) Rwy 17R MALSR (A5)

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







CATEGORY	A	B	C	D
S-ILS 17C	762/18 200 (200-½)			
S-LOC 17C	1000/24 438 (500-½)		1000/40 438 (500-¾)	1000/50 438 (500-1)
SIDESTEP 17R	1140-1 573 (600-1)			1140-1½ 573 (600-1½)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 17L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF)
RIVET
I-PPZ 19.5
RADAR
*5000
174°
(3.2)
DRAAK
I-PPZ 16.3
RADAR
*3000
174°
(6.3)
INWOD
I-PPZ 10
RADAR
2300
174°
(3.1)
GBUSH INT
I-PPZ 6.9
RADAR

1548

* When assigned by ATC, intercept glidepath at 3000 or 5000.

958
1016
726
742
661
635
1049
845
R-050
810
791
990
770±
734
10 NM
100°
R-125

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

MAVERICK
113.1 TTT
Chan 78

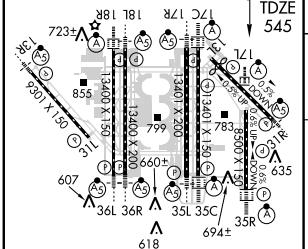
LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
296°
R-241
113.1 TTT
Chan 78

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

174° 5.3 NM from FAA
TDZE 545



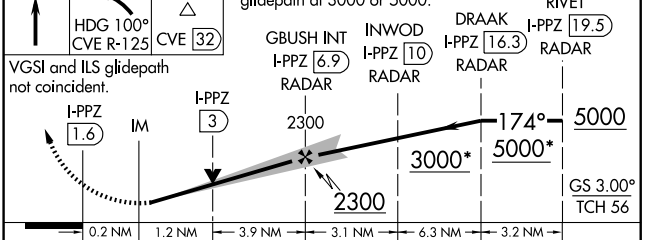
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1000	5000	BACKS
	HDG 100° CVE R-125	CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	745/18 200 (200-½)			
S-LOC 17L	1040/24 495 (500-½)		1040/40 495 (500-¾)	1040/50 495 (500-1)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JHZ	APP CRS	Rwy 17R Idg 13401	Rwy 17C Idg 13401
111.35	174°	TDZE 567	TDZE 562
Chan 50 (Y)		Apt Elev 607	Apt Elev 607

ILS or LOC RWY 17R

DALLAS-FORT WORTH INTL (DFW)

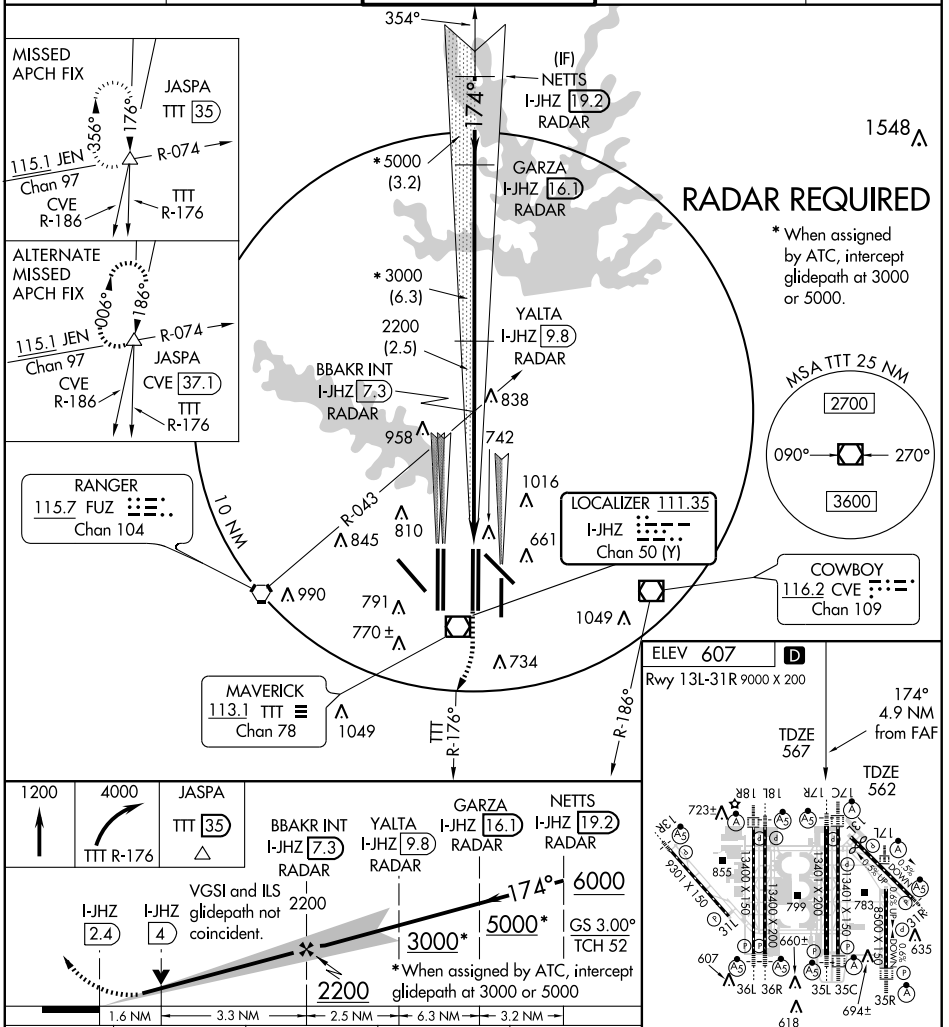
T Simultaneous approach authorized with Rwy 17L and 18L/R. Inoperative table does not apply to sidestep Rwy 17C. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwy 17R MALSR (A5)

Rwy 17C ALSF-2 (A)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via TTT R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

CATEGORY	A	B	C	D
S-ILS 17R	767/18 200 (200-½)			
S-LOC 17R	1140/24 573 (600-½)		1140/50 573 (600-1)	1140/60 573 (600-1¼)
SIDESTEP 17C	1140-1 578 (600-1)		1140-1½ 578 (600-1½)	1140-2 578 (600-2)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

LOC/DME I-CIX	APP CRS	Rwy 18L ldg	13400	Rwy 18R ldg	13400
110.55	174°	TDZE	602	TDZE	603
Chan 42 (Y)		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 18L

DALLAS-FORT WORTH INTL (DFW)

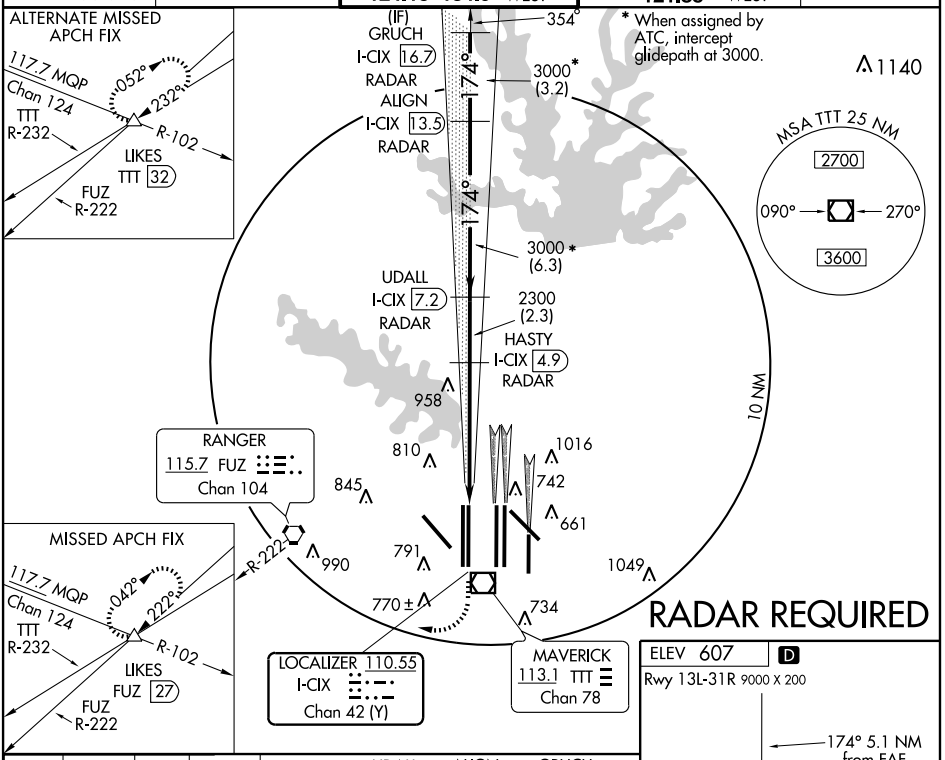
Simultaneous approach authorized with ILS Rwy 17L and 17C/R. Inoperative table does not apply to Sidestep 18R Cat A/B. DME or RADAR required. LOC procedure NA during simultaneous operations.

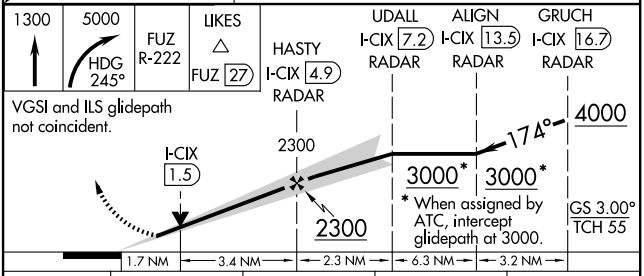
Rwy 18L MALSR

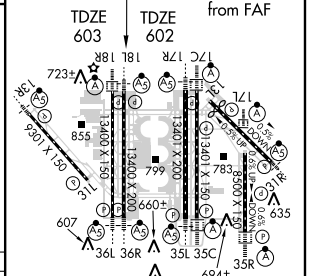
Rwy 18R ALSF-2

MISSED APPROACH: Climb to 1300, then climbing right turn to 5000 via heading 245° and FUZ R-222 to LIKES Int/FUZ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		
S-LOC 18L	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)
SIDESTEP 18R	1220-1	617 (700-1)	1220-1½ 617 (700-1½)	1220-2 617 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 18R

DALLAS-FORT WORTH INTL (DFW)

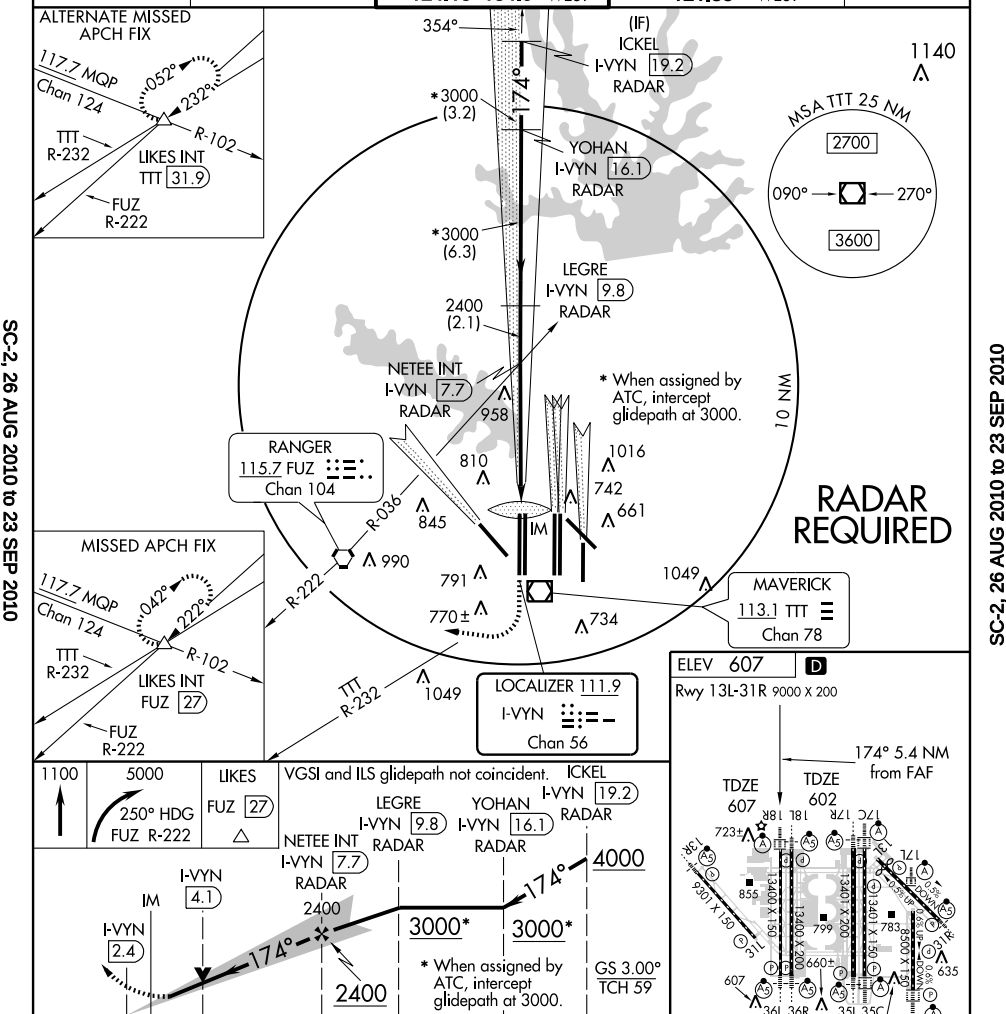
LOC/DME I-VYN	APP CRS	Rwy 18R ldg	13400	Rwy 18L ldg	13400
111.9 Chan 56	174°	TDZE	607	TDZE	602
		Apt Elev	607	Apt Elev	607

Simultaneous approaches authorized with Rwy 17R, 17L/C. Inoperative table does not apply to Sidestep 18L Cats A and B. DME or RADAR required.
LOC procedure NA during simultaneous operations.

Rwy 18R ALSF-2 (A) Rwy 18L MALSR (A5)

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



CATEGORY	A	B	C	D
S-ILS 18R		807/18	200 (200-½)	
S-LOC 18R	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)
SIDESTEP 18L	1220-1	618 (700-1)	1220-1¼ 618 (700-1¼)	1220-1½ 618 (700-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RRA	APP CRS	Rwy Idg 8375
110.9	309°	TDZE 523
Chan 46		Apt Elev 607

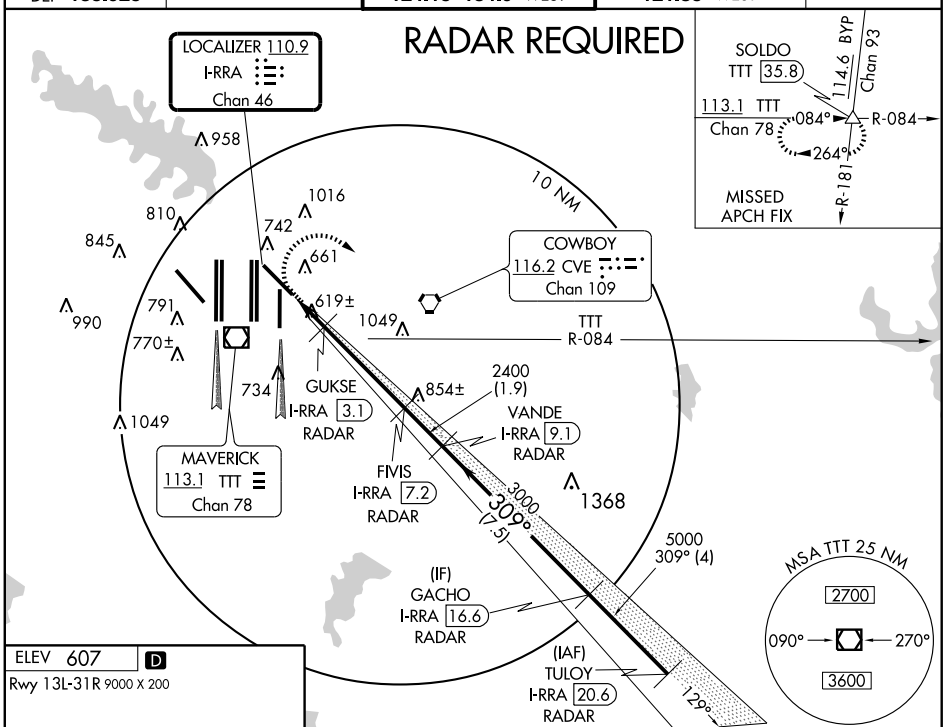
ILS or LOC RWY 31R
DALLAS-FORT WORTH INTL (DFW)

* DME or RADAR required.

MALSR

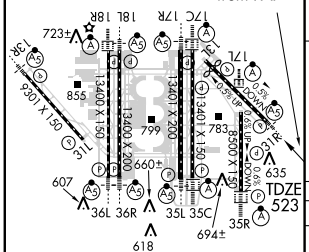
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	125.2 135.3	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



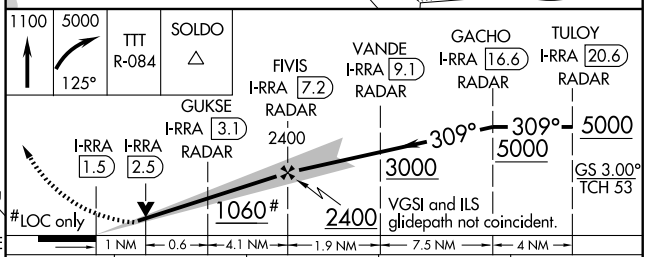
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31R	723/18 200 (200-½)			
S-LOC 31R**	1060/24 537 (500-½)		1060/50 537 (500-1)	1060/60 537 (500-1¼)
GUKSE FIX MINIMUMS				
S-LOC 31R	880/24 357 (400-½)			880/40 357 (400-¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PKQ	APP CRS	Rwy 35C Idg	Rwy 35L Idg
110.3 Chan 40	354°	13401	13401
		TDZE 563	TDZE 564
		Apt Elev 607	Apt Elev 607

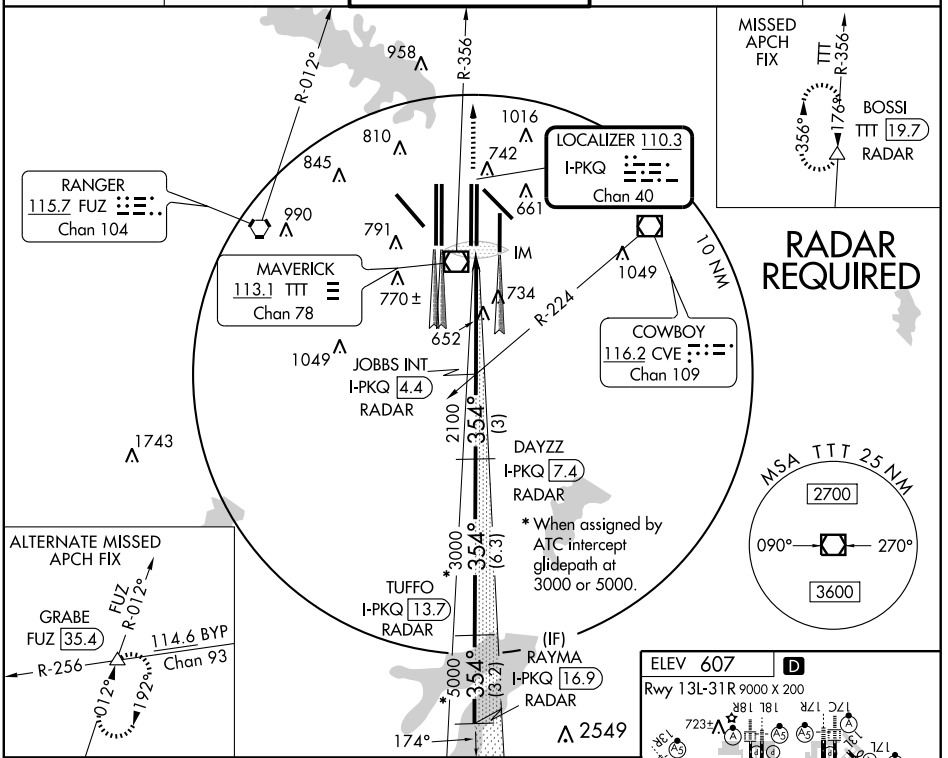
ILS or LOC RWY 35C
DALLAS-FORT WORTH INTL (DFW)

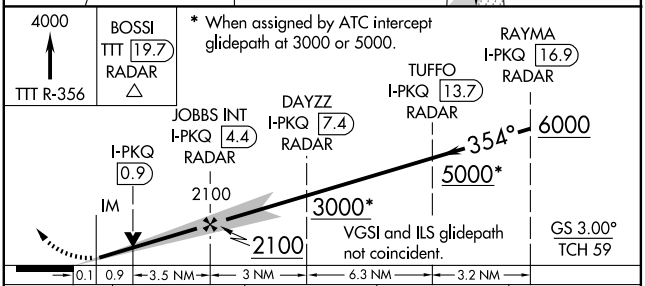
Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.
LOC procedure NA during Simultaneous operations.

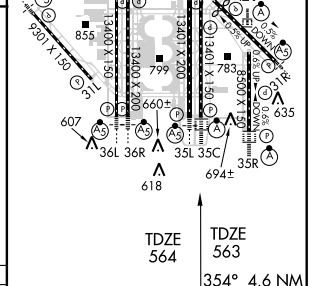
Rwy 35C ALSF-2 (A) | Rwy 35L MALSR (A5)

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







CATEGORY	A	B	C	D
S-ILS 35C	763/18 200 (200-½)			
S-LOC 35C	960/24 397 (400-½)			960/40 397 (400-¾)
SIDESTEP 35L	960-1 396 (400-1)			960-1½ 396 (400-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31C

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-UWX	APP CRS	Rwy 35L Idg	TDZE	Rwy 35C Idg	TDZE
111.35 Chan 50 (Y)	354°	13401	564	13401	563
		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 35L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35R, Rwy 36L/R. DME or Radar required. LOC procedure NA during simultaneous operations. Inoperative table does not apply to Sidestep 35C.

Rwy 35L MALSR | Rwy 35C ALSF-2

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/ TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

356° 176° R-356°

BOSSI TTT 19.7 RADAR

R-012° 958 TTT R-356°

LOCALIZER 111.35 I-UWX Chan 50 (Y)

1016 742 661

MAVERICK 113.1 TTT Chan 78

1049

* When assigned by ATC, intercept glidepath at 3000.

810 845 990 791 770± 640± 652 734 1049

RANGER 115.7 FUZ Chan 104

R-122

BEGGO INT I-UWX 5.1 RADAR

2300 (2.4)

DALLN I-UWX 7.4 RADAR

3000* (6.3)

1743

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

GRABE FUZ 35.4

FUZ R-012°

114.6 BYP Chan 93

R-256 012° 192°

10 NM

CORMN I-UWX 13.7 RADAR

5000 (3.2)

(IF)

TANDE I-UWX 16.9 RADAR

354°

R-174°

2549

2449

ELEV 607 D

Rwy 13L-31R 9000 X 200

723± 855 799 783 660± 607 618 694± 635

13400 X 150 13400 X 200 13400 X 150 9500 X 150 10056 X 150

TDZE 564 TDZE 563

354° 5.2 NM from FAF

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

TANDE I-UWX 16.9 RADAR

CORMN I-UWX 13.7 RADAR

DALLN I-UWX 7.4 RADAR

BEGGO INT I-UWX 5.1 RADAR

I-UWX 0.8

VGSI and ILS glidepath not coincident.

6000 5000 3000* 2300 354°

GS 3.00° TCH 47

* When assigned by ATC, intercept glidepath at 3000.

2300

3.2 NM 6.3 NM 2.4 NM 4.2 NM 1 NM

4000 TTT R-356

BOSSI TTT 19.7 RADAR

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 35L	764/18 200 (200-½)			
S-LOC 35L	940/24 376 (400-½)			940/40 376 (400-¾)
SIDESTEP 35C	960-1 397 (400-1)		960-1½ 397 (400-1½)	960-2 397 (400-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 35R

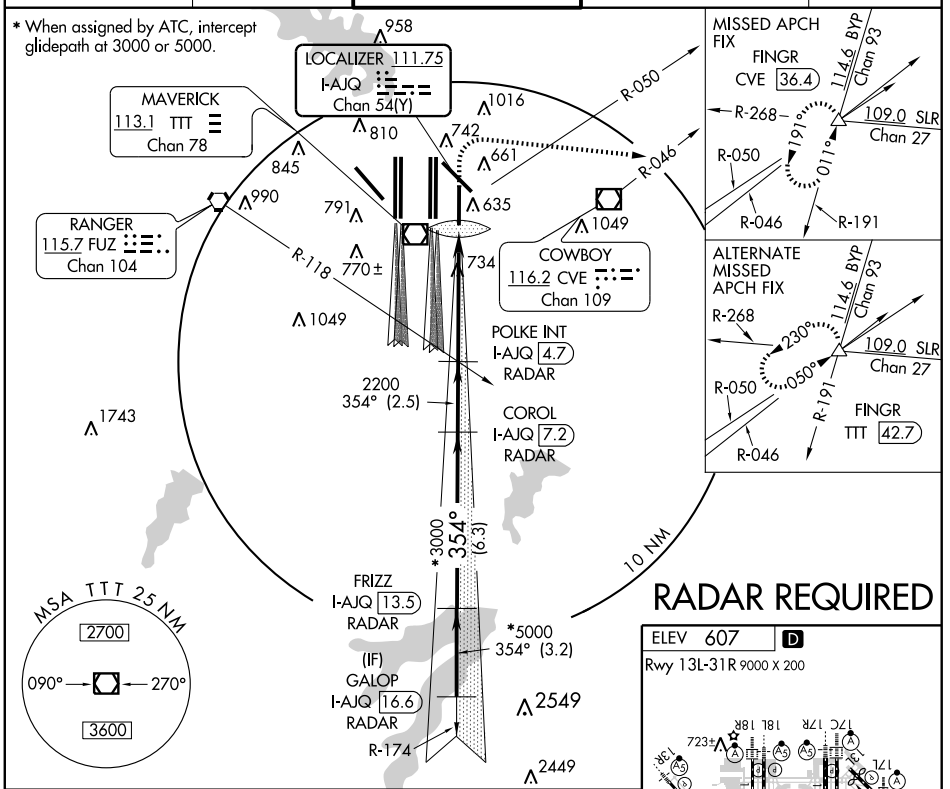
DALLAS-FORT WORTH INTL (DFW)

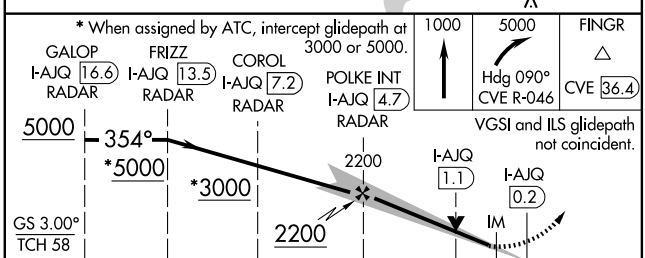
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. LOC procedure NA during simultaneous operations.

ALSF-2

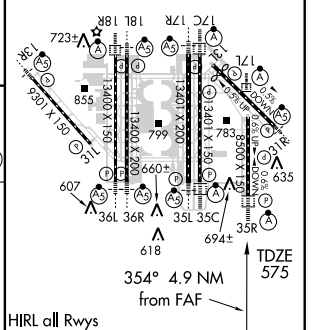
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 35R	775/18 200 (200-½)			
S-LOC 35R	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:52	3:14	2:26	1:57	1:37

SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 36L

DALLAS-FORT WORTH INTL (DFW)

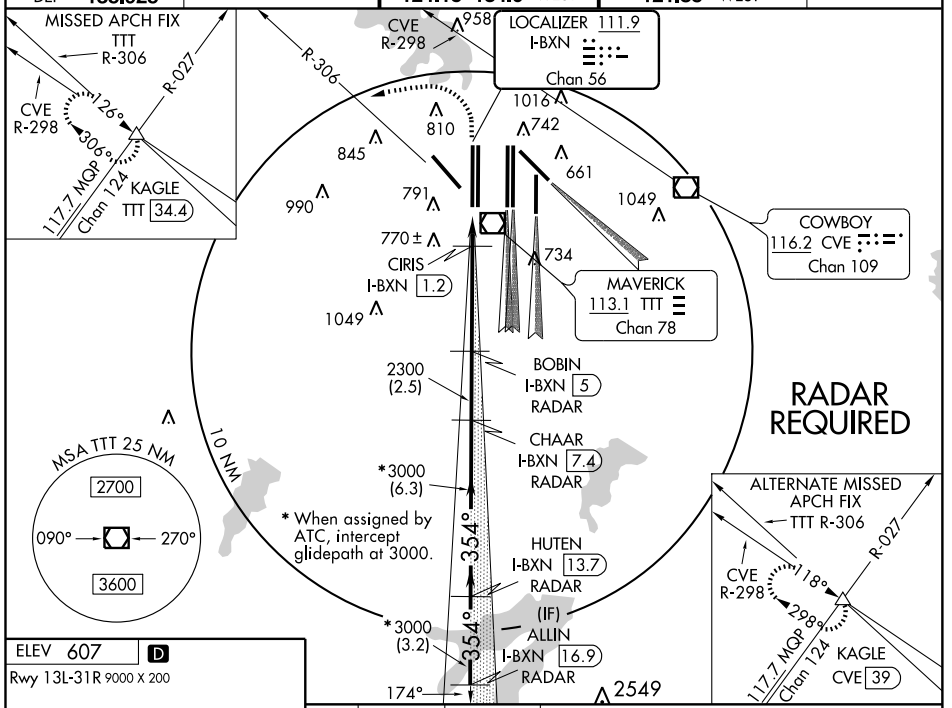
LOC/DME I-BXN	APP CRS	Rwy 36L ldg	TDZE	Rwy 36R ldg	TDZE
111.9 Chan 56	354°	13400	588	13400	581
		Apt Elev 607		Apt Elev 607	

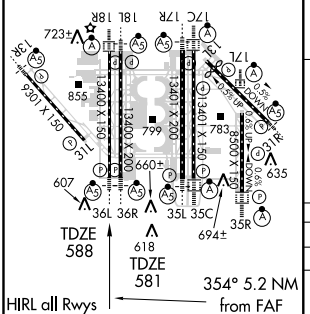
Simultaneous approach authorized with Rwy 35R/L/C. LOC procedure NA during simultaneous operations. CIRIS Fix Minimums: For inoperative MALSR, increase Cat D visibility to RVR 5000. sidestep 36R: Inoperative table does not apply to sidestep 36R Cats A and B. DME or RADAR required.

MALSR

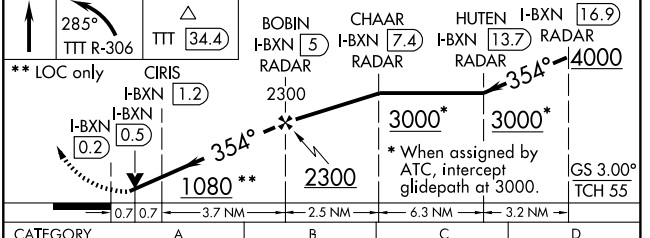
MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			
S-LOC 36L	1080/24 492 (500-½)		1080/40 492 (500-¾)	1080/50 492 (500-1)
SIDESTEP 36R	1080-1 499 (500-1)			1080-1½ 499 (500-1½)
CIRIS FIX MINIMUMS				
S-LOC 36L	880/24 292 (300-½)			880/40 292 (300-¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DALLAS-FORT WORTH, TEXAS

LOC/DME I-FJN	APP CRS	Rwy 36R Idg	TDZE	Apt Elev	Rwy 36L Idg	TDZE	Apt Elev
110.55 Chan 42 (Y)	354°	13400	581	607	13400	588	607

ILS or LOC RWY 36R

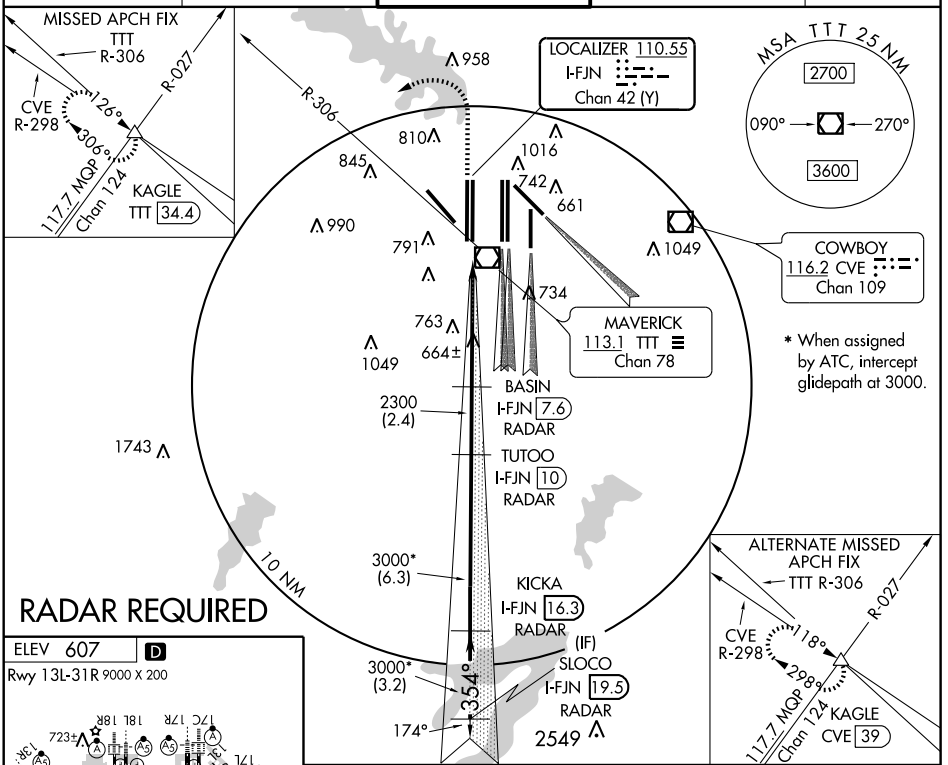
DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 35L, 35C/R. Inoperative table does not apply to Sidestep 36L. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwys 36R/L MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

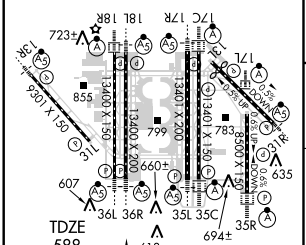
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



RADAR REQUIRED

ELEV 607 D

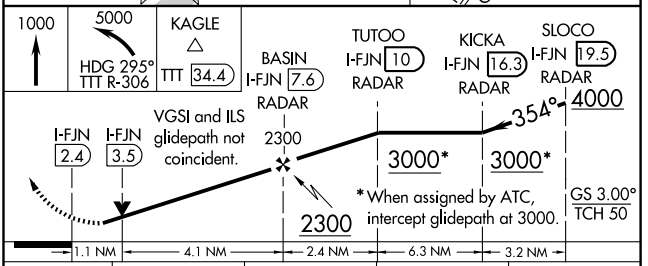
Rwy 13L-31R 9000 X 200



354° 5.2 NM from FAF

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36R	781/18 200 (200-½)			
S-LOC 36R	980/24 399 (400-½)			980/40 399 (400-¾)
SIDESTEP 36L	1080-1 492 (500-1)		1080-1½ 492 (500-1½)	1080-2 492 (500-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

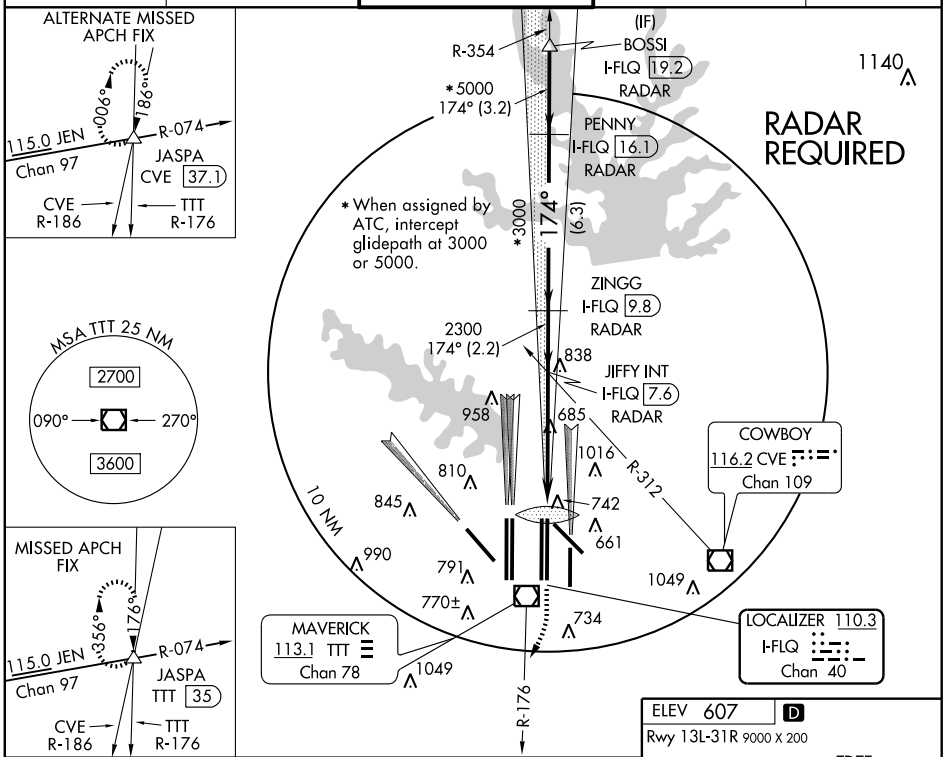
ILS RWY 17C (CAT II)
DALLAS-FORT WORTH INTL (DFW)

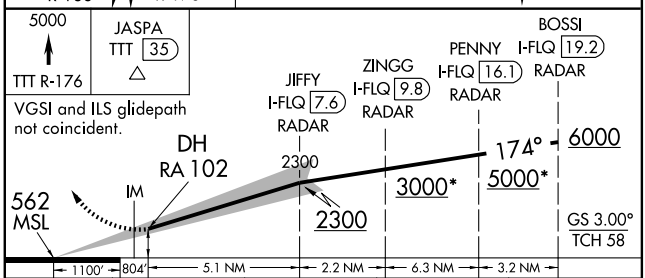
T Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

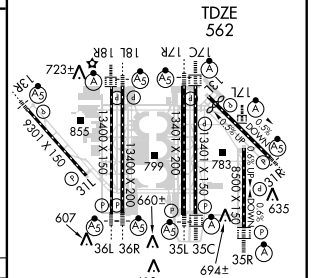
MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 17C	RA 102/12 100 DA 662			



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

ILS RWY 17C (CAT III)
DALLAS-FORT WORTH INTL (DFW)

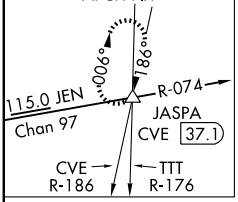
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

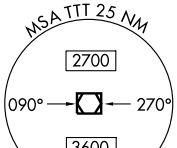
ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

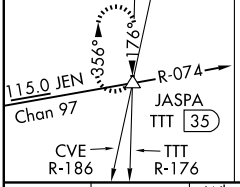
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

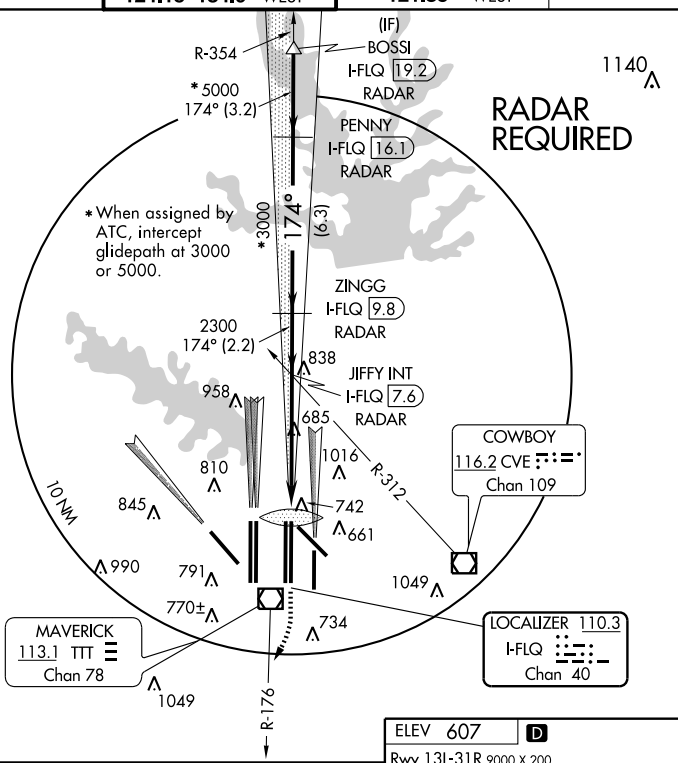
ALTERNATE MISSED APCH FIX





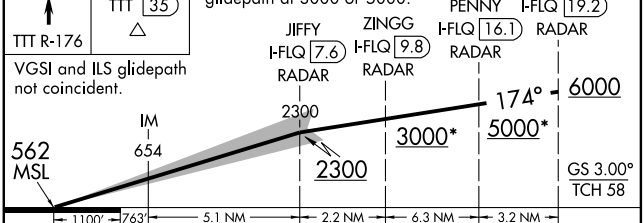
MISSED APCH FIX





5000 | JASPA TTT 35 | TTT R-176

VGSI and ILS glidepath not coincident.

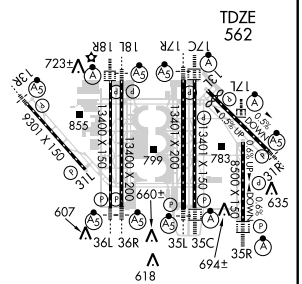


CATEGORY	A	B	C	D
S-ILS 17C	CAT IIIa RVR 07			
S-ILS 17C	CAT IIIb RVR 06			
S-ILS 17C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg 8500
111.75	174°	TDZE 545
Chan 54 (Y)		Apt Elev 607

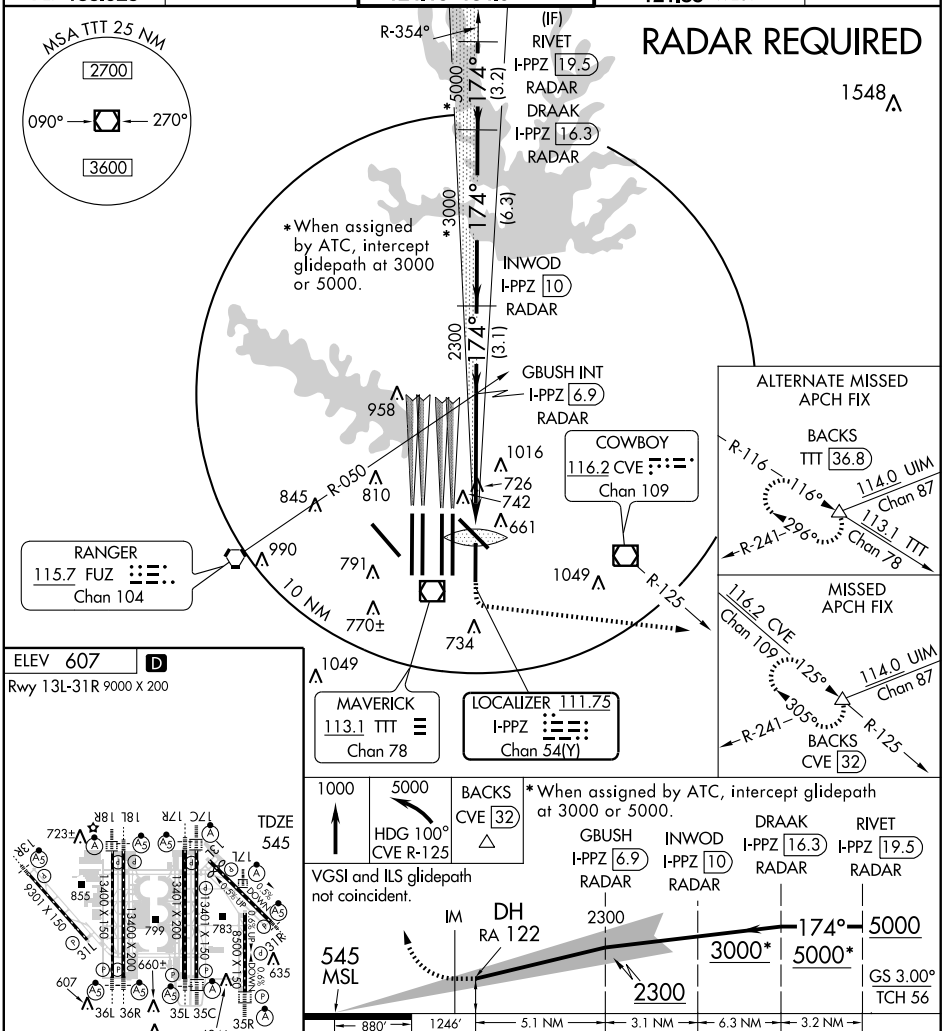
ILS RWY 17L (CAT II)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



ELEV 607 D

Rwy 13L-31R 9000 X 200

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg 8500
111.75	174°	TDZE 545
Chan 54 (Y)		Apt Elev 607

ILS RWY 17L (CAT III)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

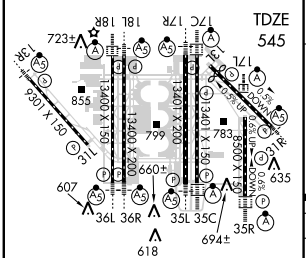
MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF) RIVET
I-PPZ 19.5
RADAR
*5000 174° (3.2)
DRAAK
I-PPZ 16.3
RADAR
1548
* When assigned by ATC, intercept * 3000 174° (6.3) glidepath at 3000 or 5000.
INWOD
I-PPZ 10
RADAR
2300 174° (3.1)
GBUSH INT
I-PPZ 6.9
RADAR
958
1016
726
742
661
845 R-050 810
COWBOY
116.2 CVE
Chan 109
RANGER
115.7 FUZ
Chan 104
990
791
1049
R-125
10 NM
770±
734
1049
MAVERICK
113.1 TTT
Chan 78
LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
113.1 TTT
Chan 78
R-241 296°

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

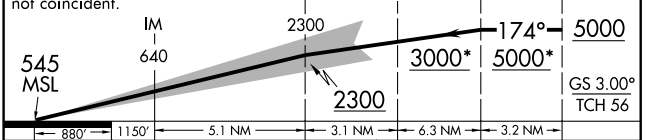


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

1000 5000 HDG 100° CVE R-125
BACKS CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS RWY 18R (CAT II)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX
117.7 MQP Chan 124
052° 232°
R-102
TTT R-232
LIKES FUZ 31.9
FUZ R-222

354°
(IF)
ICKEL
I-VYN 19.2
RADAR
174°
1140
*3000 (3.2)
YOHAN
I-VYN 16.1
RADAR
MSA TTT 25 NM
2700
090° 270°
3600
*3000 (6.3)
LEGRE
I-VYN 9.8
RADAR
2400 (2.1)
NETEE INT
I-VYN 7.7
RADAR
958
*When assigned by ATC, intercept glidepath at 3000.
10 NM
RANGER
115.7 FUZ
Chan 104
R-036
810
1016
742
661
845
IM
990
791
1049
MAVERICK
113.1 TTT
Chan 78
770±
734
1049
LOCALIZER 111.9
I-VYN
Chan 56

MISSED APCH FIX
117.7 MQP Chan 124
042° 222°
R-102
TTT R-232
LIKES FUZ 27
FUZ R-222
R-222

RADAR REQUIRED

1100 | 5000 250° HDG FUZ R-222 | LIKES FUZ 27

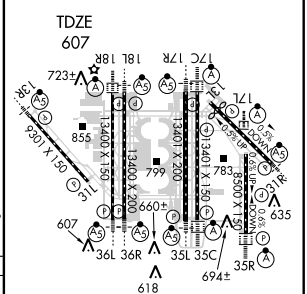
VGSI and ILS glidepath not coincident.

ICKEL I-VYN 19.2 RADAR
NETEE INT I-VYN 7.7 RADAR
LEGRE I-VYN 9.8 RADAR
YOHAN I-VYN 16.1 RADAR
DH RA 106
IM
2400
174°
4000
3000* 3000*
*When assigned by ATC, intercept glidepath at 3000.
607 MSL
2400
GS 3.00°
TCH 59
1160' 796' 5.3 NM 2.1 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18R	RA 106/12 100 DA 707			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS RWY 18R (CAT III)

DALLAS-FORT WORTH INTL (DFW)

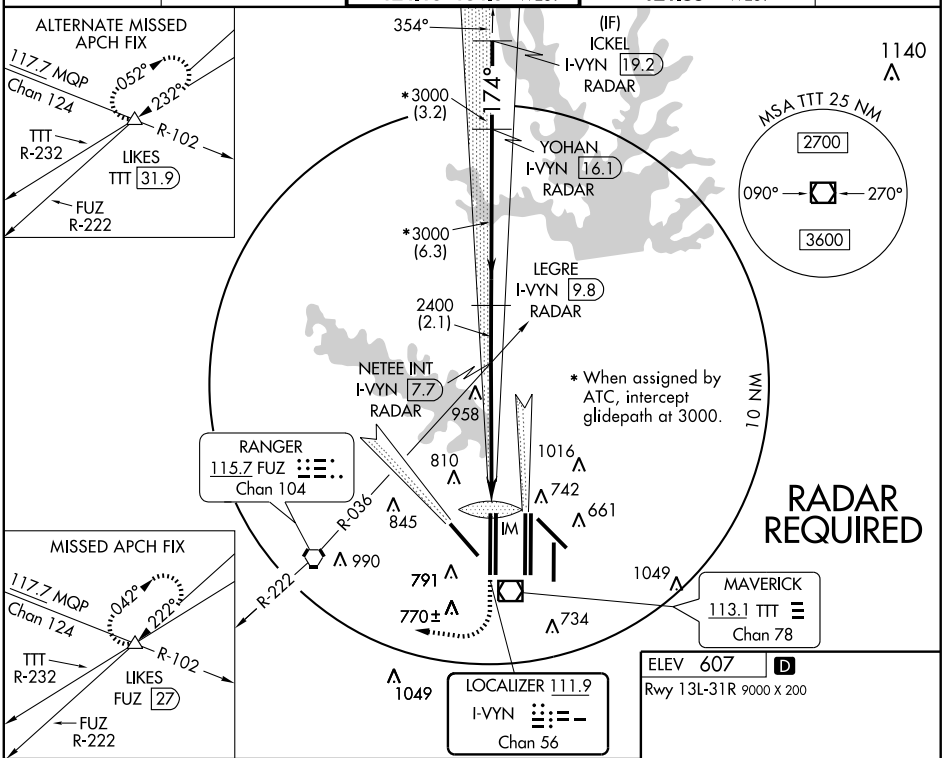
LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

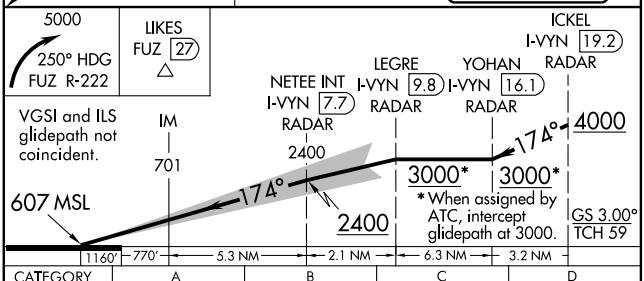
Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



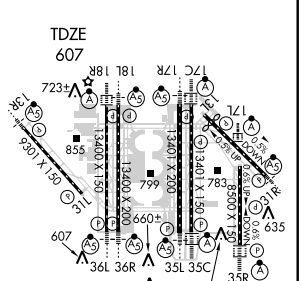


CATEGORY	A	B	C	D
S-ILS 18R	CAT IIIa RVR 07			
S-ILS 18R	CAT IIIb RVR 06			
S-ILS 18R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

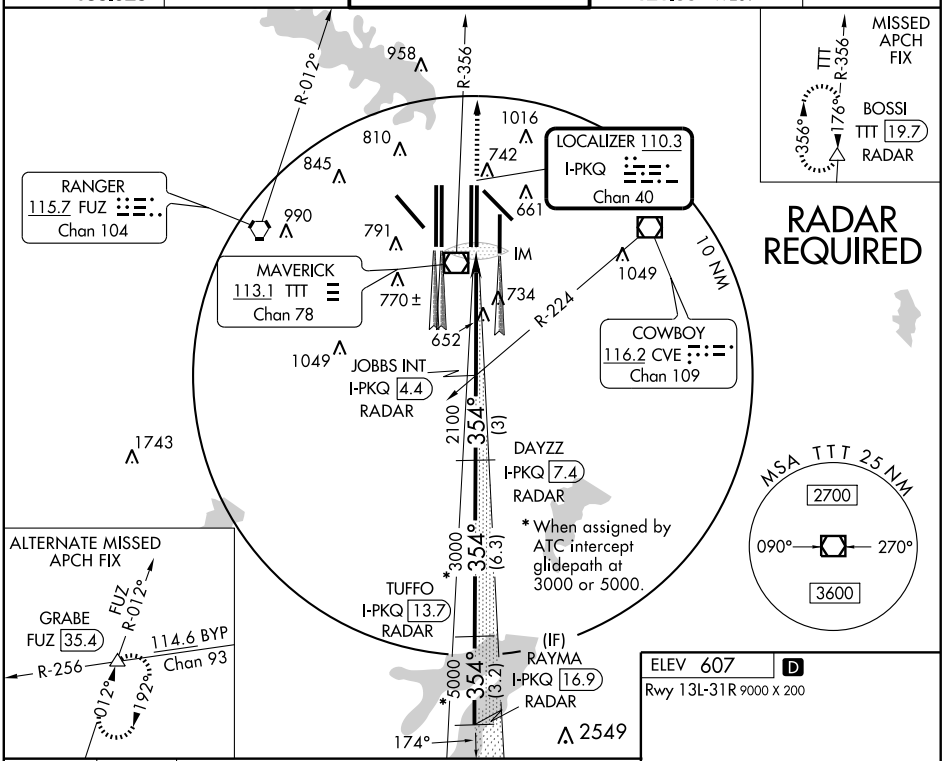
ILS RWY 35C (CAT II)
DALLAS-FORT WORTH INTL (DFW)

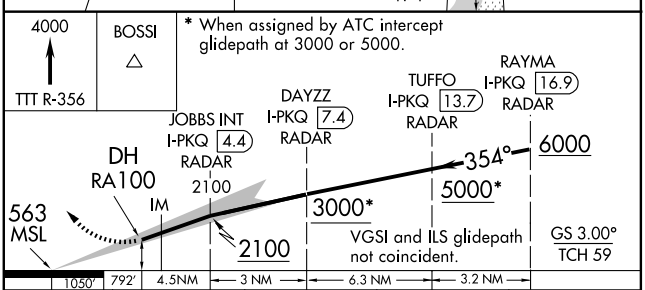
Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



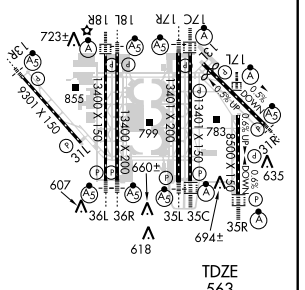


CATEGORY	A	B	C	D
S-ILS 35C	RA 100/12 100 DA 663			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

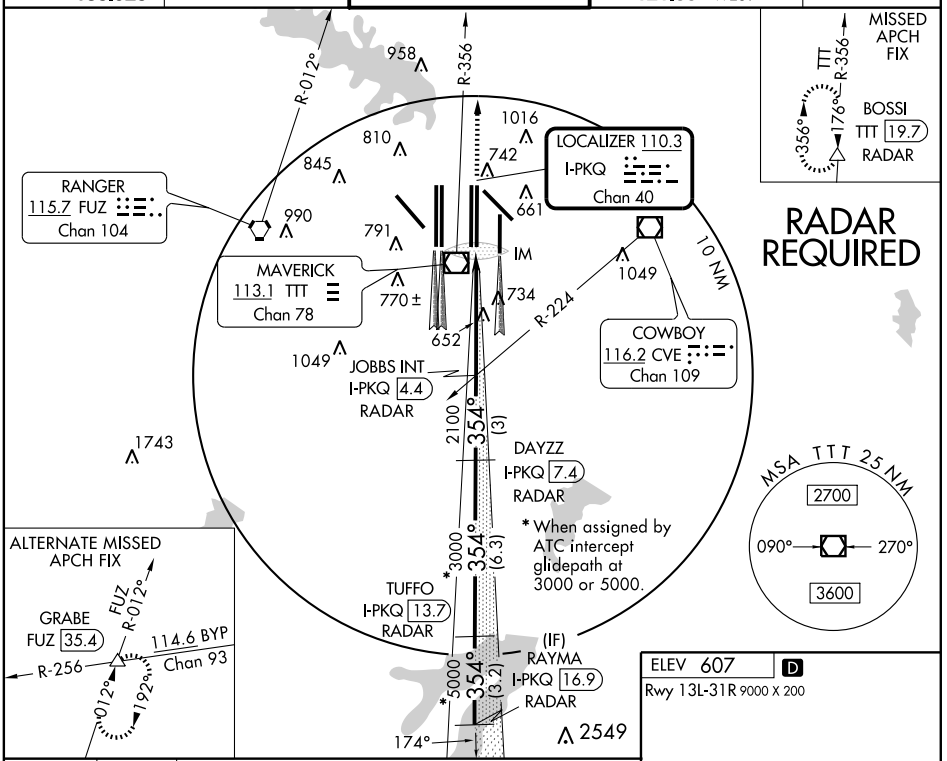
ILS RWY 35C (CAT III)
DALLAS-FORT WORTH INTL (DFW)

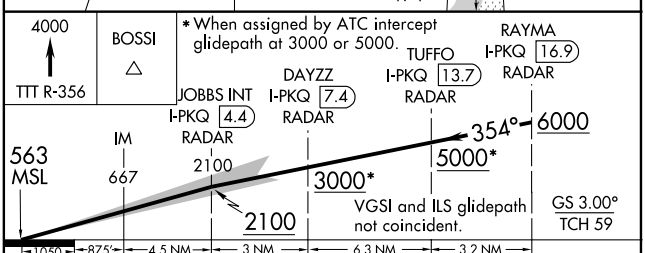
Simultaneous approach authorized with Rwy 35R, 36L and 36R. RADAR or DME required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



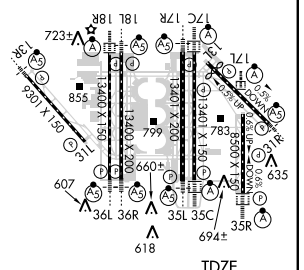


CATEGORY	A	B	C	D
S-ILS 35C	CAT IIIa RVR 07			
S-ILS 35C	CAT IIIb RVR 06			
S-ILS 35C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS RWY 35R (CATII)

DALLAS-FORT WORTH INTL (DFW)

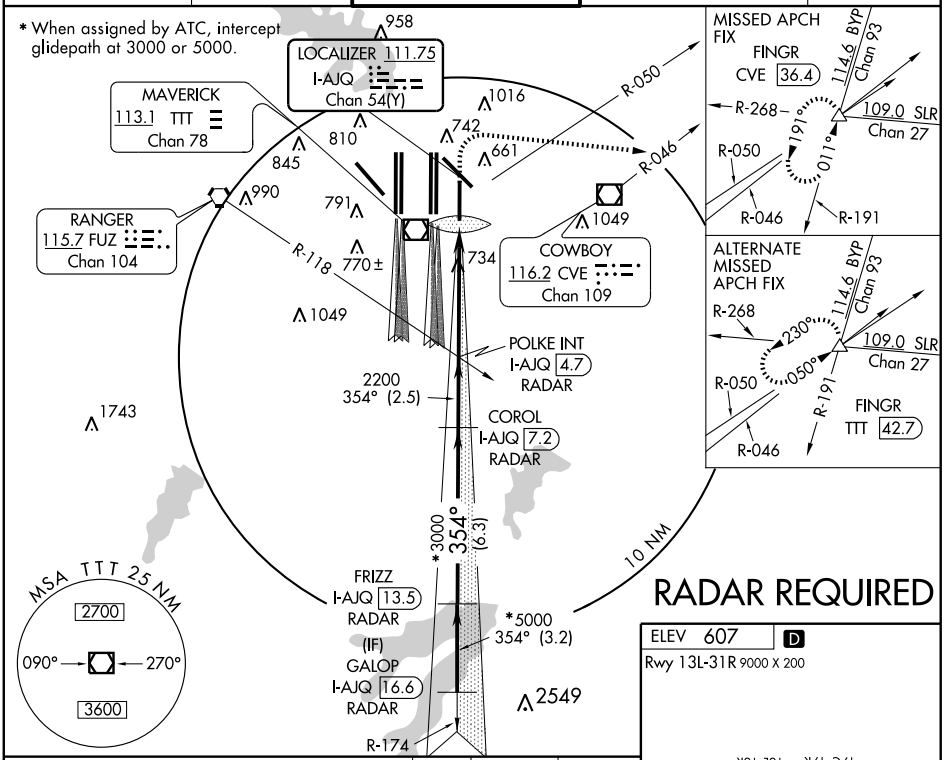
LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

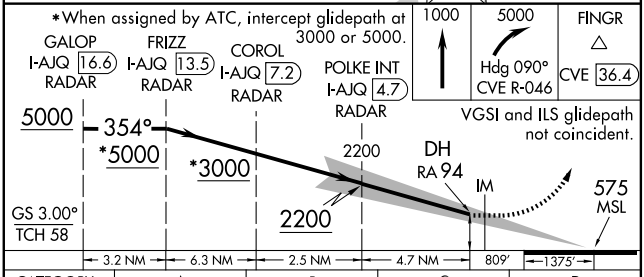
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATIII)

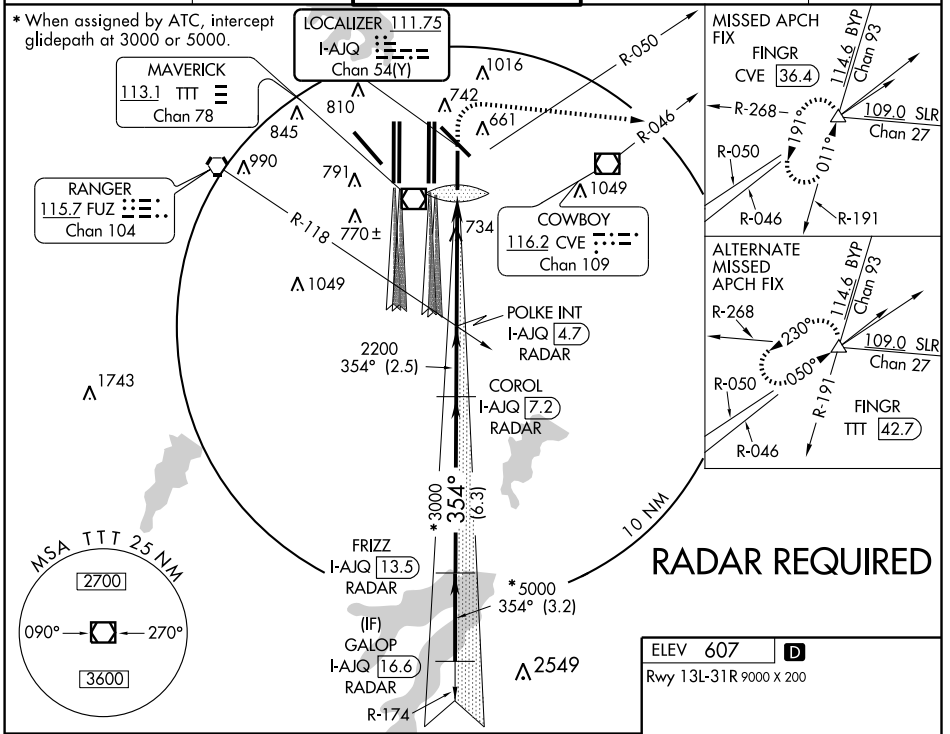
DALLAS-FORT WORTH INTL (DFW)

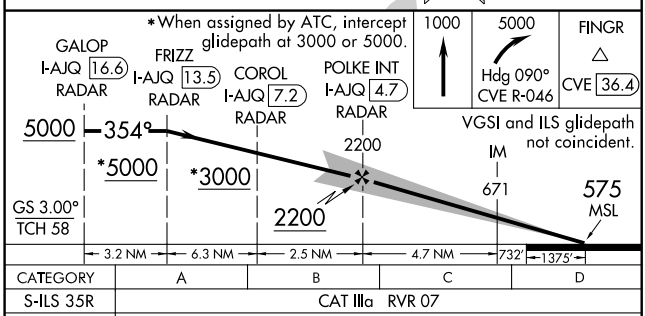
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



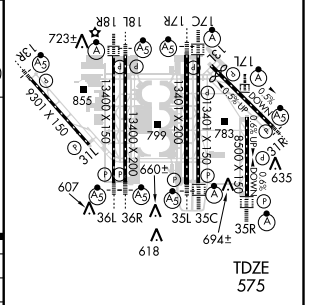


CATEGORY	A	B	C	D
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 06			
S-ILS 35R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

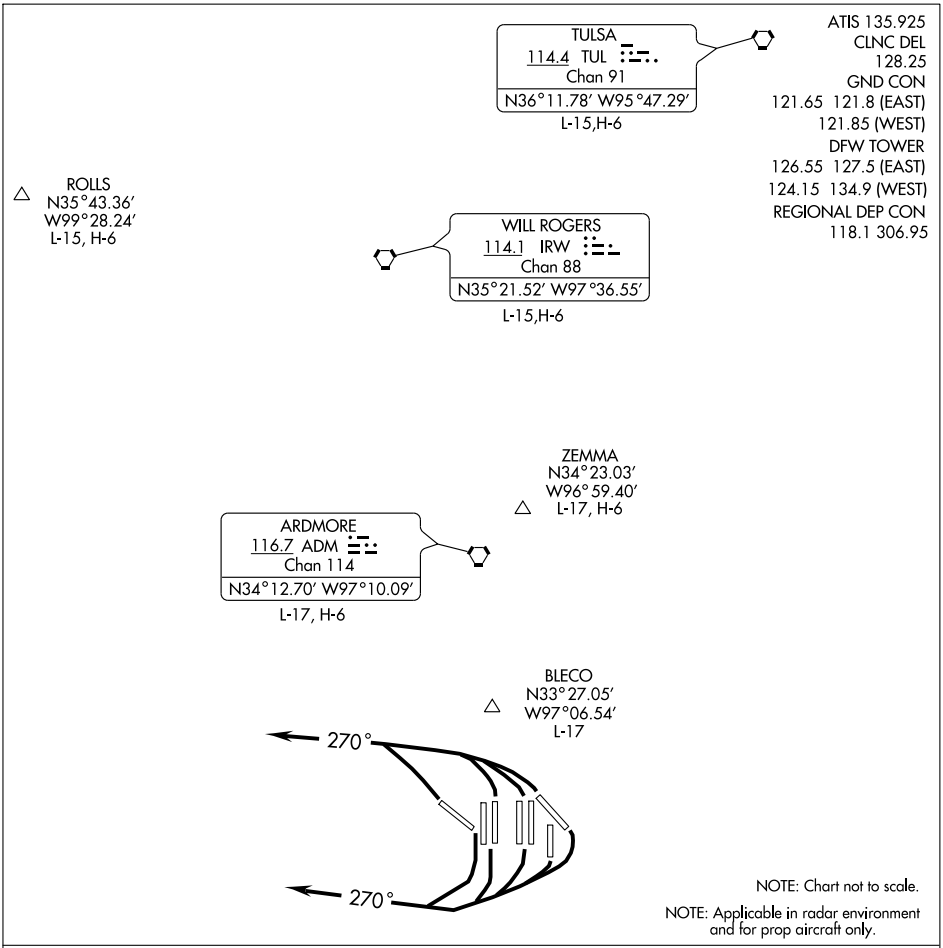
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



DEPARTURE ROUTE DESCRIPTION

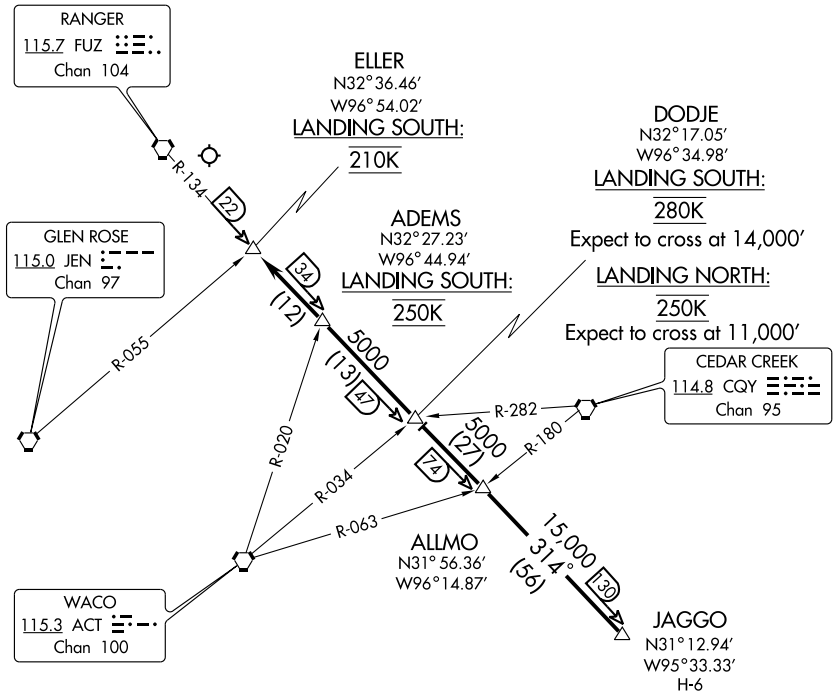
NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 270°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ASSIGNED BY ATC ONLY

ATIS ARR 123.775
REGIONAL APP CON
125.02 133.52 263.025



NOTE: Chart not to scale.

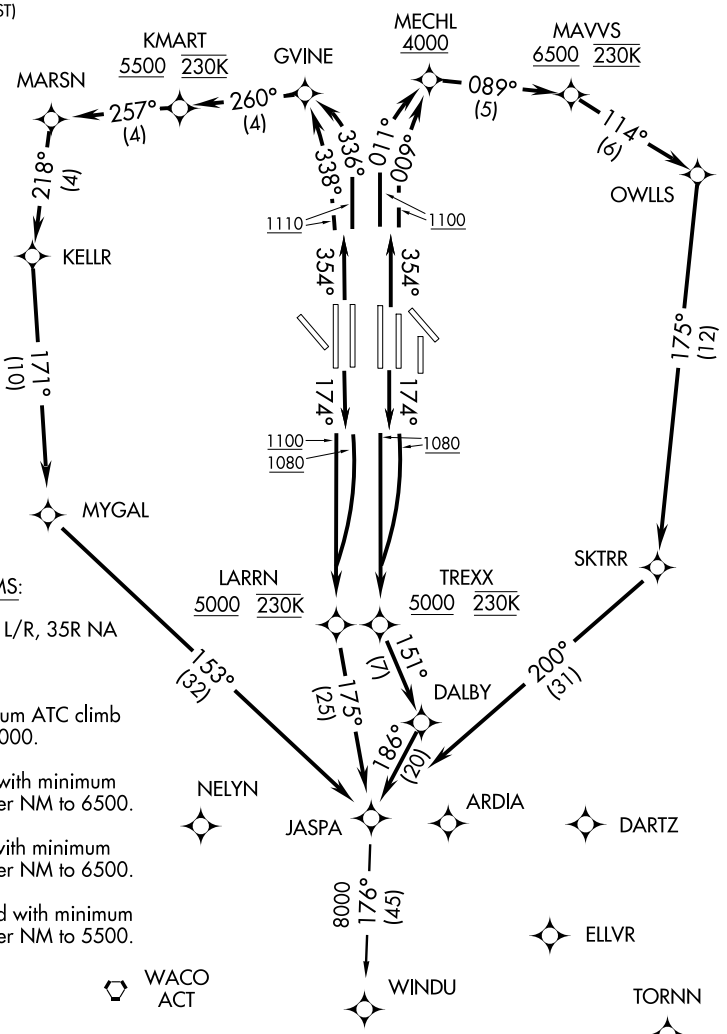
DME OR RADAR REQUIRED

From over JAGGO INT via FUZ R-134 to ELLER INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JASPA TWO DEPARTURE (RNAV)

ATIS 135.925
CLNC DEL 128.25
GND CON 121.85 (WEST)
121.65 121.8 (EAST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 353.95
(Rwy 17R/C)
125.12 353.95
(Rwy 18R/L)
126.47 363.15
(Rwy 36R/L)
118.55 290.35
(Rwy 35L/C)



TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA
- ATC Request.

Rwy 17C/R, 18L/R:
Standard with minimum ATC climb of 500' per NM to 5000.

Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.

Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.

Rwy 36L/R: Standard with minimum ATC climb of 500' per NM to 5500.

NOTE: TAKE-OFF RWYs 17C/R: Do not exceed 230K until TREXX WP.
TAKE-OFF RWYs 18L/R: Do not exceed 230K until LARRN WP.
TAKE-OFF RWYs 35L/C: Do not exceed 230K until MAVVS WP.
TAKE-OFF RWYs 36L/R: Do not exceed 230K until KMART WP.

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR required.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above 5500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART WP, cross KMART at or above 5500, then via depicted route to JASPA WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

WINDU TRANSITION (JASPA2.WINDU): For aircraft inbound to AUS or SAT terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.

SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL 125.25
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
(Departing South) 125.12 319.85
(Departing North via TTT R-186 or TTT R-176)
126.47 363.15
(Departing North via TTT R-166 or TTT R-156)
118.55 290.35

340° 005° 345° 185° 160°
TTT 7.3

TAKE-OFF MINIMUMS:
Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.
Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: Rwys 17C/R, 18L/R, 35L/C, 36L/R: DME Required.

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

NELYN
N32°17.10′
W97°11.15′

JASPA
N32°17.10′
W97°03.54′
L-17

DARTZ
N32°17.07′
W96°48.93′

ARDIA
N32°17.10′
W96°56.27′
L-17

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06′
W96°39.80′

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928′ to 2034′ from DER, 724′ to 873′ left of centerline, up to 32′ AGL/654′ MSL.
Rwy 35R: Multiple Buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

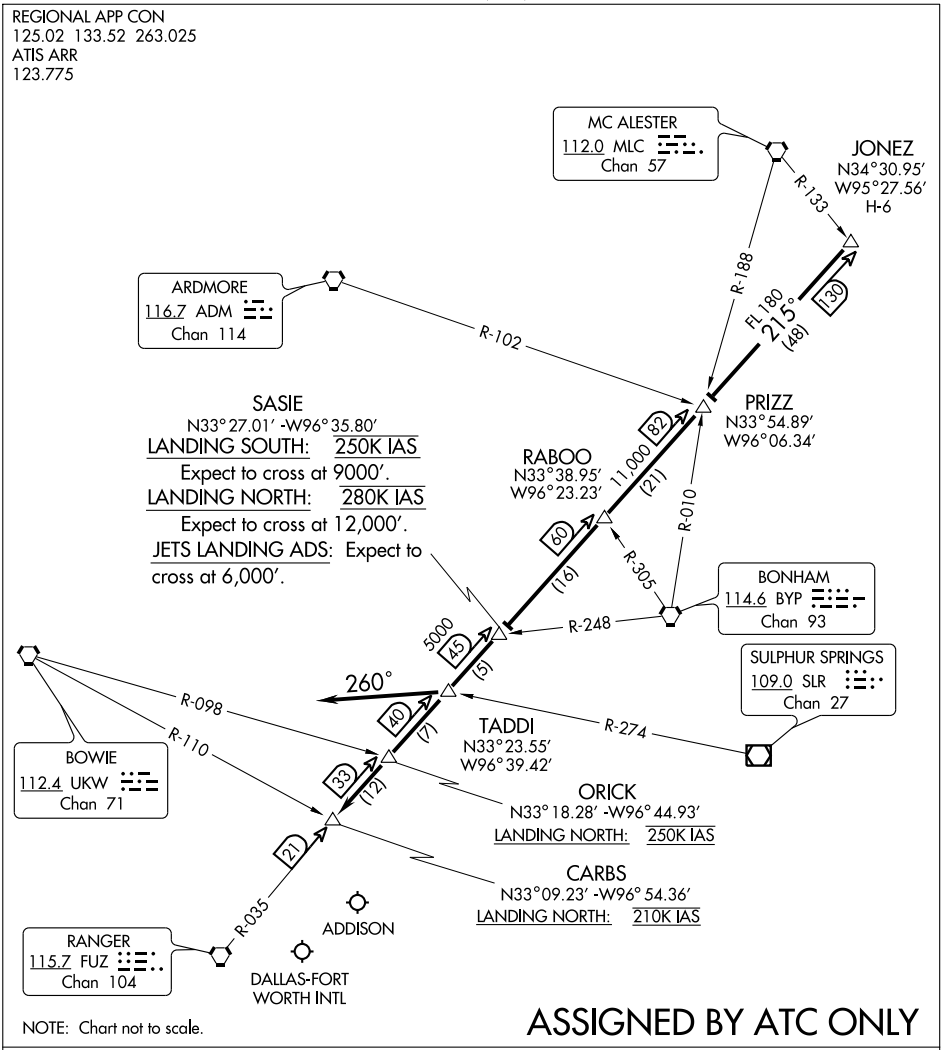
UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R: Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

JONEZ FOUR ARRIVAL



LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

JONEZ FOUR ARRIVAL

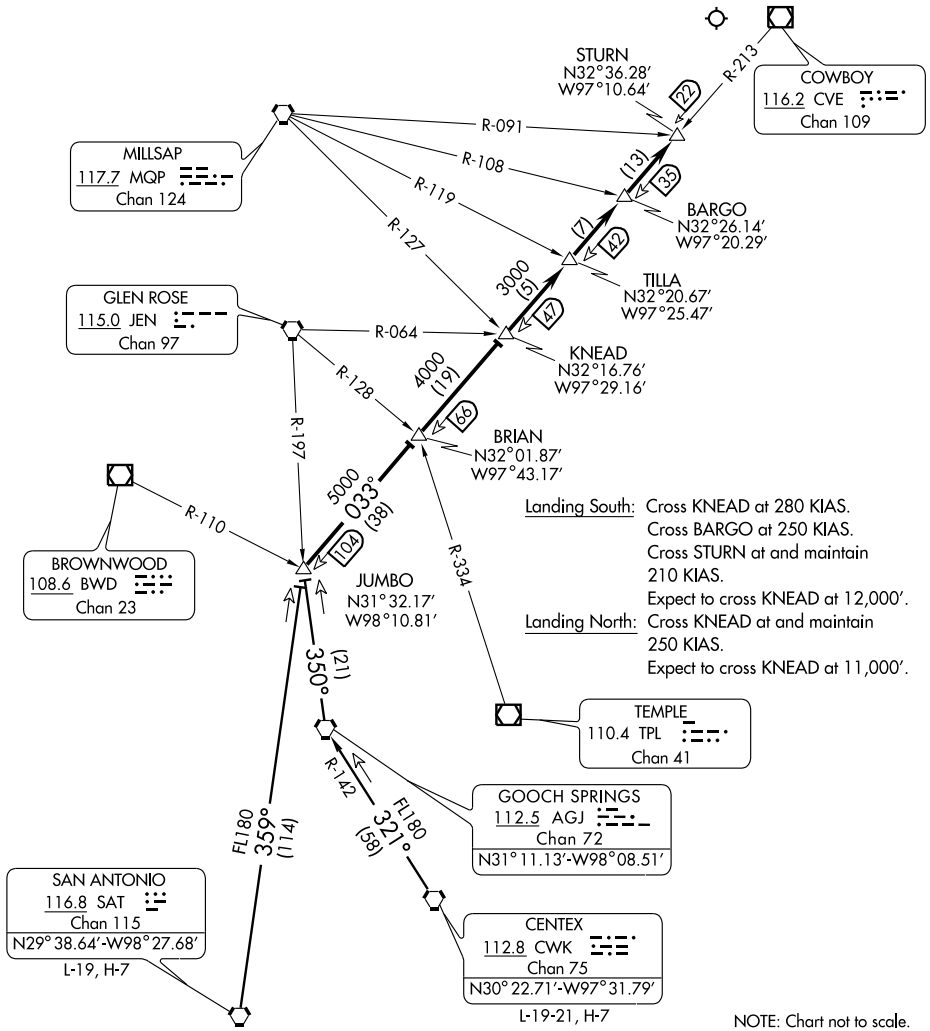
DALLAS-FT. WORTH, TEXAS

(JONEZ.JONEZ4) 07298

SC-2, 26 AUG 2010 to 23 SEP 2010

REGIONAL APP CON
119.875 133.625 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY



Landing South: Cross KNEAD at 280 KIAS.
Cross BARGO at 250 KIAS.
Cross STURN at and maintain 210 KIAS.
Expect to cross KNEAD at 12,000′.

Landing North: Cross KNEAD at and maintain 250 KIAS.
Expect to cross KNEAD at 11,000′.

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.JUMBO3): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC then via AGJ R-350 to JUMBO INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JUMBO3): From over SAT VORTAC via SAT R-359 to JUMBO INT. Thence . . . .

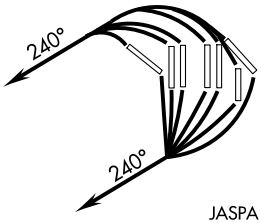
. . . . From over JUMBO INT via CVE R-213 to STURN INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

KEENE SIX DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
135.975 379.9



NOTE: 1016′ MSL tower (2.73 NM from DER 35R).

NOTE: Applicable in radar environment and for non-turbojet aircraft only.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard
Rwy 35R: 200-1½ or standard with a minimum climb or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient. Take-off must occur no later than 1700′ prior to DER.

JASPA
N32°17.10′
W97°03.54′
L-17

WACO
115.3 ACT
Chan 100
N31°39.75′ W97°16.14′
L-19, H-6

ELLVR
N31° 42.49′
W96°50.27′
L-19, H-6

GROESBECK
108.8 GNL
Chan 80
N31°34.89′ W96°32.95′
L-19

WINDU
N31° 31.83′
W97°04.95′
L-19, H-6

TORNN
N31° 31.22′
W96°30.88′
H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′ W96°25.24′
L-19-21, H-7

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106
N30°17.31′ W96°03.49′
L-19-21, H-7

TAKE-OFF OBSTACLES:

Rwy 31L, Tree 1229′ DER, 730′ right of centerline, 28′ AGL/637′ MSL. Transmission pole 3403′ from DER, 1399′ right of centerline, 86′AGL/708 MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, Multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 240°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

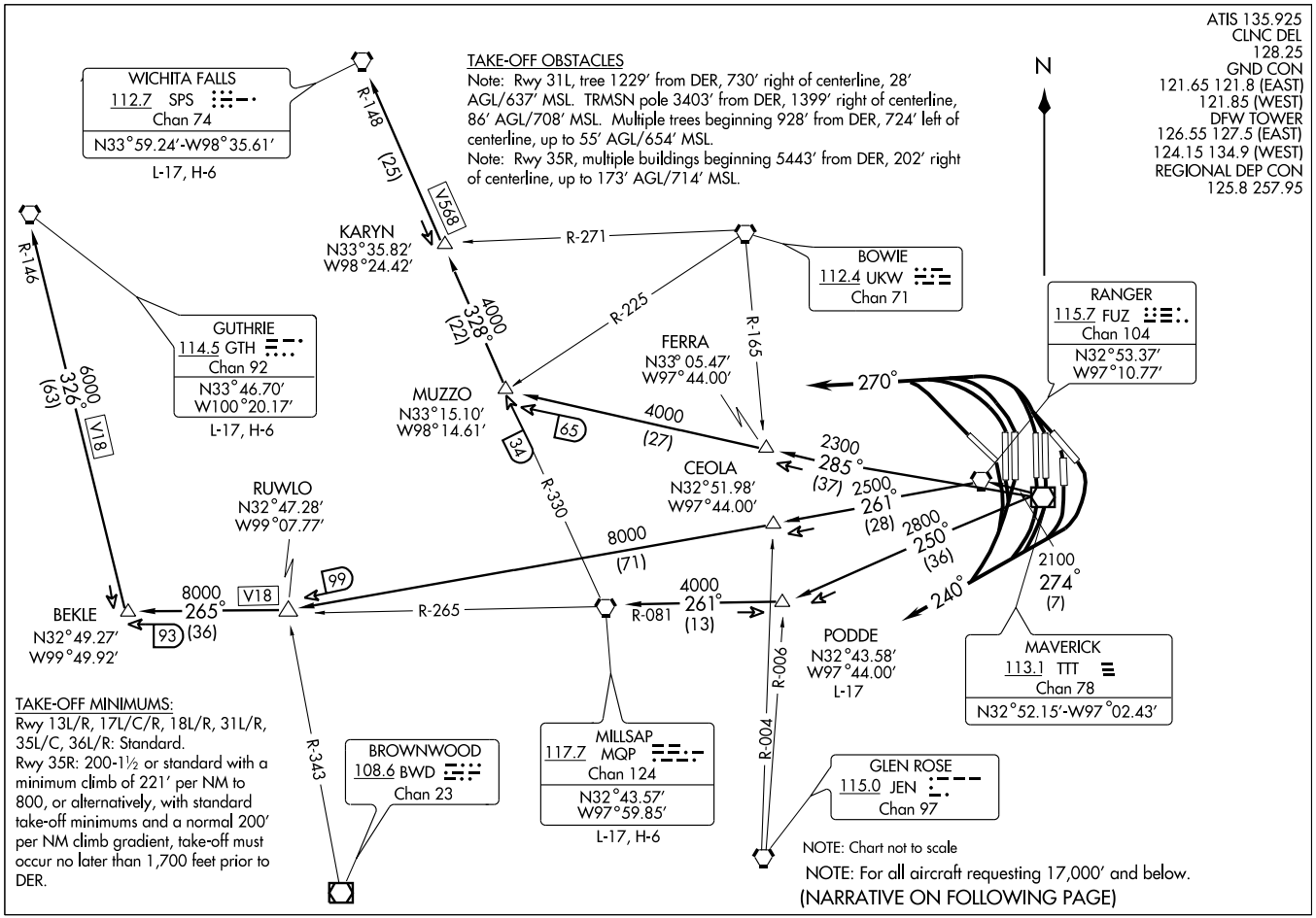
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213 DALLAS-FORT WORTH, TEXAS DALLAS-FORT WORTH INTL (DFW)

DEPARTURE ROUTE DESCRIPTION

JETS

Jets departing DFW must contact clearance delivery for departure instructions.

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°. Thence....

TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°. Thence....

.... Expect vectors to appropriate route, maintain 2,000' and expect filed altitude 10 minutes after departure.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 5000.
Rwys 13L/R, 17L, 31L/R, 35R: NA- air traffic.

NOTE: RADAR Required.
NOTE: For use by TURBO JET aircraft only.
NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For non-GPS equipped aircraft using ROLLS TRANSITION, ADM, UKW, DUC and LAW must be operational.

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

NOTE: TAKE-OFF RWYS 18L/R: Do not exceed 240K until YAMEL.

NOTE: For non-GPS equipped aircraft departing Rwy 35L/C, 36R, CVE must be operational.

NOTE: TAKE-OFF RWYS 35L/C: Do not exceed 240K until CUZEN.
NOTE: TAKE-OFF RWYS 17C/R: Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 36L/R: Do not exceed 240K until HAZKL.

ROLLS
15000
303° (85)
MRMAC
15000
303° (60)
ARDMORE ADM
4000
359° (46)
LOWGN
ZEMMA
EAKER
TIKYS
AKUNA
BLECO
GRABE
319° (21)
331° (25)
356° (27)
002° (5)
315° (36)
FLAGZ
CMORE
HAZKL
5000 240K
CUZEN
5000 240K
BEMMR
NOTE: For non-GPS equipped aircraft using ARDMORE TRANSITION, ADM, and UKW must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 17C/R, 18L/R, 36L. FUZ and CVE must be operational.
1120
1107
354°
354°
354° (8)
355° (10)
174°
174°
BIGGD
BINGM
YAMEL
5000 240K
JGIRL
5000 240K
190°
153°
155°
006° (6)
332° (4)
253° (3)
105° (3)
082° (5)
268° (5)
NAVYE
BPARK
CORTS
FIRMN

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

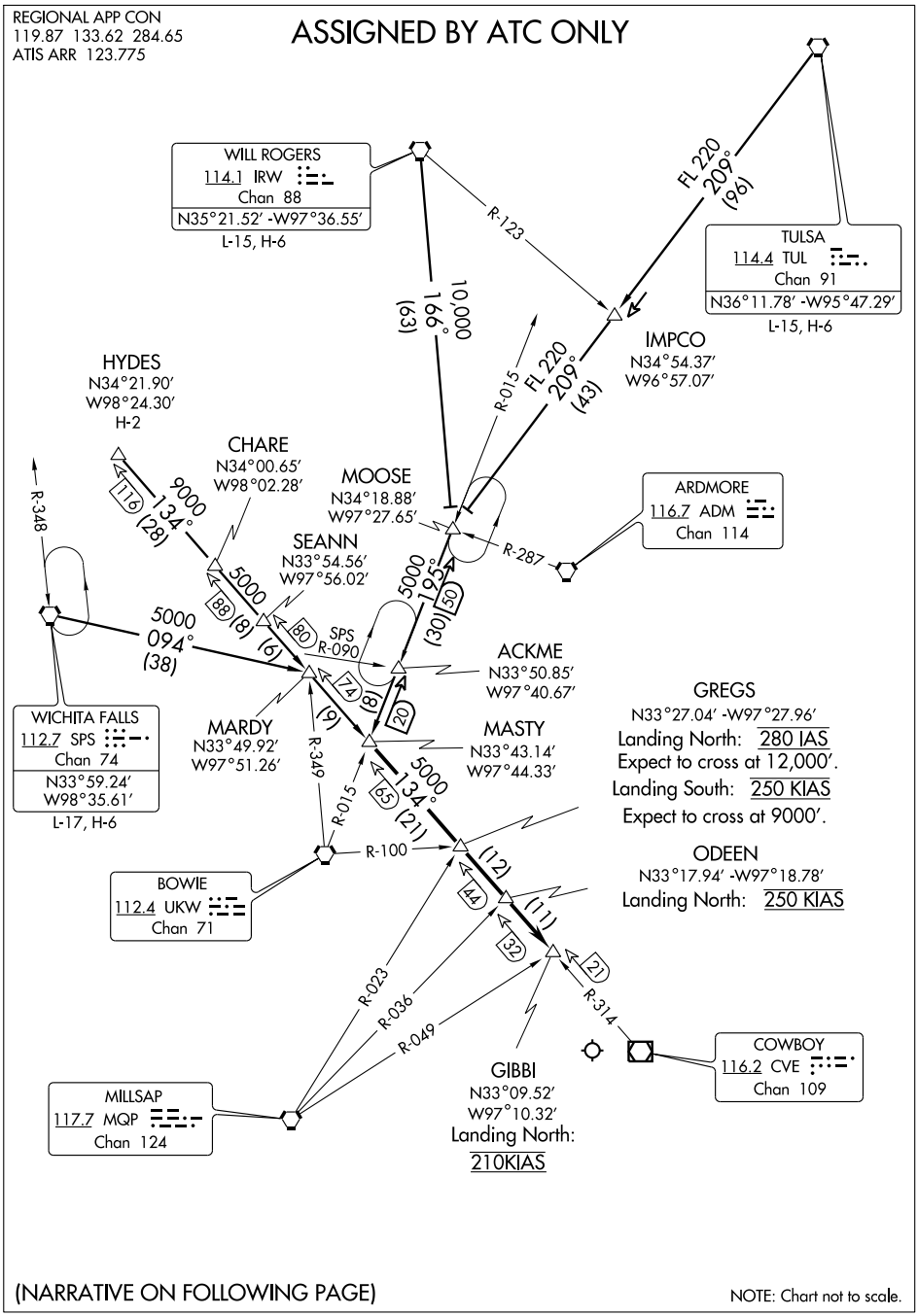
TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

ARDMORE TRANSITION (LOWGN3.ADM):
ROLLS TRANSITION (LOWGN3.ROLLS): (For all aircraft proceeding northwest bound via J52).

SC-2, 26 AUG 2010 to 23 SEP 2010

MASTY TWO ARRIVAL



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

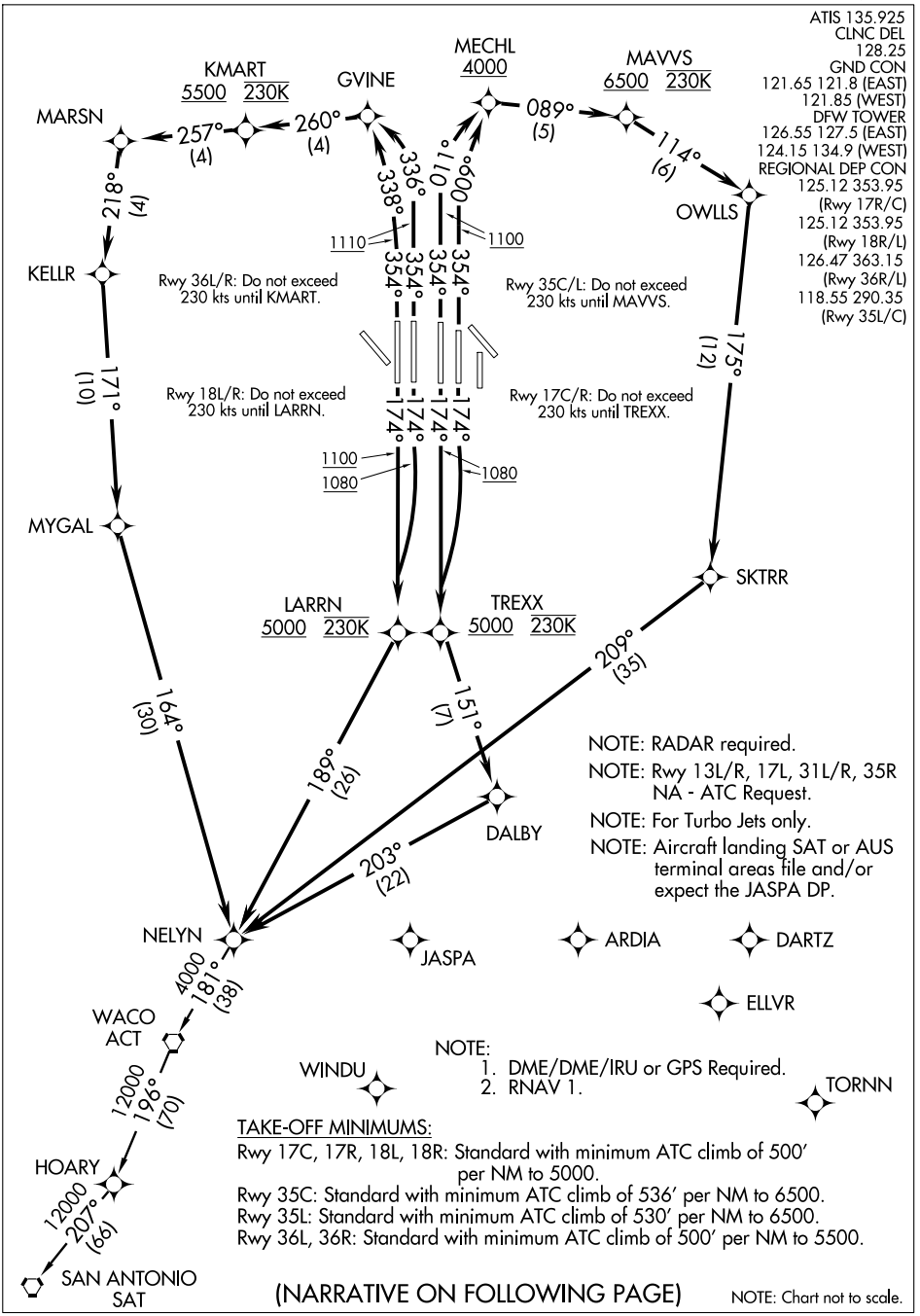
MASTY TWO ARRIVAL

ARRIVAL DESCRIPTION

HYDES TRANSITION (HYDES.MASTY2): From over HYDES INT via CVE R-314 to MASTY INT. Thence. . . .
TULSA TRANSITION (TUL.MASTY2): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .
WICHITA FALLS TRANSITION (SPS.MASTY2): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to MASTY INT. Thence. . . .
WILL ROGERS TRANSITION (IRW.MASTY2): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .
. . . . From over MASTY INT via CVE R-314 to GIBBI INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

NELYN TWO DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:

Rwy 17C, 17R, 18L, 18R: Standard with minimum ATC climb of 500′ per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536′ per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530′ per NM to 6500.
Rwy 36L, 36R: Standard with minimum ATC climb of 500′ per NM to 5500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

HOARY TRANSITION (NELYN2.HOARY)
WACO TRANSITION (NELYN2.ACT): (For aircraft inbound to WACO or GRAY terminal area airports.)
SAN ANTONIO TRANSITION (NELYN2.SAT): (For aircraft overflying CENTEX and SAN ANTONIO.)

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure.

JETS

Jets requesting 17000′ and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

. . . . via (transition). Maintain 10000′, expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (NOBLY3.LIT)

SC-2, 26 AUG 2010 to 23 SEP 2010

PODDE THREE DEPARTURE (RNAV)

(PODDE3.PODDE) 08045

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

TAKE-OFF MINIMUMS

Rwys 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwys 35C/L, 36L/R: Standard with minimum ATC climb of 500' per NM to 5500.
Rwys 13L/R, 17L, 31L/R, 35R: NA - ATC request.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Radar Required.

NOTE:
Rwys 35L/C, 36L/R: Do not exceed 230K until KMART WP.
Rwys 17C/R, 18L/R: Do not exceed 230K until LARRN WP.

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15

SCABI
FERRA
MANKI
SLOTT
CEOLA
KIRST
KMART 5500 230K
MARSN
257° (4)
260° (4)
GVINE
338°
336°
325°
323°
1110
1080
354°
354°
231° (30)
174°
174°
1100
1080
1080
182°
183°
MILLSAP MQP
4000
264° (13)
PODDE
4000
256° (96)
ABILENE ABI
268° (24)
TANNO
268° (6)
251° (4)
LARRN 5000 230K
GIGEM
N

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(PODDE3.PODDE) 08045

PODDE THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183°course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

. . . . via (transition). Maintain 10,000 feet. Expect filed altitude within ten minutes after departure.

ABILENE TRANSITION (PODDE3.ABI)

MILLSAP TRANSITION (PODDE3.MQP)

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	13401
CH 97324	174°	TDZE	562
W17D		Apt Elev	607

RNAV (GPS) RWY 17C

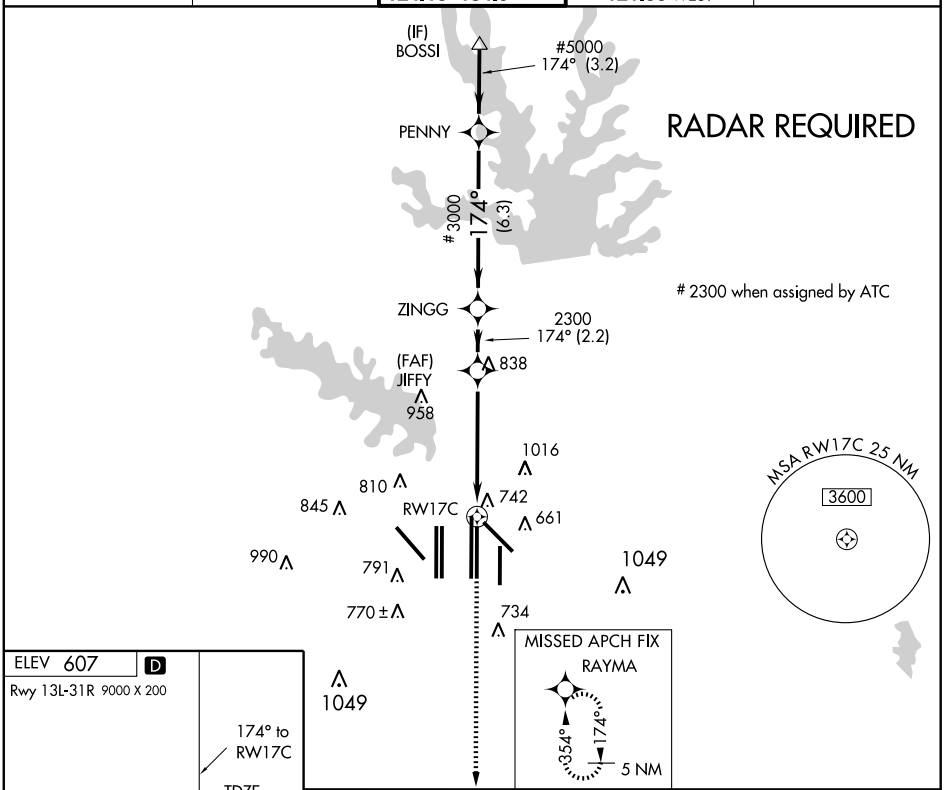
DALLAS-FORT WORTH INTL (DFW)

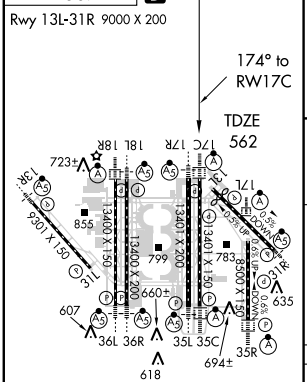
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C(116°F). DME/DME RNP-0.3 NA.

ALSF-2

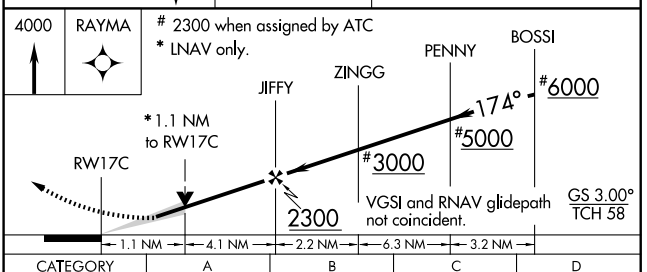
MISSED APPROACH: Climb to 4000 direct RAYMA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	812/24 250 (300-½)			
LNAV/VNAV DA	1068/60 506 (500-1¼)			
LNAV MDA	1000/24 438 (400-½)		1000/40 438 (400-¾)	1000/50 438 (400-1)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8500
CH 40008	174°	TDZE	545
W17B		Apt Elev	607

RNAV (GPS) RWY 17L

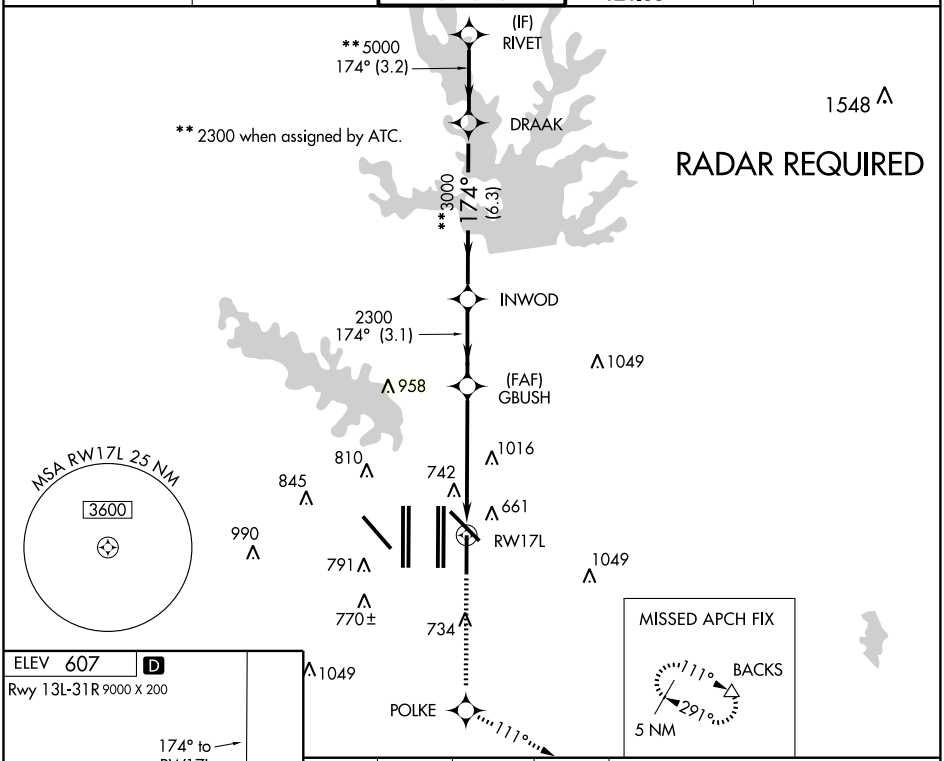
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 5000 direct POLKE and via 111° track to BACKS and hold.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP		126.55 127.5 EAST	121.65 121.8 EAST	
123.775	135.925	119.4	124.15 134.9 WEST	121.85 WEST	128.25

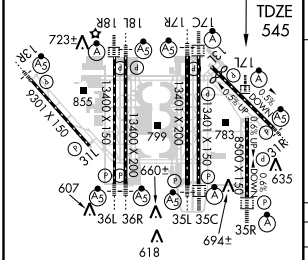


ELEV 607 D

Rwy 13L-31R 9000 X 200

174° to RW17L

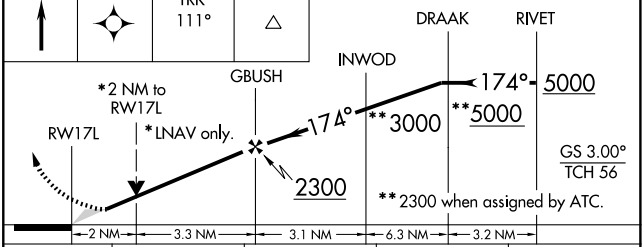
TDZE 545



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000	POLKE	TRK 111°	BACKS

VGSI and RNAV glidepath not coincident.



CATEGORY		A	B	C	D
LPV	DA		984/50	439 (400-1)	
LNAV/VNAV	DA		1042/60	497 (500-1¼)	
LNAV	MDA	1240/24	695 (700-½)	1240-1½ 695 (700-1½)	1240-1¾ 695 (700-1¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	13401
CH 53505	174°	TDZE	567
W17A		Apt Elev	607

RNAV (GPS) RWY 17R

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BEGGO then via 177° track to JASPA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

(IF) NETTS

5000 174° (3.2)

GARZA

2200 when assigned by ATC.

3000 174° (6.3)

YALTA

2200 174° (2.5)

(FAF) BBAKR

MSA RW17R 25 NM

3600

1548 ^

958 ^

810 ^ ^ 1016

^ 845 RW17R ^ 742

^ 661

^ 990 791 ^

^ 1049

^ 770 ± ^ 734

RADAR REQUIRED

^ 1049

BEGGO

177°

MISSED APCH FIX

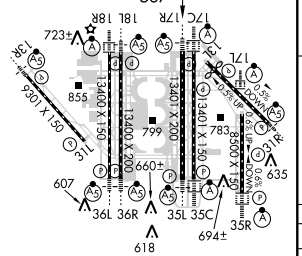
4 NM 356° 176° JASPA

ELEV 607 D

Rwy 13L-31R 9000 x 200

174° to RW17R

TDZE 567



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

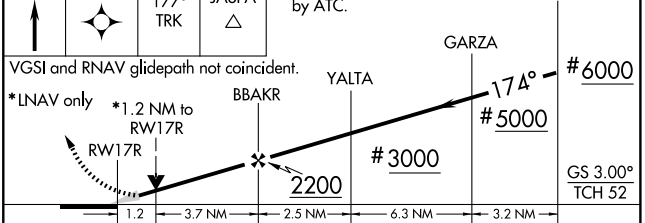
4000	BEGGO	177° TRK	JASPA △

2200 when assigned by ATC.

VGSI and RNAV glidepath not coincident.

*LNAV only

*1.2 NM to RW17R



CATEGORY		A	B	C	D
LPV	DA	817/24 250 (300-½)			
LNAV/VNAV	DA	1066/60 499 (500-1¼)			
LNAV	MDA	1000/24 433 (400-½)		1000/40 433 (400-¾)	1000/50 433 (400-1)

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 13400
CH 86807	174°	TDZE 602
W18A		Apt Elev 607

RNAV (GPS) RWY 18L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct BASIN and via 239° track to LIKES and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR DEP				
123.775 135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

#3000 174° (3.2) (IF) GRUCH

ALIGN

#3000 174° (6.3)

2300 174° (2.3) UDALL

(FAF) HASTY

958 1049 1016 810 742 845 730± RW18L 661 990 791 770± 734 1049 1049 1368

MISSED APCH FIX 5 NM 042° 222° LIKES

MSA RW18L 25 NM 3600

ELEV 607 D

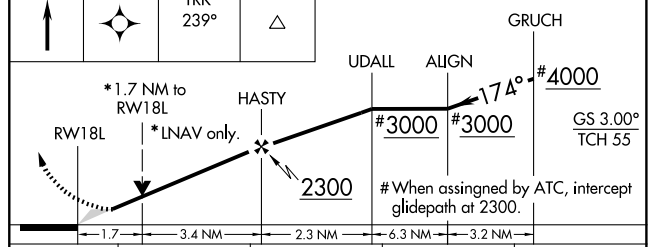
174° to RW18L

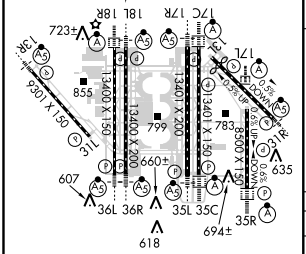
TDZE 602

BASIN 239°

5000	BASIN	TRK 239°	LIKES

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA		802/24	200 (200-½)	
LNAV/VNAV DA		980/40	378 (400-¾)	
LNAV MDA	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 13400
CH 99407	174°	TDZE 607
W18B		Apt Elev 607

RNAV (GPS) RWY 18R

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct BOBIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

#3000 174° (3.2) → (IF) ICKEL

YOHAN

#3000 174° (6.3)

2400 174° (2.1) → LEGRE

(FAF) NETEE

958 ∧ 1049

810 ∧ 1016

845 ∧ 742 ∧

730± ∧ RW18R ∧ 661

990 ∧ 791 ∧

770± ∧ 734 ∧ 1049

1049

BOBIN

239°

1368

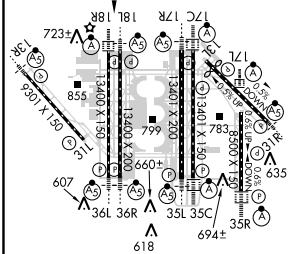
MISSED APCH FIX
5 NM
042°
222°
LIKES

MSA RW 18R 25 NM
3600

ELEV 607 D

174° to RW18R

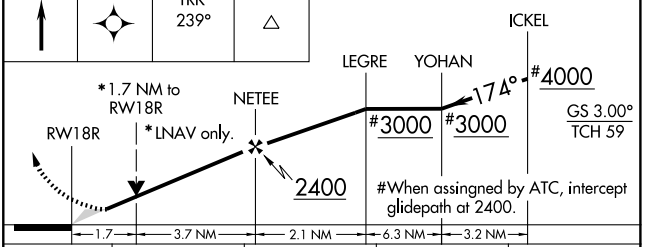
TDZE 607



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000	BOBIN	TRK 239°	LIKES

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		807/24	200 (200-½)	
LNAV/VNAV DA		980/40	373 (400-¾)	
LNAV MDA	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40025 W35D	APP CRS 354°	Rwy Idg 13401 TDZE 563 Apt Elev 607

RNAV (GPS) RWY 35C

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOSSI and hold.

ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX

5 NM 354° 174°

BOSSI

958 1016 810 845 742 661 990 791 RW35C 1049 770± 734 354° 1049

(FAF) JOBBS

2100 (3)

DAYZZ

3000 354° (6.3)

TUFFO

5000 354° (3.2)

(IF) RAYMA

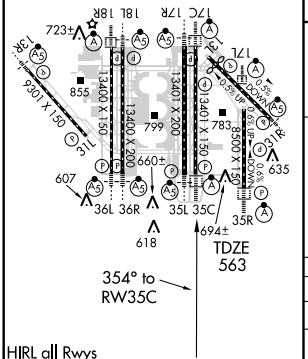
2549

MSA RW35C 25 NM

3600

ELEV 607 D

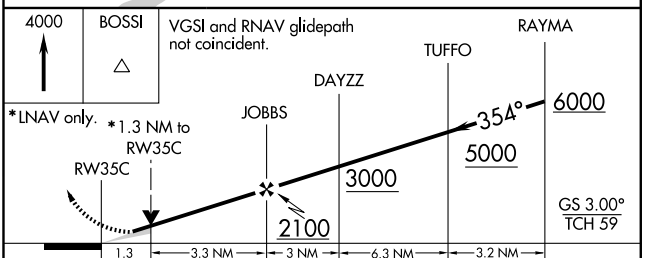
Rwy 13L-31R 9000 X 200



HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	813/24 250 (300-½)			
LNAV/VNAV DA	931/40 368 (400-¾)			
LNAV MDA	1040/24 477 (500-½)		1040/40 477 (500-¾)	1040/50 477 (500-1)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	13401
CH 45805	354°	TDZE	564
W35B		Apt Elev	607

RNAV (GPS) RWY 35L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BBAKR then via 355° track to BOSSI and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

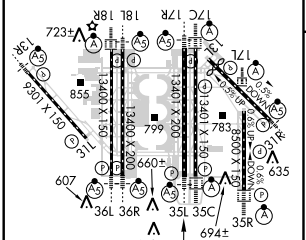
MISSED APCH FIX
5 NM 354° 174° BOSSI

RADAR REQUIRED

355°
BBAKR 958
810 1016
845 742 661
990 791 656± 1049
RW35L
770± 734 711±
1049
(FAF) BEGGO
2300
354° (2.4)
1743
DALLN
*3000
354° (6.3)
*2300 when assigned by ATC.
CORMN
5000
354° (3.2)
(IF) TANDE 2549

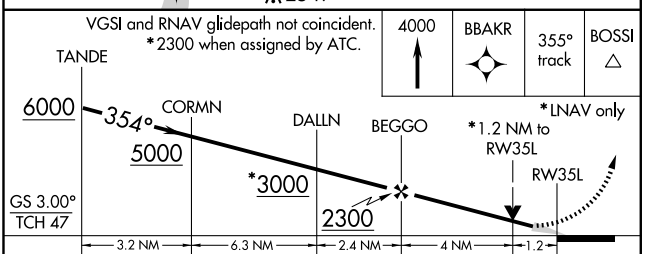
MSA RW35L 25 NM
3600

ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

VGSI and RNAV glidepath not coincident.
*2300 when assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	814/24 250 (300-½)			
LNAV/VNAV DA	927/40 363 (400-¾)			
LNAV MDA	1020/24 456 (500-½)		1020/40 456 (500-¾)	1020/50 456 (500-1)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40401 W35A	APP CRS 354°	Rwy Idg 8500 TDZE 575 Apt Elev 607

RNAV (GPS) RWY 35R

DALLAS-FORT WORTH INTL (DFW)

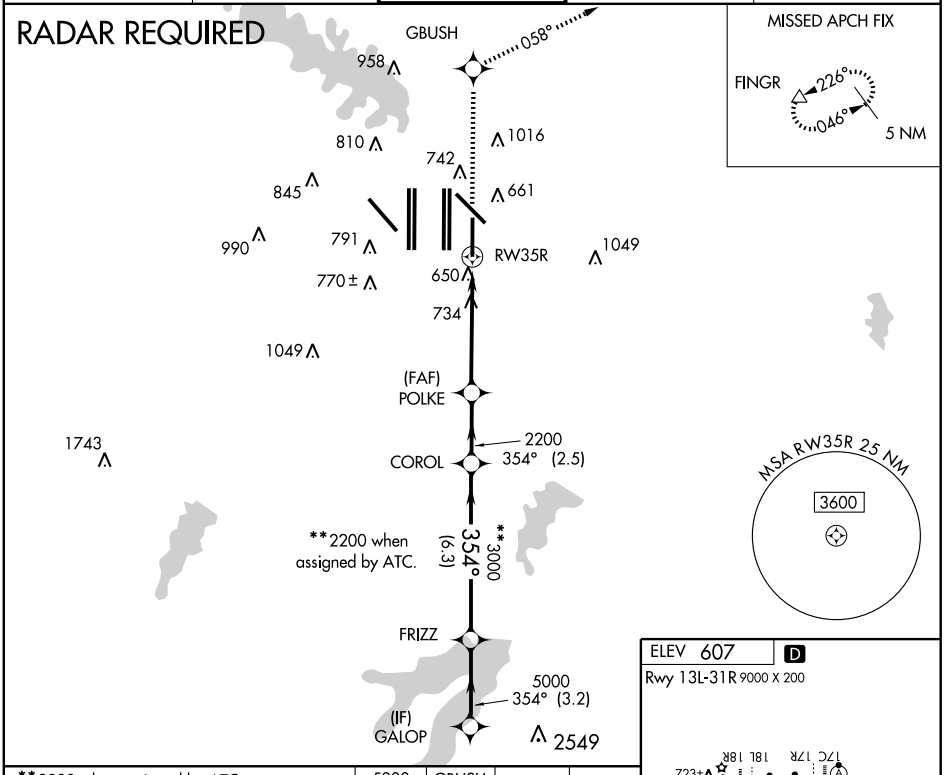
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

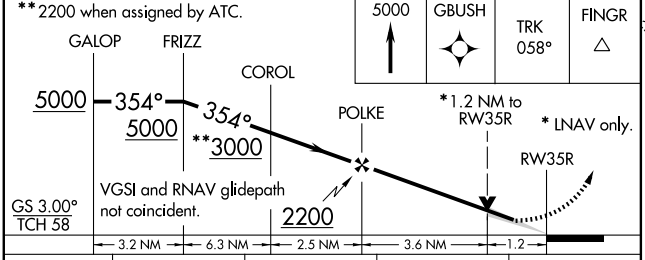
ALSF-2

MISSED APPROACH: Climb to 5000 direct GBUSH and via 058° track to FINGR and hold.

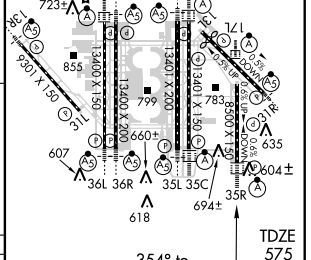
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	825/24 250 (300-½)			
LNAV/VNAV DA	917/40 342 (400-¾)			
LNAV MDA	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 93805 W36B	APP CRS 354°	Rwy Idg 13400 TDZE 588 Apt Elev 607

RNAV (GPS) RWY 36L

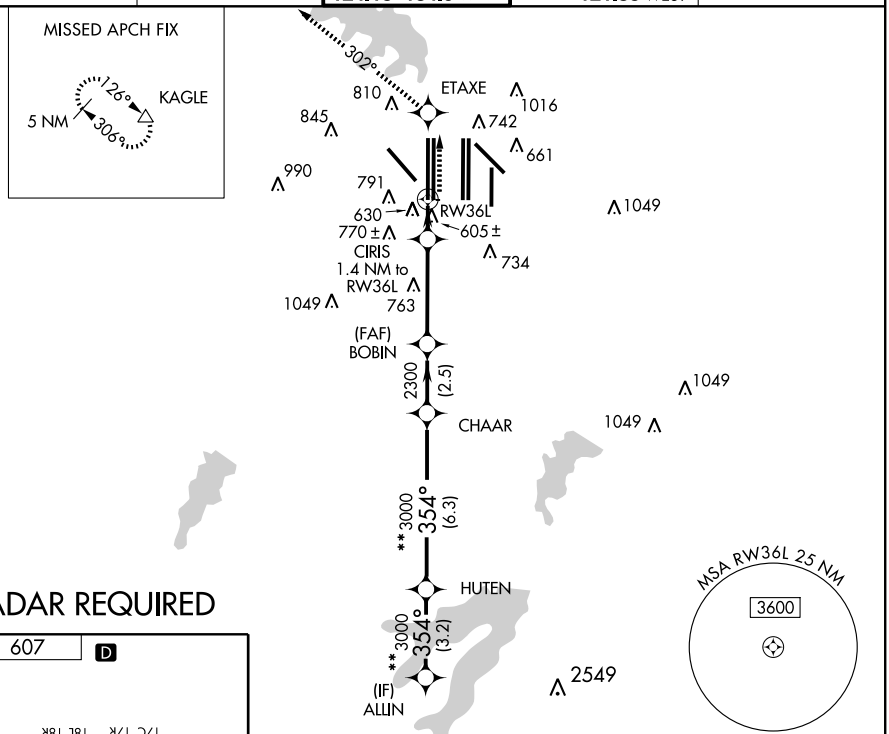
DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

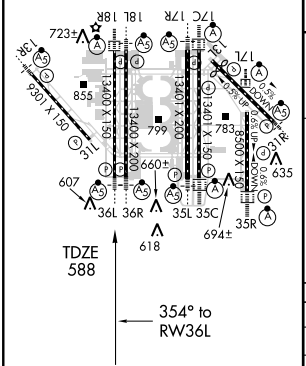
MALSR

MISSED APPROACH: Climb to 5000 direct ETAXE and via 302° track to KAGLE and hold.

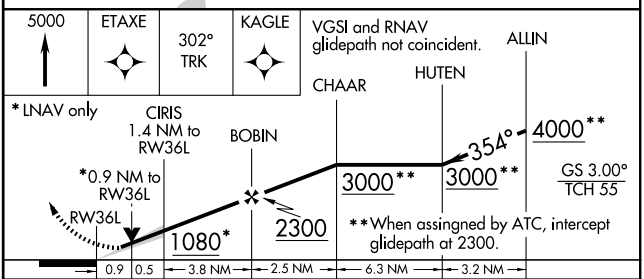
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
LPV DA	788/24 200 (200-½)			
LNAV/VNAV DA	987/50 399 (400-1)			
LNAV MDA	940/24 352 (400-½)			940/50 352 (400-1)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 87005 W36A	APP CRS 354°	Rwy Idg 13400 TDZE 581 Apt Elev 607

RNAV (GPS) RWY 36R

DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FAXOS and via 302° track to KAGLE and hold.

ATIS ARR 123.775 DEP 135.925	REGIONAL APP CON 118.425	DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST	GND CON 121.65 121.8 EAST 121.85 WEST	CLNC DEL 128.25

MISSED APCH FIX

5 NM 26° 306° KAGLE

RADAR REQUIRED

958 302° FAXOS 1016

810 742 661

845 990 RW36R 791 660 1049

770± IMELE 2 NM to RW36R 734

1049 (FAF) BASIN

2300 354°(2.4) TUTOO 1743

#3000 354° (6.3)

KICKA

#3000 354°(3.2) (IF) SLOCO 2549

MSA RW36R 25 NM 3600

ELEV 607 D

723± 855 799 783 635 607 660± 618 694± 36L 36R 35L 35C 35R

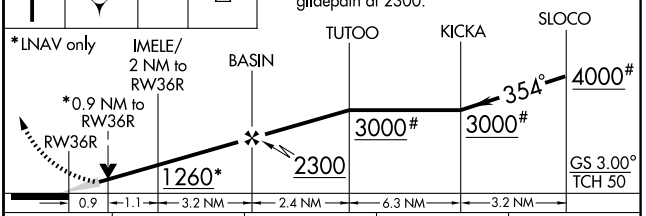
13400 X 150 13400 X 200 13400 X 150 9000 X 150

354° to RW36R TDZE 581

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000	FAXOS	302° TRK	KAGLE

VGSI and RNAV glidepath not coincident.
When assingned by ATC, intercept glidepath at 2300.



CATEGORY	A	B	C	D
LPV DA	781/24 200 (200-½)			
LNAV/VNAV DA	941/40 360 (400-¾)			
LNAV MDA	940/24 359 (400-½)			940/50 359 (400-1)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (GPS) Y RWY 13R

DALLAS-FORT WORTH INTL (DFW)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SLOTT and hold.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP				
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

*2300 when assigned by ATC.

MISSED APCH FIX
5 NM
095°
275°
SLOTT

(IF) MORRY
*3000
133°
(4.9)
POPPA
2.3 NM to HODAX
2300
133° (2.3)
(FAF) HODAX
ANIME
1.8 NM to RW13R
RW13R
958
780±
810
845
990
791
770±
1016
742
661
1049
734
1049
1743

MSA RW13R 25 NM
3600

VGSI and descent angles not coincident.

5000

SLOTT

MORRY
*3000
133°
POPPA
2.3 NM to HODAX
*3000
133°
HODAX
2300
3.04°
TCH 55
ANIME
1.8 NM to RW13R
RW13R
1200
*2300 when assigned by ATC.
4.9 NM
2.3 NM
3.3 NM
1.8

CATEGORY	A	B	C	D
LNAV MDA	1080/24	489 (500-½)	1080/40 489 (500-¾)	1080/50 489 (500-1)

ELEV 607 D
Rwy 13L-31R 9000 X 200

133° to RW13R

TDZE 591

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9301
CH 99703	313°	TDZE	581
W31A		Apt Elev	607

RNAV (GPS) Y RWY 31L

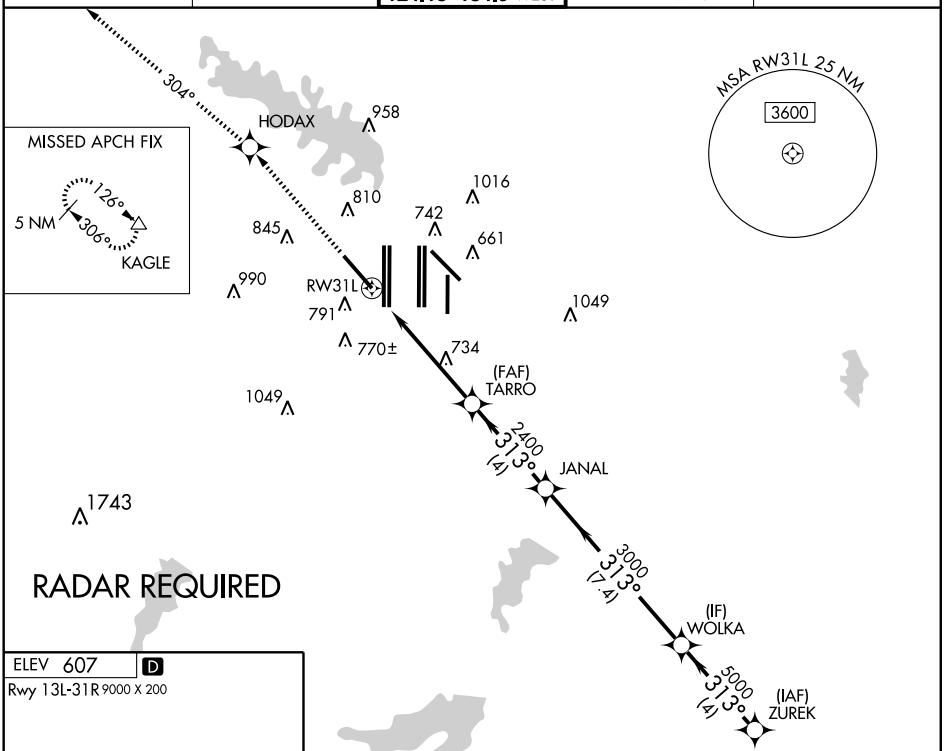
DALLAS-FORT WORTH INTL (DFW)

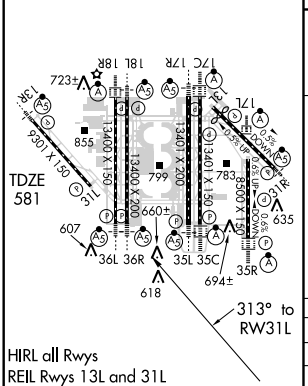
NA

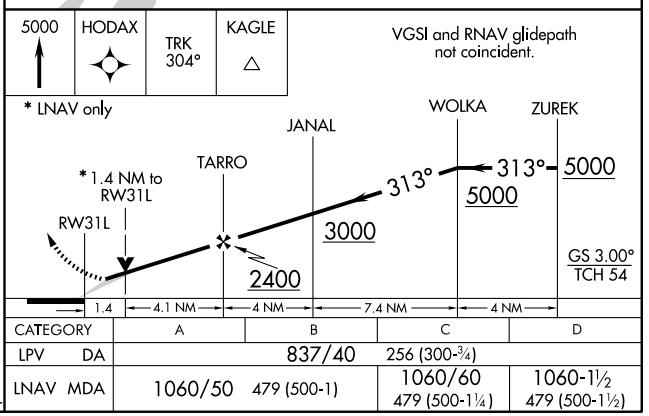
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct HODAX and via 304° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25







CATEGORY	A	B	C	D
LPV DA	837/40		256 (300-¾)	
LNAV MDA	1060/50	479 (500-1)	1060/60 479 (500-1¼)	1060-1½ 479 (500-1½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (GPS) Y RWY 31R

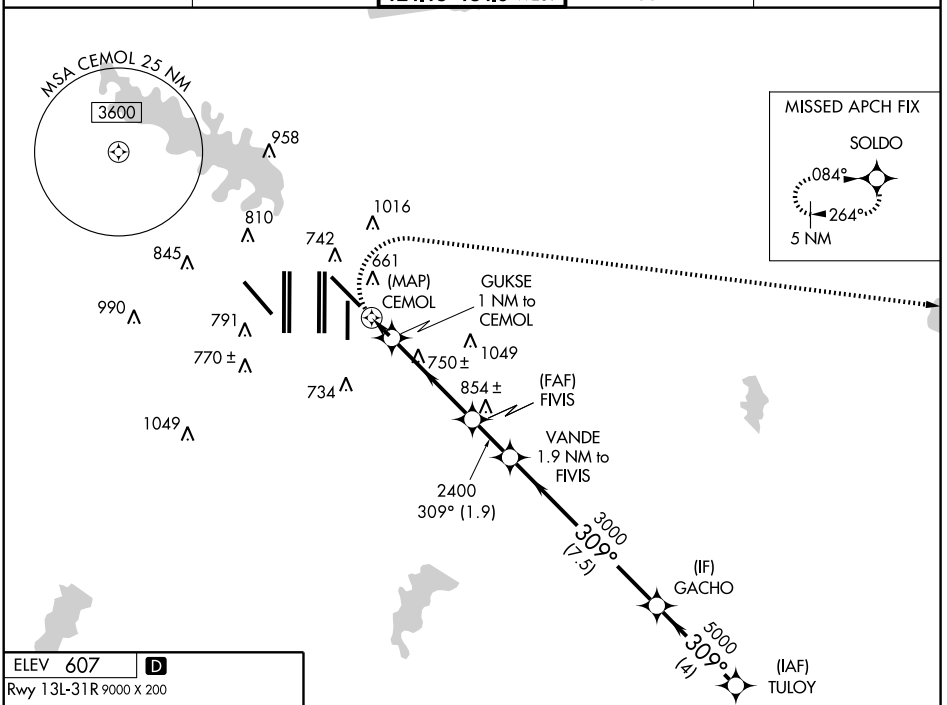
DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase Cat D visibility to RVR 6000.
NA DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SOLDO and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

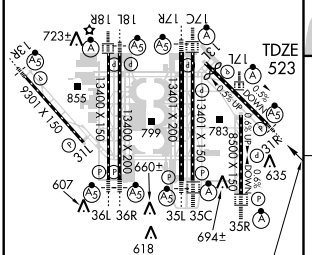


SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 607 D

Rwy 13L-31R 9000 X 200



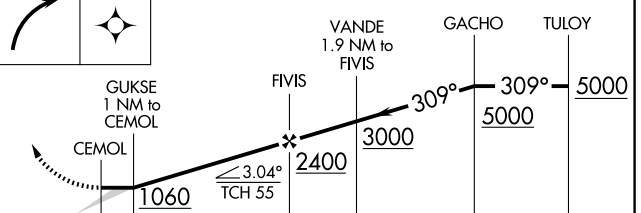
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

2549

RADAR REQUIRED

5000 SOLDO

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	940/24 417 (400-½)		940/40 417 (400-¾)	940/50 417 (400-1)

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

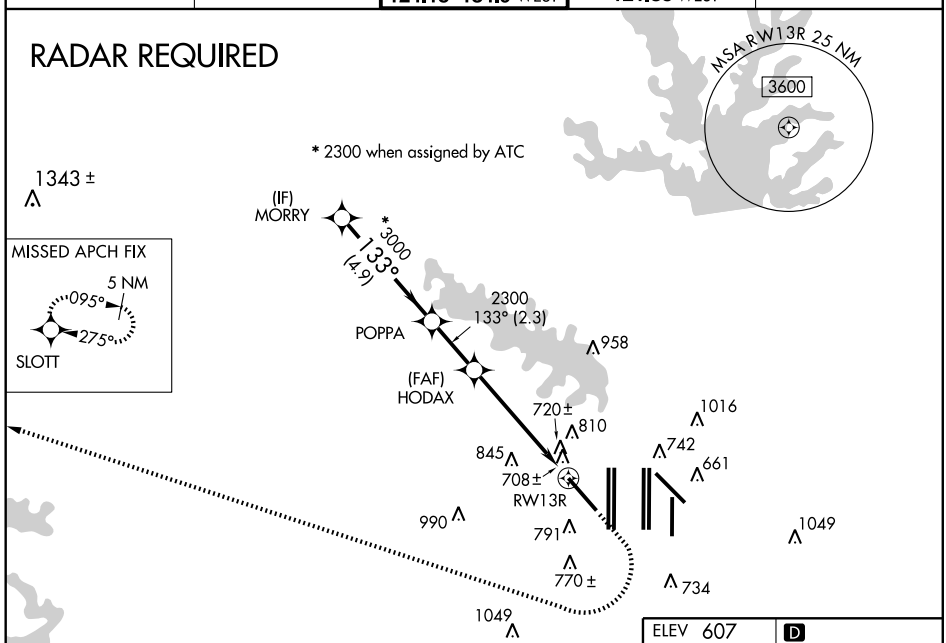
For inoperative MALSR, increase RNP 0.14 visibility to RVR 6000 and RNP 0.30 visibilities to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required. # Missed approach requires minimum climb of 390 feet per NM to 1100.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct SLOTT and hold.

ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

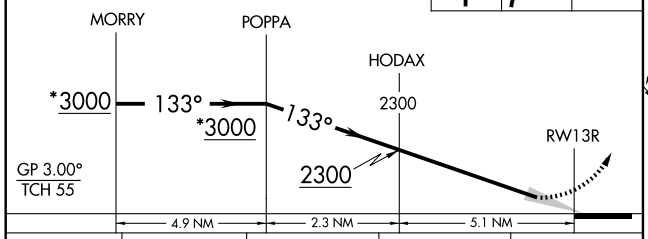
RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

* 2300 when assigned by ATC

1200 5000 SLOTT

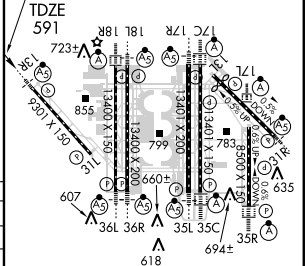


CATEGORY	A	B	C	D
RNP 0.14 DA	931/32	340 (400-⅝)		
RNP 0.30# DA	1034/50	443 (500-1)		
RNP 0.30 DA	1051/60	460 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9301
313°	TDZE	581
	Apt Elev	607

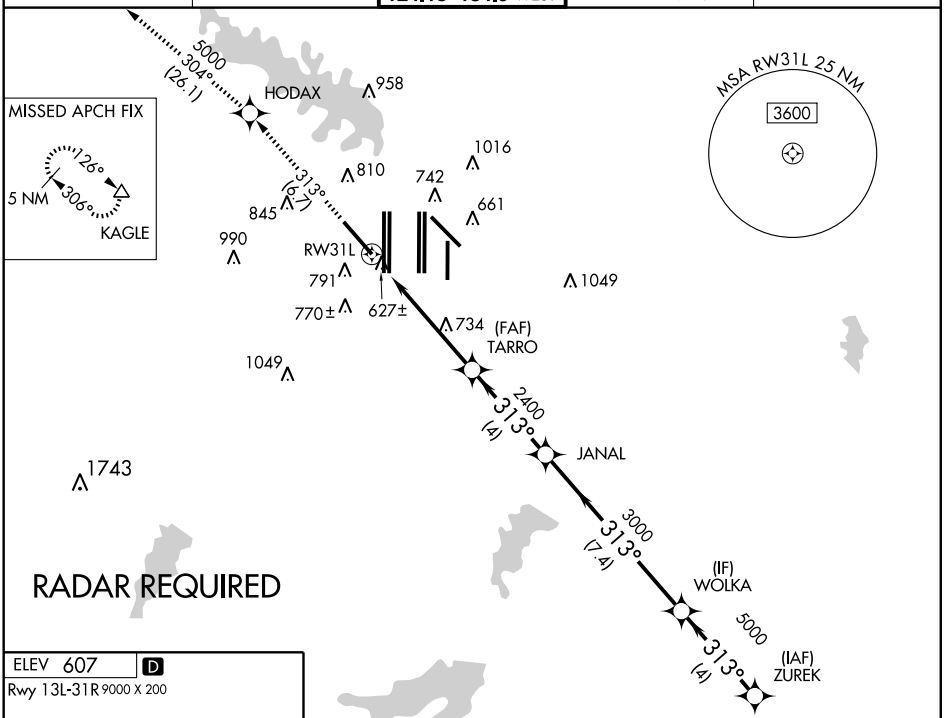
RNAV (RNP) Z RWY 31L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.
* Missed approach requires minimum climb of 280 feet per NM to 1200.

MISSED APPROACH: Climb to 5000 via track 313° to HODAX and via track 304° to KAGLE and hold.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP				
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

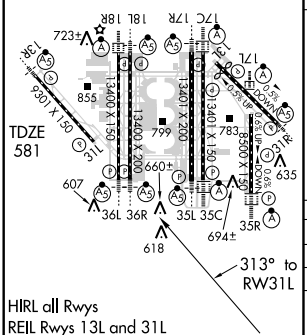


SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 607 D

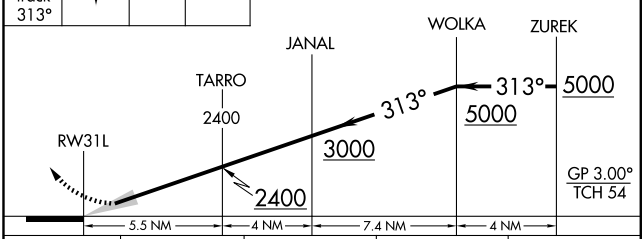
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

5000	HODAX	track 313°	KAGLE
		track 304°	

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.30* DA	882/50	301 (300-1)		
RNP 0.30 DA	940/60	359 (400-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 31R

DALLAS-FORT WORTH INTL (DFW)

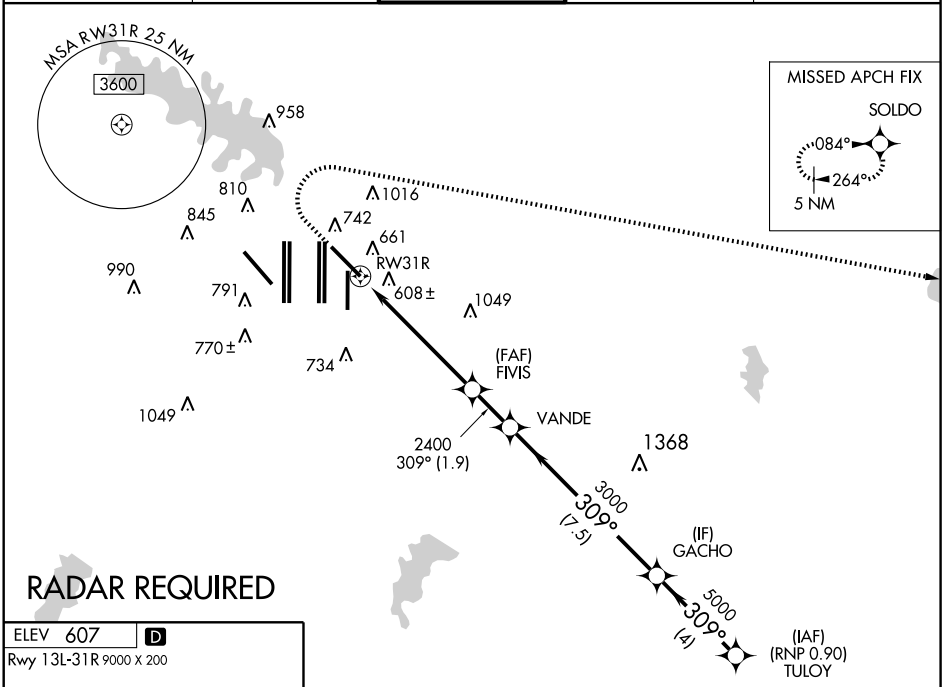
APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

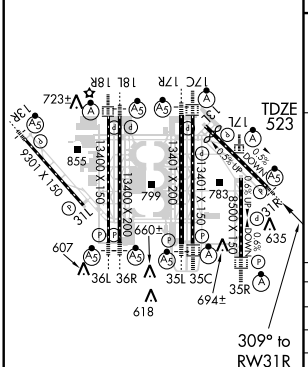
For inoperative MALSR, increase RNP 0.16 visibility to RVR 5000, RNP 0.28 and RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.

MALSR

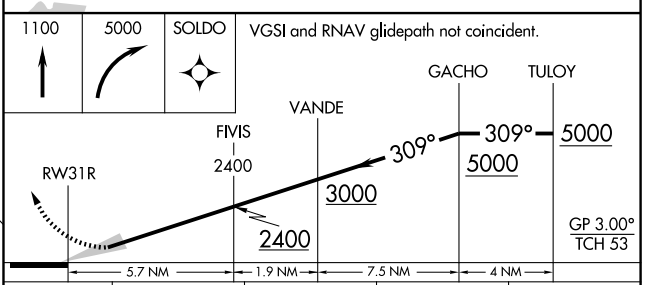
MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 direct SOLDO and hold.

ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L



CATEGORY	A	B	C	D
RNP 0.16 DA	822/24 299 (300-½)			
RNP 0.28 DA	951/50 428 (400-1)			
RNP 0.30 DA	972/60 449 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SLOTT THREE DEPARTURE (RNAV)

(SLOTT3.SLOTT) 10098

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

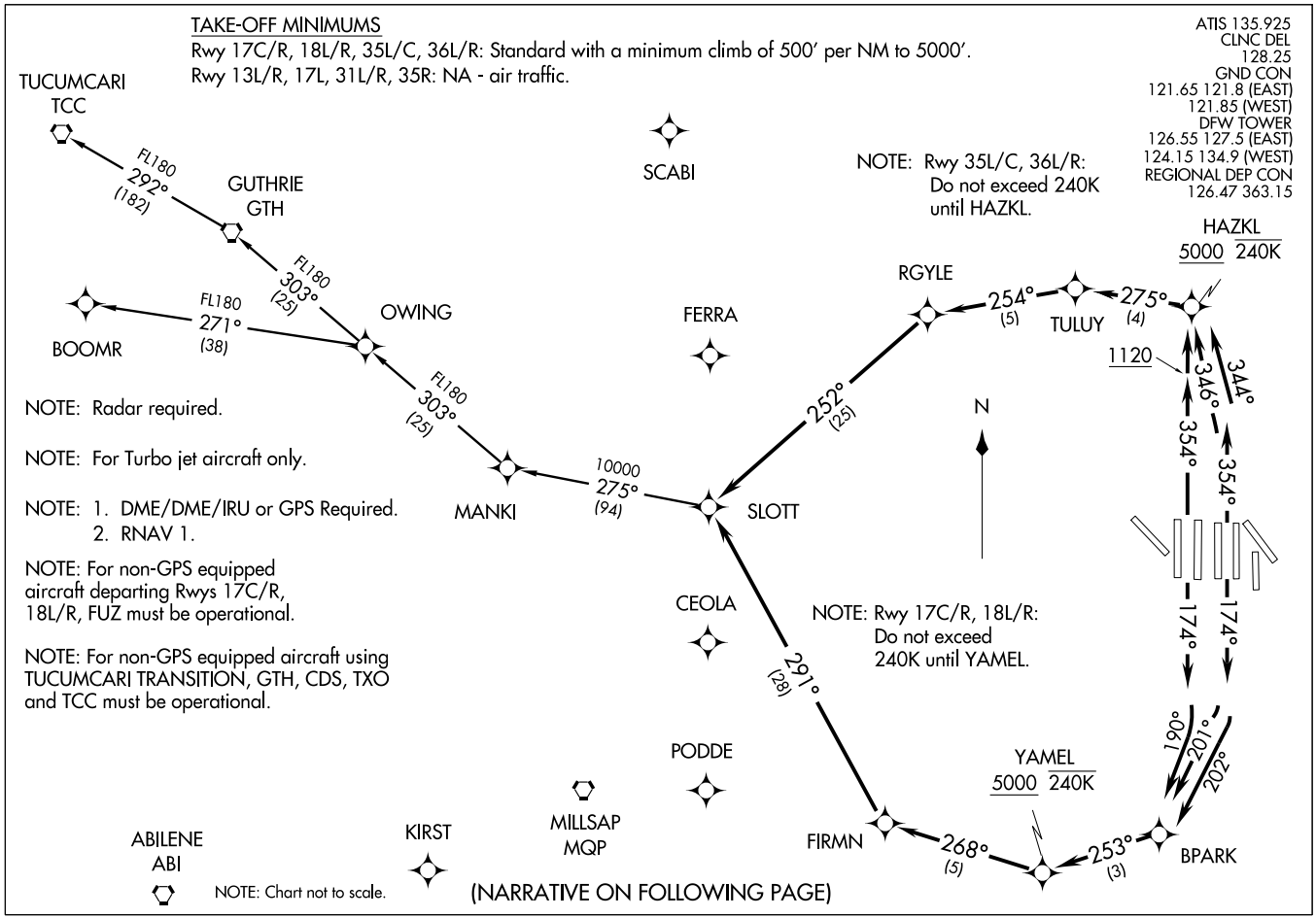
SLOTT THREE DEPARTURE (RNAV)

(SLOTT3.SLOTT) 10098

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .

. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

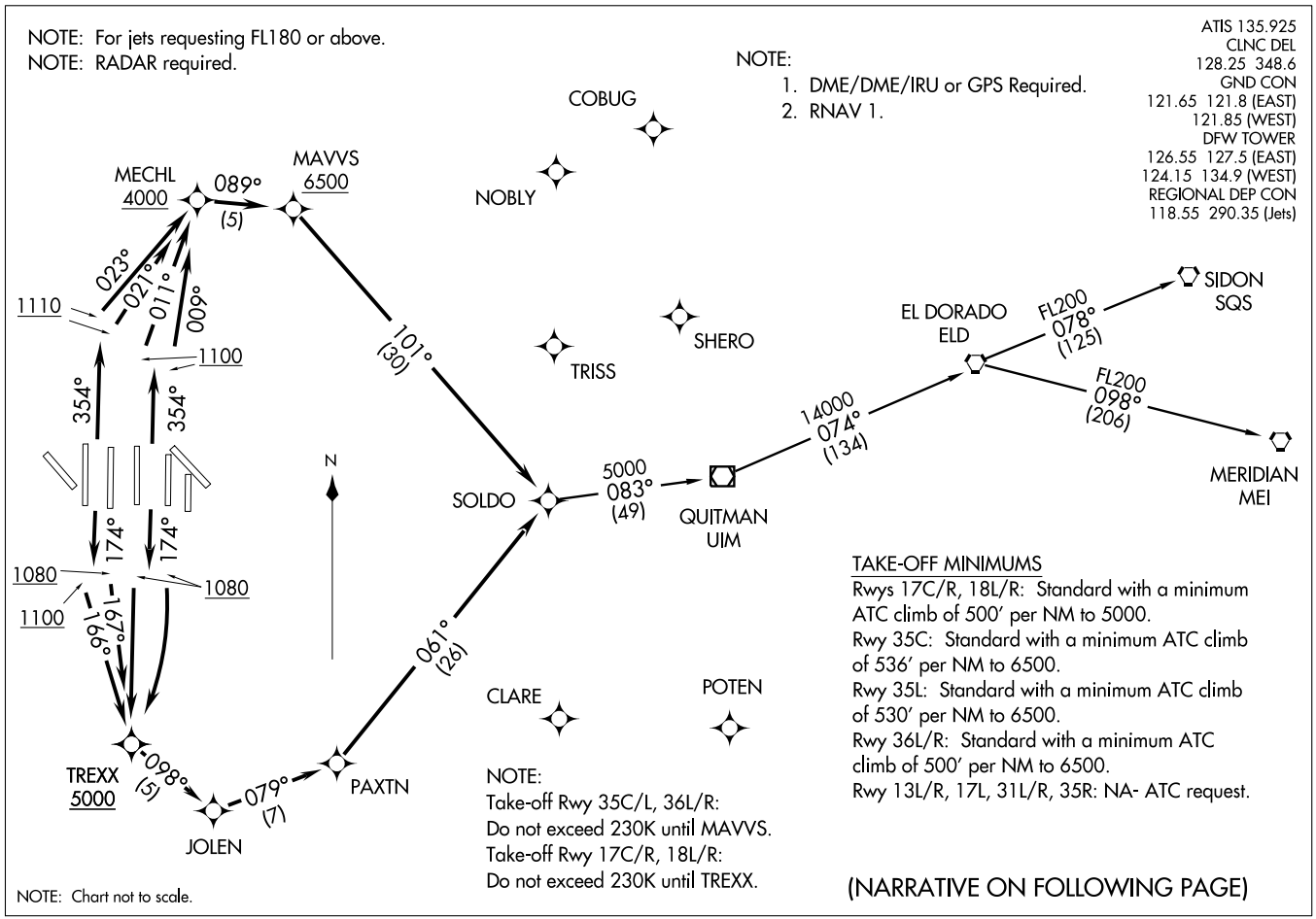
BOOMR TRANSITION (SLOTT3.BOOMR): (For aircraft inbound to the Lubbock Terminal area only.)

GUTHRIE TRANSITION (SLOTT3.GTH)

TUCUMCARI TRANSITION (SLOTT3.TCC)

SC-2, 26 AUG 2010 to 23 SEP 2010

SOLDO TWO DEPARTURE (RNAV)
(SOLDO2.SOLDO) 08045
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



(SOLDO2.SOLDO) 08045
SOLDO TWO DEPARTURE (RNAV)
SL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17,000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, the via 021° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

. . . .via (TRANSITION). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

EL DORADO TRANSITION (SOLDO2.ELD): (For aircraft inbound to the MEMPHIS TERMINAL AREA. Aircraft should file and/or expect appropriate STAR.)

MERIDIAN TRANSITION (SOLDO2.MEI): (For aircraft inbound to the ATLANTA TERMINAL AREA.)

QUITMAN TRANSITION (SOLDO2.UIM): (For aircraft inbound to the SHREVEPORT TERMINAL AREA.)

SIDON TRANSITION (SOLDO2.SQS)

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-6039 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 319.85 (Departing North)
126.47 363.15 (Departing South via FUZ R-248 or FUZ R-360)
118.55 290.35 (Departing South via FUZ R-013 or FUZ R-022)

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928′ to 2034′ from DER, 724′ to 873′ left of centerline, up to 32′ AGL/654′ MSL.
Rwy 35R: Multiple Buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′MSL.

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TAKE-OFF MINIMUMS:
Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: STANDARD.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS
EXPECT JACKY OR TRI-GATE DEPARTURE.

JETS
UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5000.

TAKE-OFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS: 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

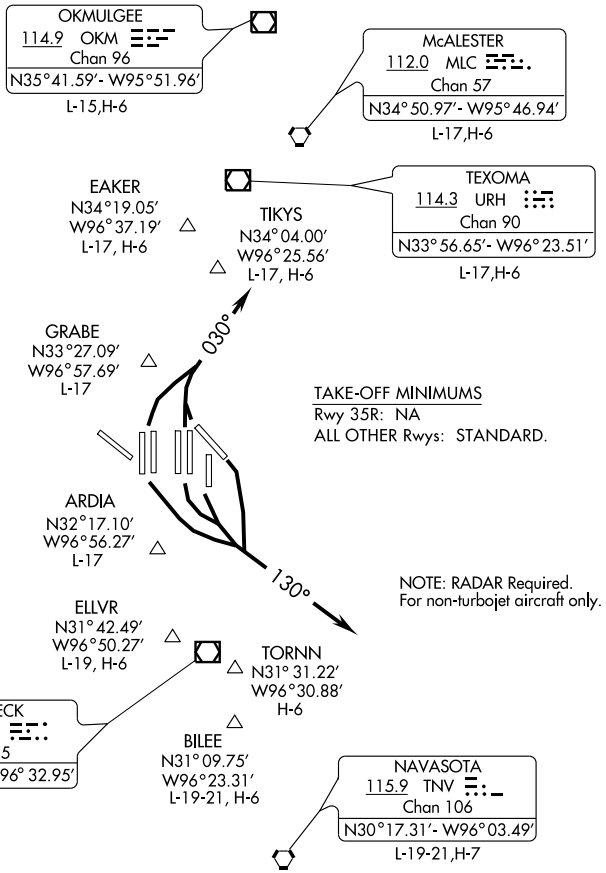
ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

TRI-GATE SIX DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.275 (NORTH)
125.2 343.65 (SOUTH)



TAKE-OFF OBSTACLES
Rwy 31L: Tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′MSL.
Trmsn Pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL.
Multiple Trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate fix. Thence. . . .
TAKE-OFF RUNWAYS 31R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate fix. Thence. . . .

. . . . Maintain 2000 or as assigned by ATC, expect filed altitude ten minutes after departure.

SC-2, 26 AUG 2010 to 23 SEP 2010

TRISS THREE DEPARTURE (RNAV)

(TRISS3.TRISS) 09015

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

TRISS THREE DEPARTURE (RNAV)

(TRISS3.TRISS) 09015

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)

NOTE: TAKE-OFF RWYS 17C/R, 18L/R:
Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 35C/L, 36L/R:
Do not exceed 240K until CUZEN.

TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35C/L, 36L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 13L/R, 17L, 31 L/R, 35R: NA - air traffic.

COBUG
NOBLY
HUNNT
097° (3)
CUZEN 5000
074° (5)
FRSCO
004°
002°
1120
1080
354°
354°
174°
174°
1080
1080
1100
141°
143°
153°
155°
105° (3)
NAVYE
082° (5)
JGIRL 5000
CORTS
058° (28)
097° (28)
TRISS
5000 075° (39)
SHERO
6500 064° (79)
TEXARKANA TXK
N
SOLDO
CLARE
POTEN
QUITMAN UIM

NOTES: RNAV 1.
DME/DME/IRU, or GPS Required.
For jets requesting FL 180 or above.
RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

TEXARKANA TRANSITION (TRISS3.TXK)

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TTT	APP CRS	Rwy Idg 9301
113.1	132°	TDZE 591
Chan 78		Apt Elev 603

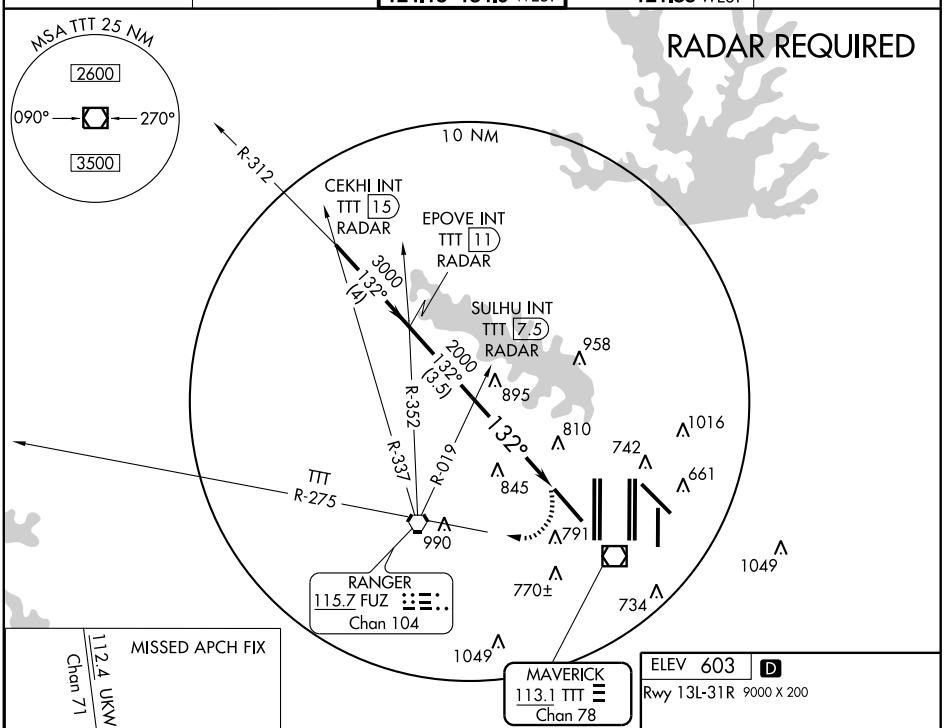
VOR RWY 13R

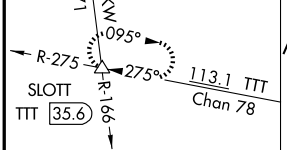
DALLAS-FORT WORTH INTL (DFW)

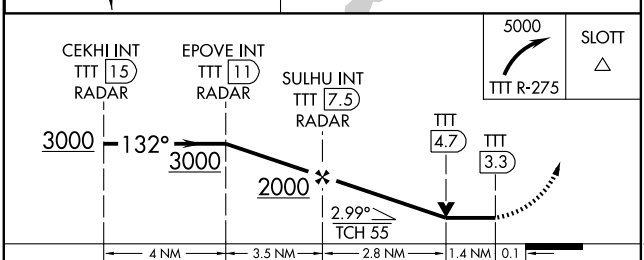
MALSR

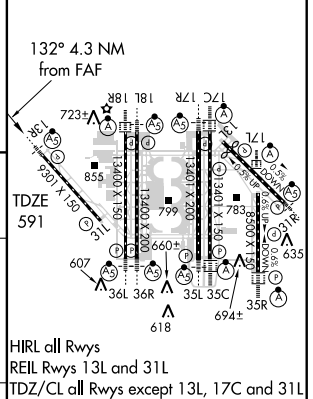
MISSED APPROACH: Climbing right turn to 5000 via TTT R-275 to SLOTT INT/TTT 35.6 DME.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP		126.55 127.5 EAST	121.65 121.8 EAST	
123.775	135.925	118.1 133.15	124.15 134.9 WEST	121.85 WEST	128.25









CATEGORY	A	B	C	D
S-13R	1100/24 509 (600-½)		1100/50 509 (600-1)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TTT	APP CRS	Rwy Idg	9301
113.1	312°	TDZE	581
Chan 78		Apt Elev	607

VOR RWY 31L

DALLAS-FORT WORTH INTL (DFW)

MISSED APPROACH: Climb to 1200 then climbing left turn to 5000 via heading 300° and TTT R-306.36 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	135.5 125.2	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX

KAGLE INT
TTT 34.4

126°
306°
TTT R-306

TTT R-306

10 NM

958
1016
810
742
845
661
990
791
670±
770±
734
1049
1200
312° (1.5)
1400
312° (4.5)
1049
R-242
R-201
R-132

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

(IF)
HILEG INT
TTT 6
RADAR

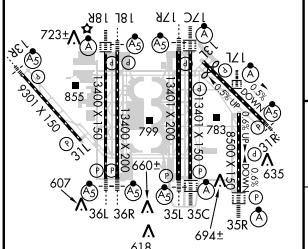
HATOV INT
TTT 1.5
RADAR

1743

MSA TTT 25 NM
2700
090° 270°
3500

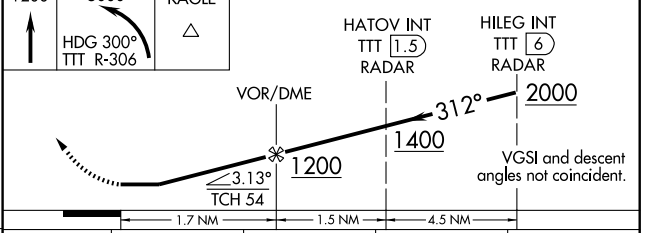
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

1200	5000	KAGLE
	HDG 300° TTT R-306	△



FAF to MAP	1.7 NM				
Knots	60	90	120	150	180
Min:Sec	1:43	1:08	0:51	0:41	0:34

CATEGORY	A	B	C	D
S-31L	1020/50 439 (500-1)		1020/60 439 (500-1¼)	1020-1½ 439 (500-1½)

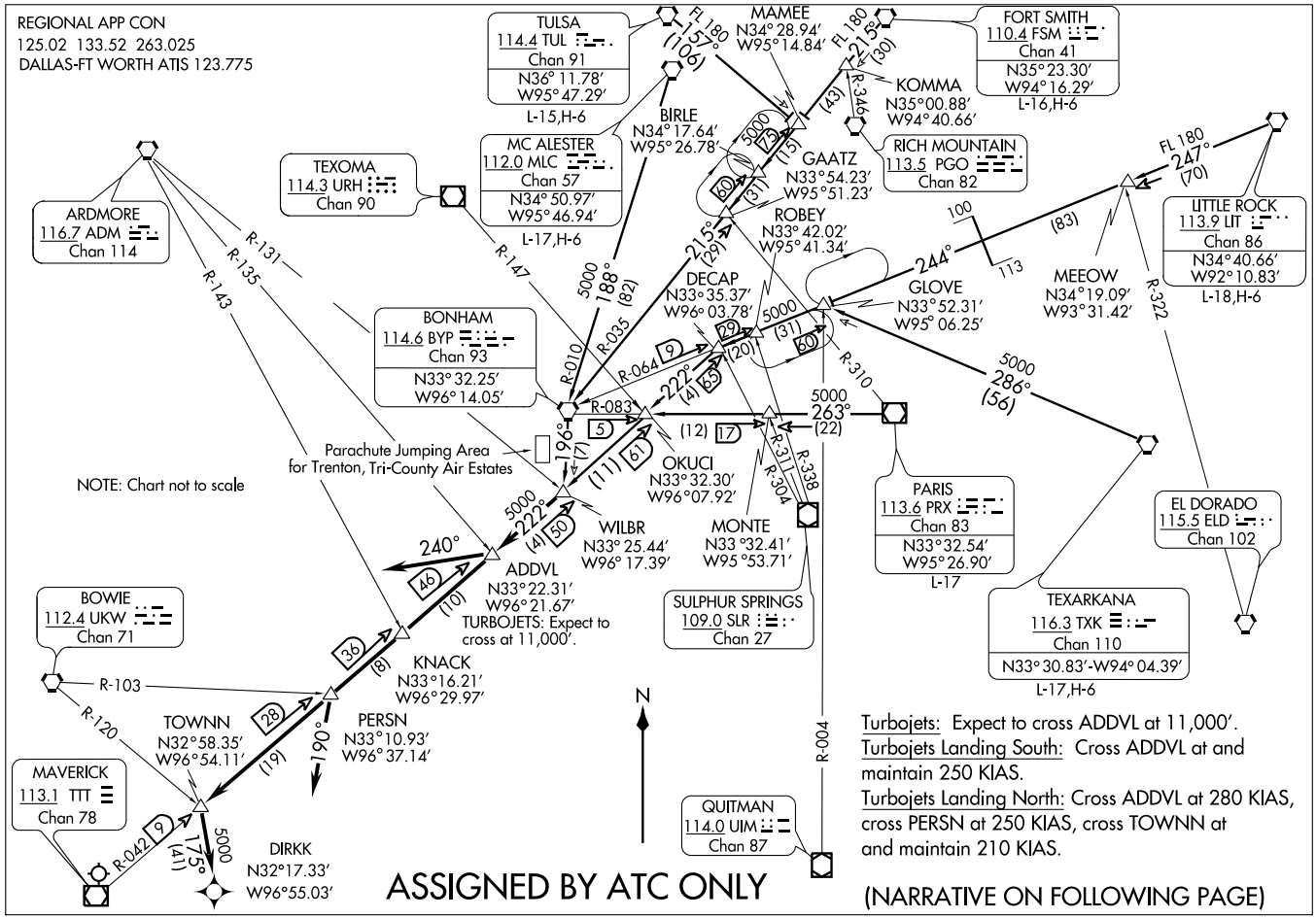
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WILBR THREE ARRIVAL

(WILBR.WILBR3) 07298

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS



(WILBR.WILBR3) 07298

WILBR THREE ARRIVAL

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS

ST-6039 (FAA)

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.WILBR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

MCALESTER TRANSITION (MLC.WILBR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

PARIS TRANSITION (PRX.WILBR3): From over PRX VOR/DME via PRX R-263 and BYP R-083 to OKUCI INT, then via TTT R-042 to WILBR INT. Thence . . . .

TEXARKANA TRANSITION (TXK.WILBR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

TULSA TRANSITION (TUL.WILBR3): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

. . . .ALL AIRCRAFT: From over WILBR INT via TTT R-042, thence . . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To ADDVL INT, then depart ADDVL INT heading 240°, Expect vectors to final approach course.

. . . . JETS LANDING NORTH: For /E, /F, /G and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over TOWNN INT direct DIRKK WP, Expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP, fly present heading.

. . . . ALL OTHER JETS LANDING NORTH: to TOWNN, depart TOWNN INT heading 175° for vector to final approach course.

. . . . PROPS LANDING NORTH: Depart PERSN INT heading 190°, Expect vectors to final approach course.

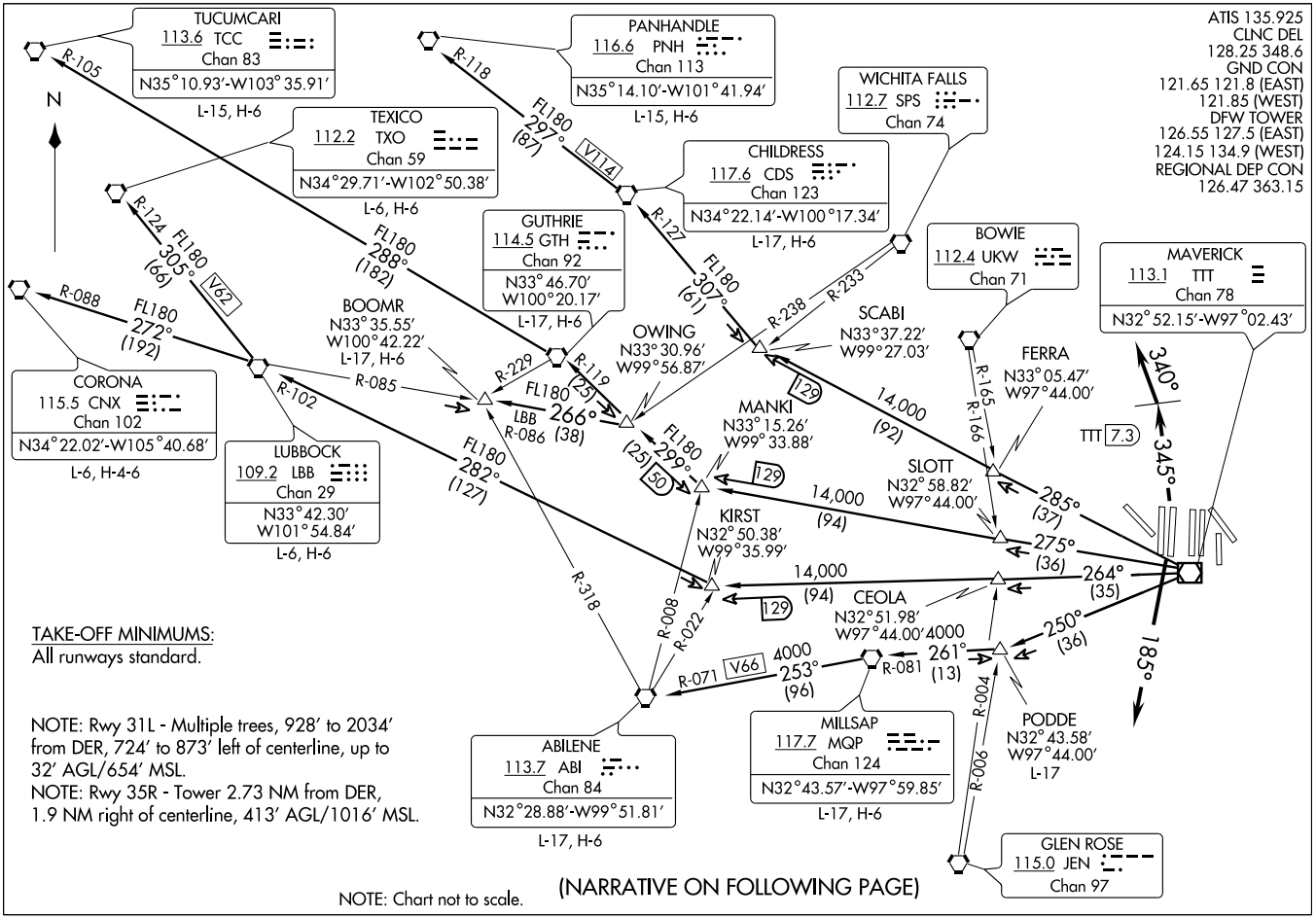
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT THE COYOTE OR KINGDOM DEPARTURE

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 230 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

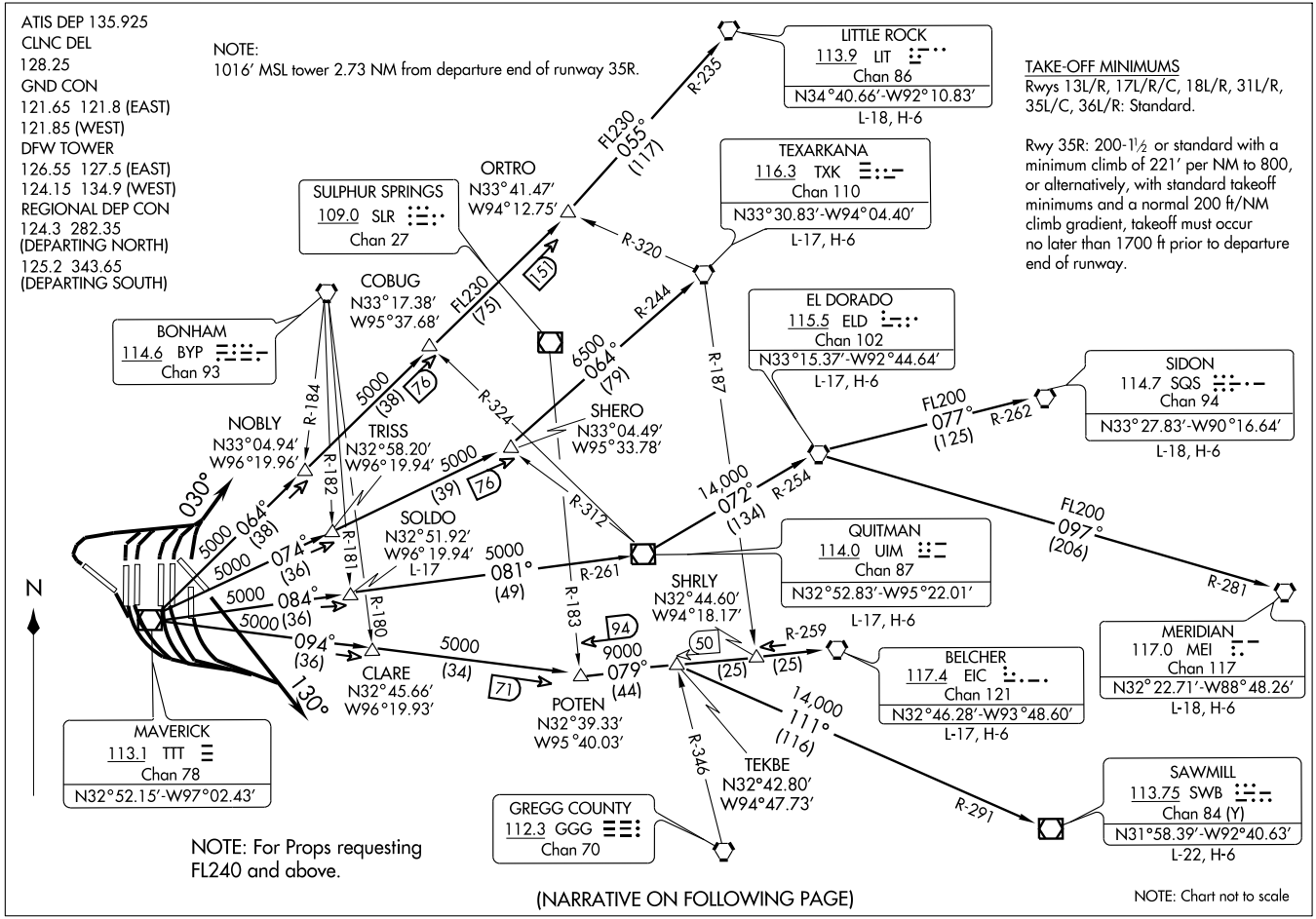
SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND DEPARTURE

PROPS

PROPS REQUESTING FL230 AND BELOW EXPECT HUBBARD DEPARTURE

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAY 35R: Climb heading 354° to 1200 then via heading 030°, expect vector to appropriate route. Thence. . . .
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. Trmsn pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

DECATUR MUNI (LUD) 2 N UTC−6(−5DT) N33°15.26′ W97°34.83′ **DALLAS–FT. WORTH COPTER**

1047 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE LUD **L–17C, A**

RWY 17–35: H4200X60 (ASPH) S–12.5, D–17 MIRL **IAP**

RWY 17: REIL. PAPI(P2L)—GA 3.5° TCH 25′. **RWY 35:** P–line. Rgt tfc.

AIRPORT REMARKS: Attended 1400–2300Z‡. Ground drops sharply 160′ north of Rwy 17 thld. Glider activity on weekends April–October. Glider tfc pattern is on the West side of arpt, right tfc pattern for all powered acft on Rwy 35. MIRL Rwy 17–35 preset low ints; to increase ints ACTIVATE—CTAF.

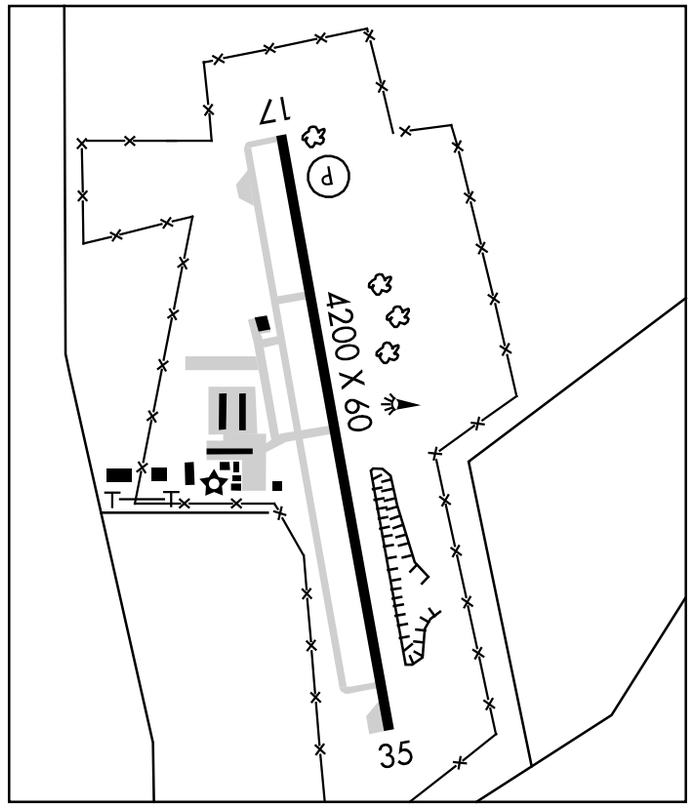
WEATHER DATA SOURCES: AWOS–3 118.225 (940) 627–2365

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **RGNL APP/DEP CON** 118.1

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

BOWIE (H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 138° 20.8 NM to fld. 1100/6E. **HIWAS.**



HERITAGE CREEK (58T) 9 SE UTC−6(−5DT) N33°10.12′ W97°29.05′ **DALLAS–FT. WORTH COPTER**

883 TPA—1683(800) NOTAM FILE FTW

RWY 13–31: 3000X60 (TURF) LIRL

RWY 13: Tree. Rgt tfc. **RWY 31:** Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. Bird activity south of arpt. All acft monitor CTAF due to the close proximity of Rhome Meadows arpt. Rwy 13 rgt tfc for ultralights and helicopters only, remain west of the rwy. Rwy 31 rgt tfc for fixed wing acft only, remain east of the rwy. ACTIVATE LIRL Rwy 13–31—CTAF.

COMMUNICATIONS: CTAF 122.9

DELL CITY MUNI (2E5) 2 N UTC−7(−6DT) N31°56.86′ W105°11.50′ **EL PASO L–6F**

3701 B NOTAM FILE ABQ

RWY 08–26: H4685X60 (ASPH) S–12.5 MIRL

RWY 08: Sign. **RWY 26:** Thld dsplcd 400′. Tree.

AIRPORT REMARKS: Unattended. Dsplcd thld bar not painted.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

SALT FLAT (L) VORTACW 113.0 SFL Chan 77 N31°44.89′ W105°05.21′ 324° 13.0 NM to fld. 3730/12E. **HIWAS.**

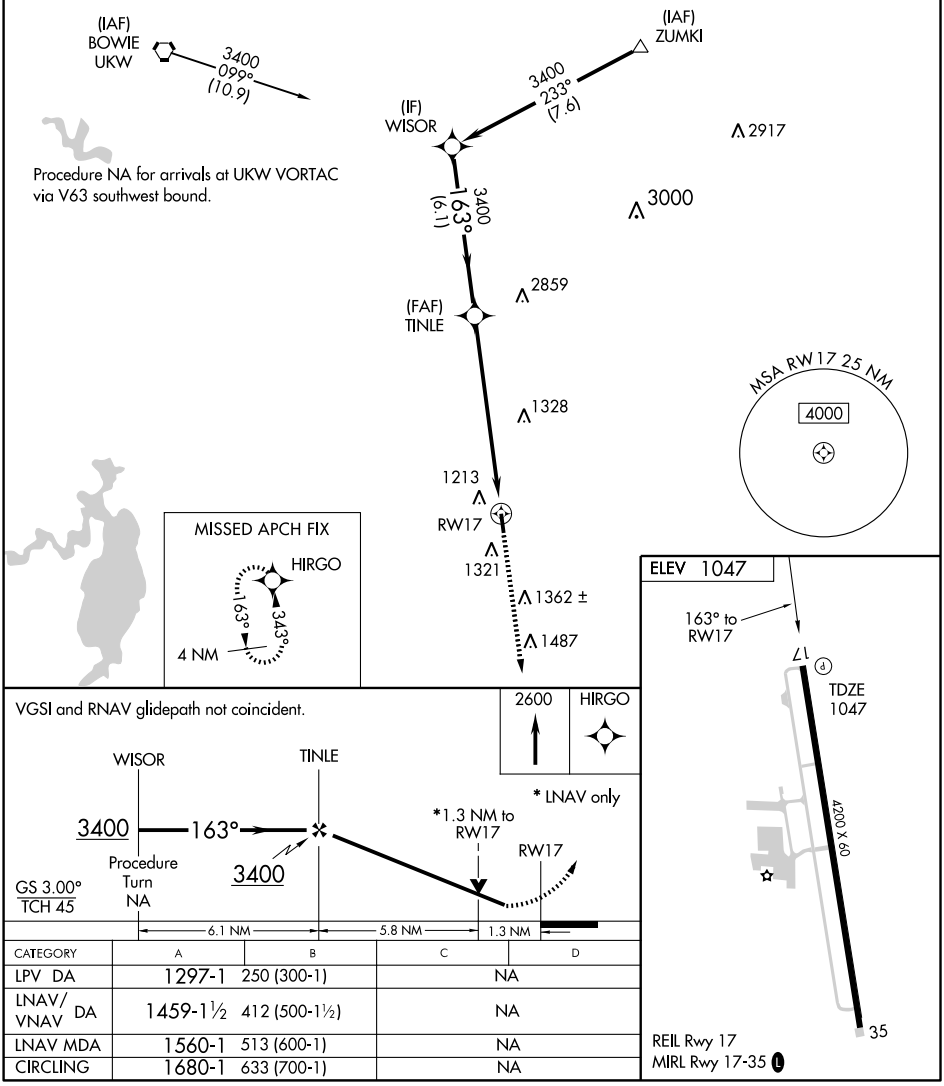
WAAS	APP CRS	Rwy Idg	4200
CH 40107	163°	TDZE	1047
W17A		Apt Elev	1047

RNAV (GPS) RWY 17
DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile. BARO-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1297-1	250 (300-1)	NA	
LNAV/VNAV DA	1459-1½	412 (500-1½)	NA	
LNAV MDA	1560-1	513 (600-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4200
343°	TDZE	1047
	Apt Elev	1047

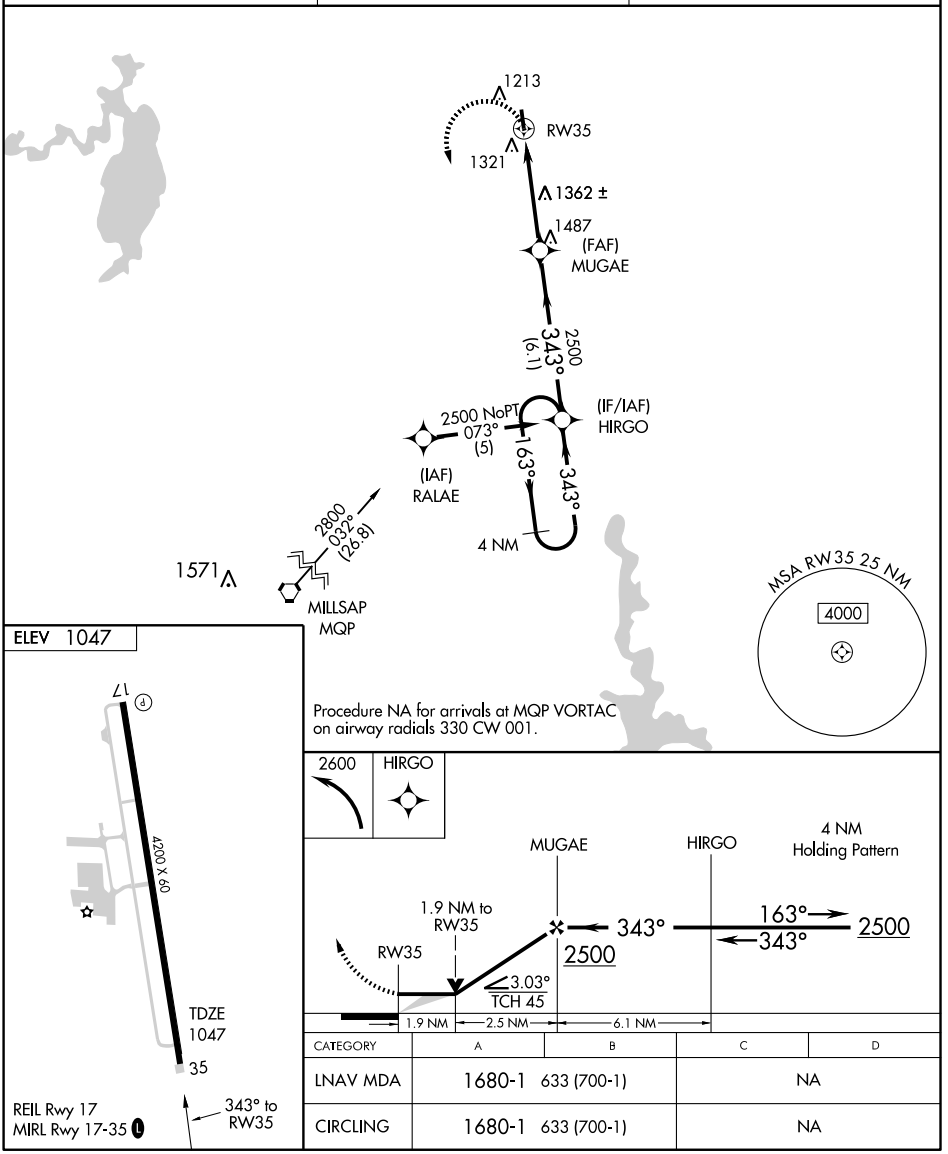
RNAV (GPS) RWY 35

DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all MDAs 120 feet, and Cat B visibilities ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 633 (700-1)		NA	
CIRCLING	1680-1 633 (700-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC UKW	APP CRS	Rwy Idg	4200
112.4	137°	TDZE	1047
Chan 71		Apt Elev	1047

VOR/DME RWY 17

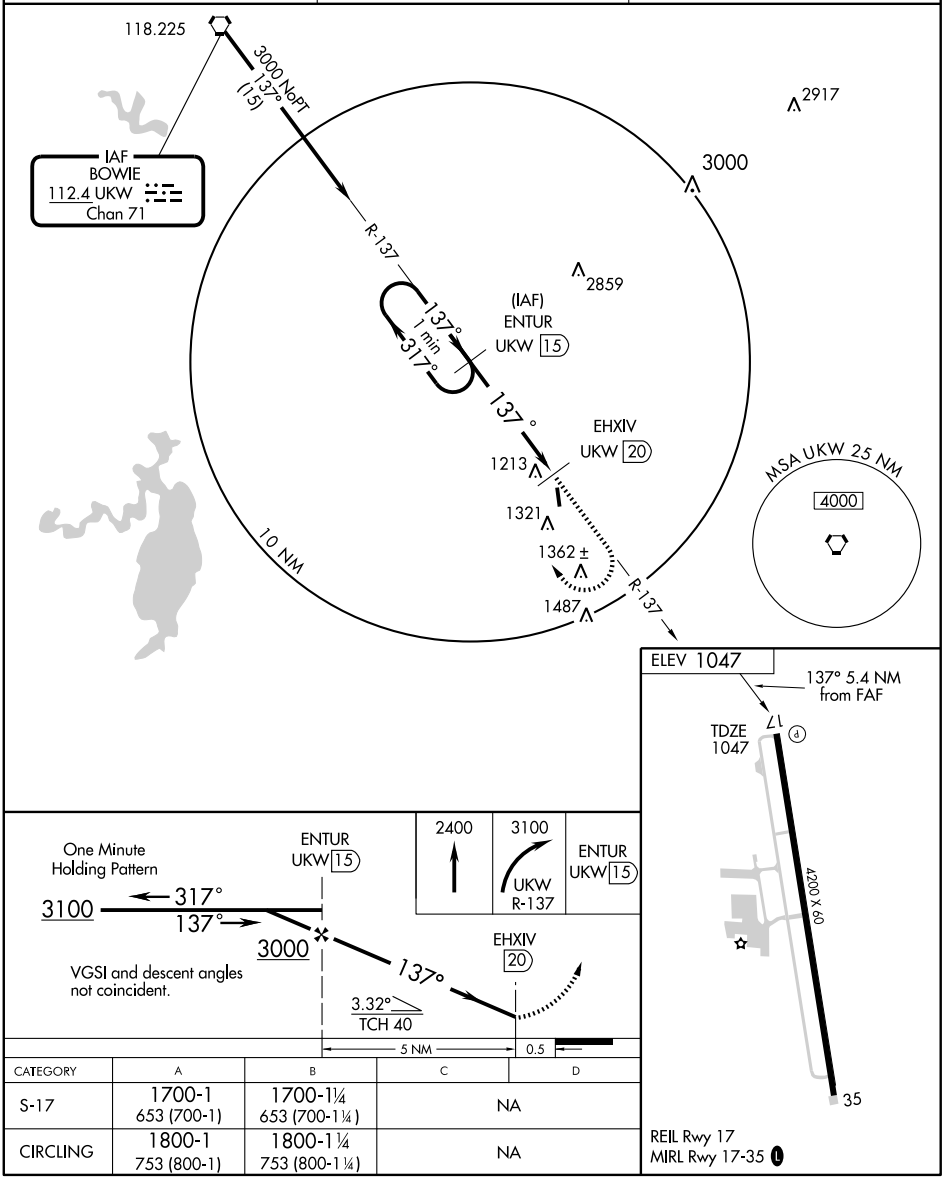
DECATUR MUNI (LUD)

Use Forth Worth Meacham Intl altimeter setting.

NA

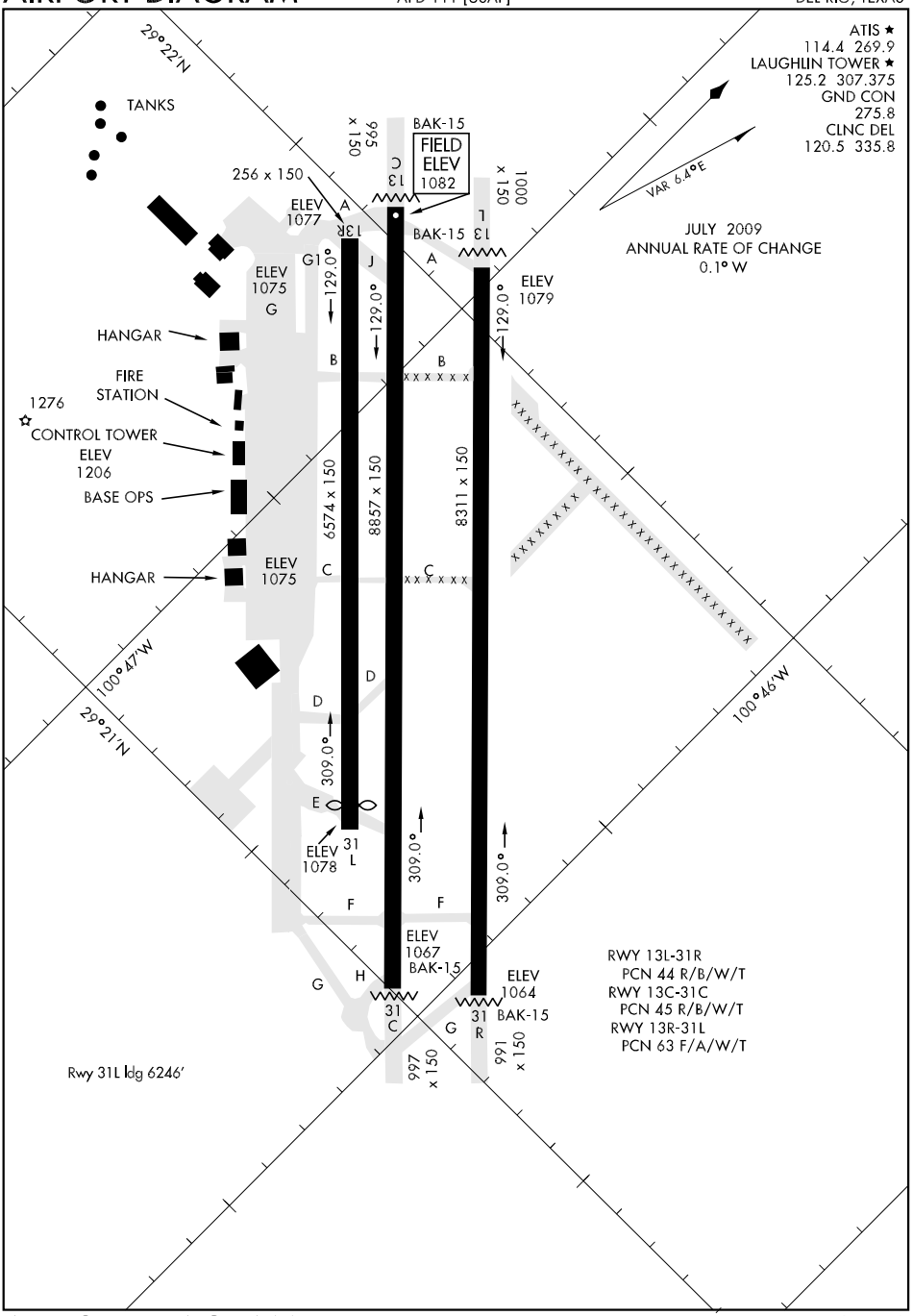
MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to ENTUR/15 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1700-1 653 (700-1)	1700-1¼ 653 (700-1¼)	NA	
CIRCLING	1800-1 753 (800-1)	1800-1¼ 753 (800-1¼)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010

LAUGHLIN AFB (DLF)(KDLF) AF 5 E UTC−6(−5DT) N29°21.57′ W100° 46.68′ **SAN ANTONIO**
1082 B NOTAM FILE DLF Not insp. **H–7B, L–19B**
RWY 13C–31C: H8857X150 (PEM) PCN 45 R/B/W/T HIRL **DIAP, AD**
RWY 13C: ALSF1. PAPI(P4L)—GA 3.0°. **RWY 31C:** PAPI(P4L)—GA 3.0°.
RWY 13L–31R: H8311X150 (PEM) PCN 44 R/B/W/T HIRL
RWY 13L: PAPI(P4L). **RWY 31R:** PAPI(P4L).
RWY 13R–31L: H6574X150 (ASPH) PCN 63 F/A/W/T MIRL
RWY 31L: Thld dsplcd 328′.
ARRESTING GEAR/SYSTEMS
RWY 13C ← BAK–15 CHAG (146′ OVRN) BAK–15 CHAG (154′ OVRN) → **RWY 31C**
RWY 13L ← BAK–15 CHAG (115′ OVRN) BAK–15 CHAG (159′ OVRN) → **RWY 31R**
MILITARY SERVICE: LGT Rwy 13C–31C PAPI opr during opr hr, Glide Slope 3.0°. Rwy 13C–31C PAPI/ILS Runway Point of Intercepts not coincidental. **A–GEAR** BAK–15 on dep end Rwy 13C–31C and Rwy 13L–31R. Opposite end apch over raised barrier is prohibited. **JASU** 1(MD–3M) 1(MA–1A) 1(MC–1A) 1(MC–11) 1(A/M32A–86)
FUEL J8 **FLUID** SP PRESAIR LHOX LOX **OIL** O–148 SOAP
MILITARY REMARKS: Opr weekdays 1300–0100Z‡, Sun 2000–2300Z‡, Sat and holidays clsd to all acft except emergencies. See FLIP AP/1 Supplementary Arpt Remarks. Runway Condition Reading unavbl, no Runway Surface condition avbl when twr clsd. **RSTD** Rwy 13R–31L for local use only. T–1 and smaller acft only on Twys B, C, D, E and H. Rwy 31L thld dsplcd 328′; do not land prior to rwy thld, dsplcd thld may be used for tkf on Rwy 31L and ldg rollout on Rwy 13R–do not use opposite end dsplcd thld for tkf computations or tkf roll. Overhead apch not authorized for transient acft during student training opr. Expect radar vectors for ILS, LOC or straight–in apch and full stop ldg during student training. PPR, ctc Base OPS DSN 732–5308, C830–298–5308. All acft with wingspan larger than C130 restricted. **CAUTION** Two sunshade structures in parking apron and 27 security light poles along edge of park apron have no lights. No obst lighting on 25′ high utility poles (7) located 1900′ south and 2400′ prior to Rwy 31L. All dep acft cross 2 DME at or blo 3000′ to ensure separation from civilian corridor. Runway Supervisor Units located 230′ west of Rwy 13C abeam the 7000′ remaining marker; 236′ west of Rwy 31C abeam the 7000′ remaining marker and 221′ east of Rwy 31R abeam 5500′ remaining marker. Twy J VFR daytime only, no edge lgts installed. Lgtd wind cone 249′ west of Rwy 13C centerline, south of Twy A. Lgtd wind cone 211′ west of Rwy 13C centerline, north of Twy E. **TFC PAT** Once established on final apch, transient acft will remain aligned with Rwy 13C–31C to avoid T–6 tfc ldg Rwy 13R–31L at 2100′ and T–38 tfc ldg Rwy 13L–31R at 2600′. **NS ABTMT** AETC quiet hr policy in effect daily 0400–1200Z‡, no tkf, low apch or touch and go ldg. **MISC** All acft dep VFR shall ctc CLNC DEL 335.8 for Class C Airspace climb out instructions prior to taxi. Acft opr within the Runway Supervisory Unit practice area are not Class C participants. Runway Supervisory Unit practice area defined in AP/1. First 300′ Rwy 13C–31C is grooved concrete, middle 8257′ is grooved asph. First 1000′ Rwy 13L–31R grooved concrete, middle 6311′ grooved asphalt.
COMMUNICATIONS: SFA (Tfc permitting.) **ATIS** 114.4 269.9 (Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡ except holidays) **PTD** 372.2
Ⓡ **DEL RIO APP CON** 119.6 259.1 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays), other times ctc
Ⓡ **HOUSTON CENTER APP CON** 125.75 346.4
TOWER 125.2 307.325 114.4T (Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡ except holidays)
GND CON 275.8 **CLNC DEL** 120.5 335.8
Ⓡ **DEL RIO DEP CON** 119.6 296.7 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays), other times ctc
Ⓡ **HOUSTON CENTER DEP CON** 125.75 346.4
PMSV METRO 354.6 (Full svc during afld opr hr, extension as rqr. Remote briefing svc from 26 OWS, Barksdale AFB, LA DSN 781–4775, C318–456–4775.) Afld wx maintained by AN/FMQ–19 and augmented by observer as req. Backup wx obsn view ltd, rstd from 120°–320° by flightline facilities. Ctc AN/FMQ–19 DSN: 732–8255.
AIRSPACE: CLASS C Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡, except holidays ctc **APP CON** other times CLASS G, CLASS E 700 AGL and abv.
RADIO AIDS TO NAVIGATION: NOTAM FILE DRT.
(H) VORTACW 114.4 DLF Chan 91 N29°21.65′ W100°46.30′ at fld. 1071/7E. Unmonitored when APP CON clsd. No NOTAM MP Tue–Thu 0800–1200Z‡.
VORTAC unusable:
101–148° byd 35 NM blo 3,000′
148°–158° byd 23 NM blo 4,000′
158°–198° byd 13 NM blo 4,000′
198°–262° byd 6 NM
262°–286° byd 10 NM
286°–303° byd 20 NM
303°–071° byd 35 NM blo 3,500′
ILS 110.3 I–DLF Rwy 13C. Unavbl when APP CON clsd. No NOTAM MP Mon–Fri 0800–1200Z‡.
ILS 108.9 I–ILH Rwy 31C. Unmonitored when APP CON clsd. No NOTAM MP Tue–Thu 1000–1200Z‡.
ASR/PAR Digital ASR. No NOTAM MP Mon–Fri 0600–1200Z‡.

LOC I-DLF 110.3	APCH CRS 128°	Rwy ldg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082

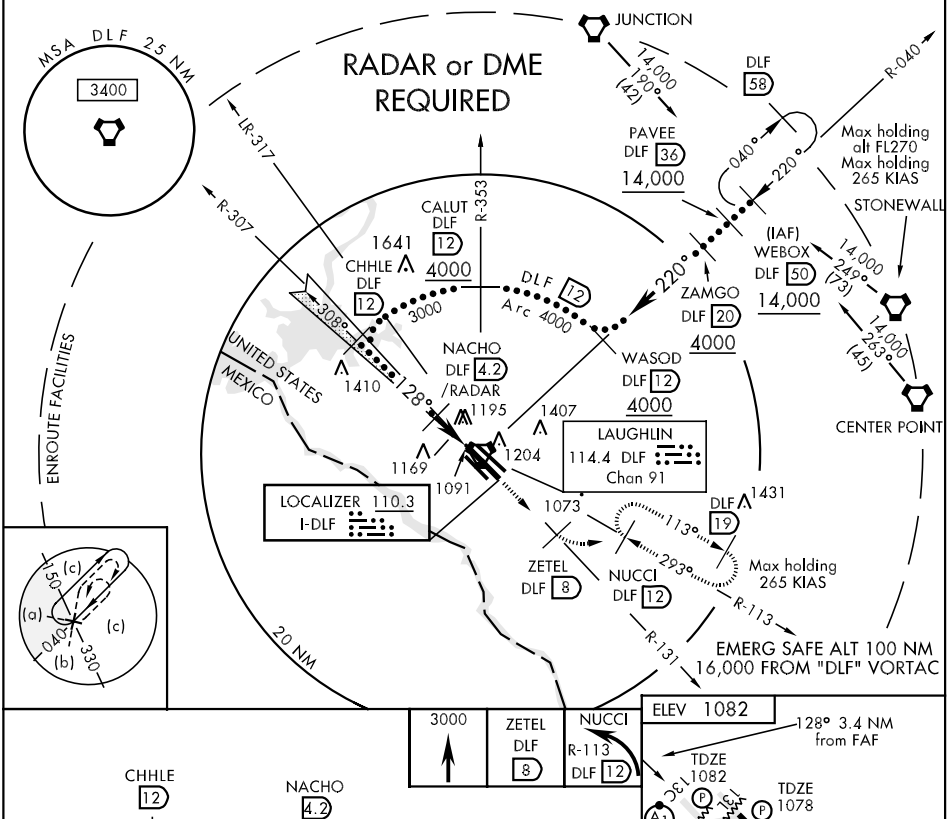
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

▼T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** Circling W of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 direct ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI, DLF R-113/12 DME, and hold.

ATIS★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24 200 (200-½)		1282/40 200 (200-¾)		
S-LOC 13C **	1420/24 338 (400-½)		1420/40 338 (400-¾)		
CIRCLING ***	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13L	1440-1 362 (400-1)			1440-1¼ 362 (400-1¼)	

LOC FAF to MAP 2.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:27	1:15	1:05	0:58	0:52

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 31C

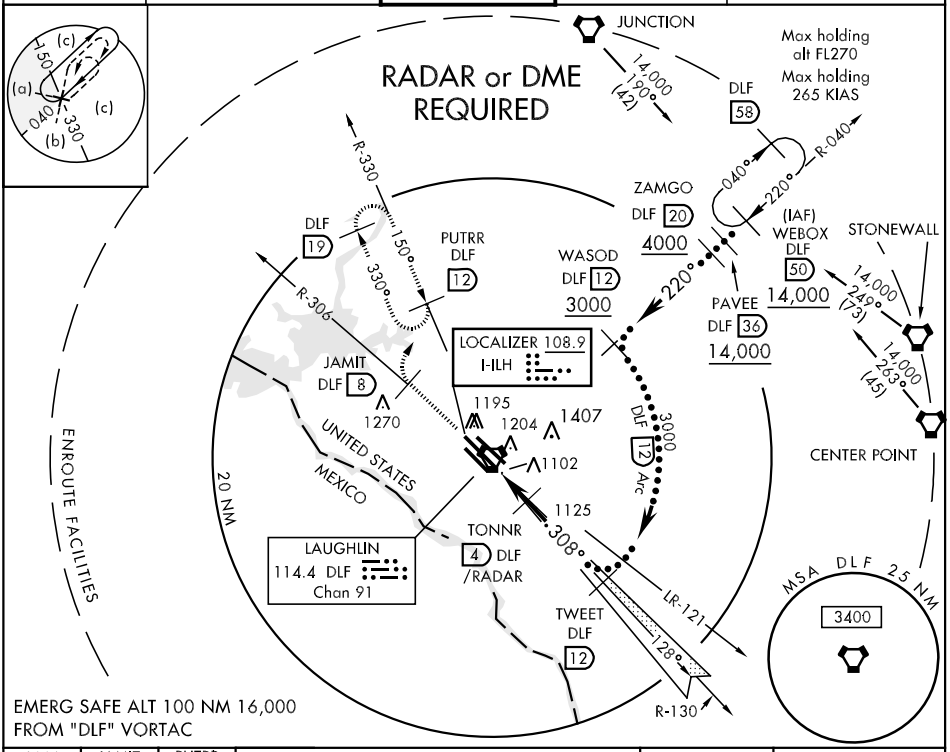
LOC I-ILH	APCH CRS	Rwy ldg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082
108.9	308°	

JAL-111 [USAF] LAUGHLIN AFB (KDLF)

* Circling not authorized in sector SW of Rwy 13R-31L.

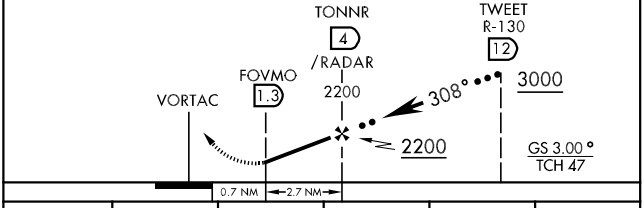
MISSED APPROACH: Climb to 3000 direct to JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME and hold.

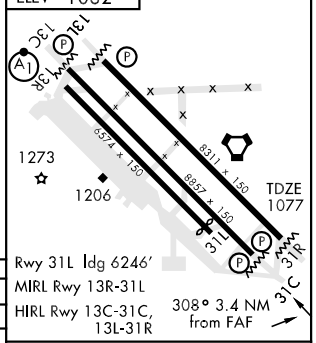
ATIS *	DEL RIO APP CON	LAUGHLIN TOWER *	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



3000	JAMIT R-306 DLF 8	PUTRR R-330 DLF 12

VGSI and descent angles not coincidental.





CATEGORY	A	B	C	D	E
S-ILS 31C	1327-1		250 (300-1)		
S-LOC 31C	1380-1		303 (300-1)		
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)
SIDESTEP 31R	1380-1		303 (300-1)		

FAF to MAP 2.7 NM

Knots	120	140	160	180	200
Min:Sec	1:21	1:09	1:01	0:54	0:49

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

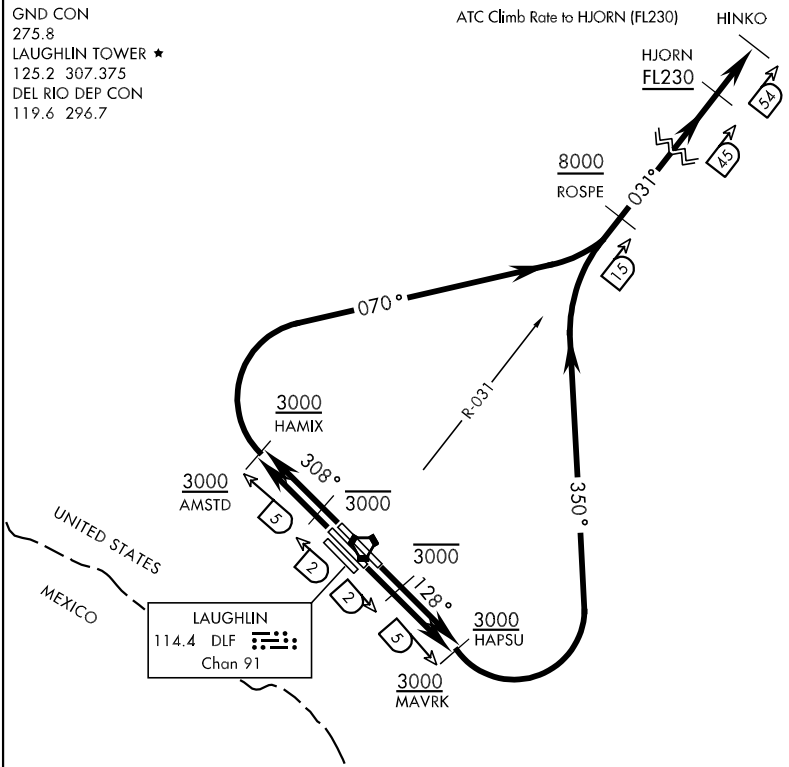
HINKO ONE DEPARTURE (HINKO1 • HINKO)

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

2216

Rwy	Knots	60	120	180	240	300	360
13C/L	V/V(fpm)	450	900	1340	1790	2230	2680
31C/R	V/V(fpm)	460	920	1380	1840	2300	2760

ATC Climb Rate to HJORN (FL230)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13C: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 13L: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31R: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy Idg 13C 8857 13L 8311
110.3	128°	TDZE 13C 1082 13L 1078
		Arpt Elev 1082

AL-111 [USAF] LAUGHLIN AFB (KDLF)

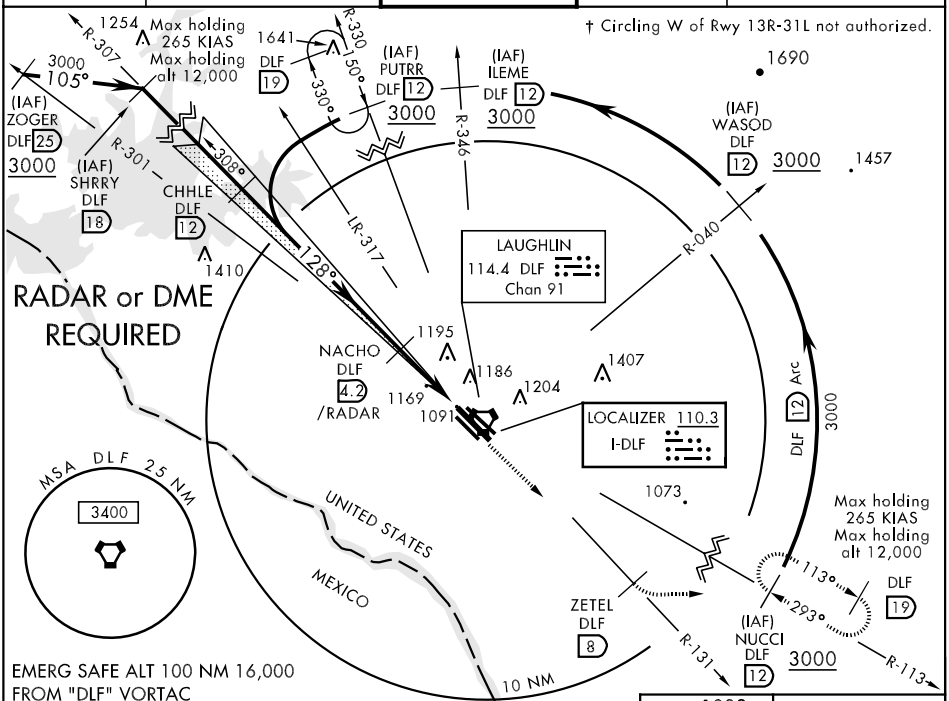
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

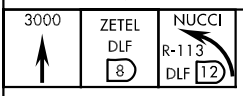
ALSF-1 (A1)

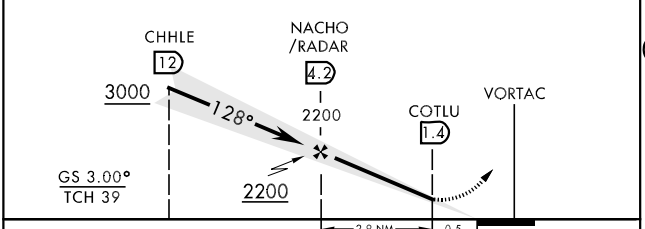
MISSED APPROACH: Climb to 3000 direct ZETEL, DLF R-131/8, then left turn direct NUCCI and hold.

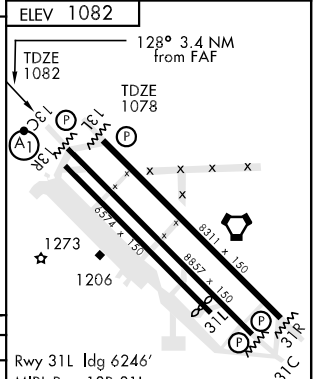
ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

† Circling W of Rwy 13R-31L not authorized.









Rwy 31L ldg 6246′
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24 200 (200-½)		1282/40 200 (200-¾)		
S-LOC 13C**	1420/24 338 (400-½)		1420/40 338 (400-¾)		
SIDESTEP RWY 13L	1440-1 362 (400-1)			1440-1¼ 362 (400-1¼)	
CIRCLING †	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

DEL RIO, TEXAS

ILS or LOC/DME RWY 31C

AL-111 [USAF] LAUGHLIN AFB (KDLF)

LOC I-ILH	APCH CRS	Rwy Idg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082
108.9	308°	

▼ * Circling W of Rwy 13R-31L not authorized.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

R-330 DLF 19 — 1641 — 150° — 330° Arc — (IAF) PUTRR DLF 12

3000

DLF 12 Arc

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

1690

1457

3000

R-307 DLF 12 — 3000

(IAF) HIMUR DLF 12 — 3000

R-346

LAUGHLIN 114.4 DLF Chan 91

R-040

JAMIT 1270 DLF 8

R-306

1195

1186

1204

1407

LOCALIZER 108.9 I-ILH

TONNR DLF 4 /RADAR

1102

(IAF) NUCCI DLF 12

3000

Max holding 265 KIAS Max holding alt 12,000

DLF 19

113°

293°

R-113

1125

308°

LR-121

128°

R-130

TWEET DLF 12

(IAF) DOVIE DLF 18

MSA DLF 25 NM

3400

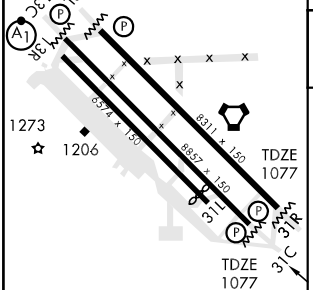
UNITED STATES

MEXICO

10 NM

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

ELEV 1082



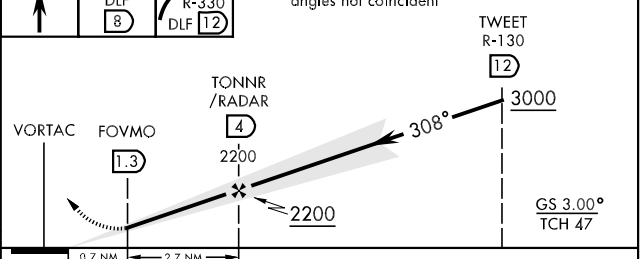
308° 3.4 NM from 4 DME/RADAR

Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

3000	JAMIT R-306 DLF 8	PUTRR R-330 DLF 12

VGSI and descent angles not coincident



CATEGORY	A	B	C	D	E
S-ILS 31C		1327-1	250	(300-1)	
S-LOC 31C		1380-1	303	(300-1)	
SIDESTEP RWY 31R		1380-1	303	(300-1)	
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

DEL RIO, TEXAS

Amdt 3 09323

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

ILS or LOC/DME RWY 31C

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

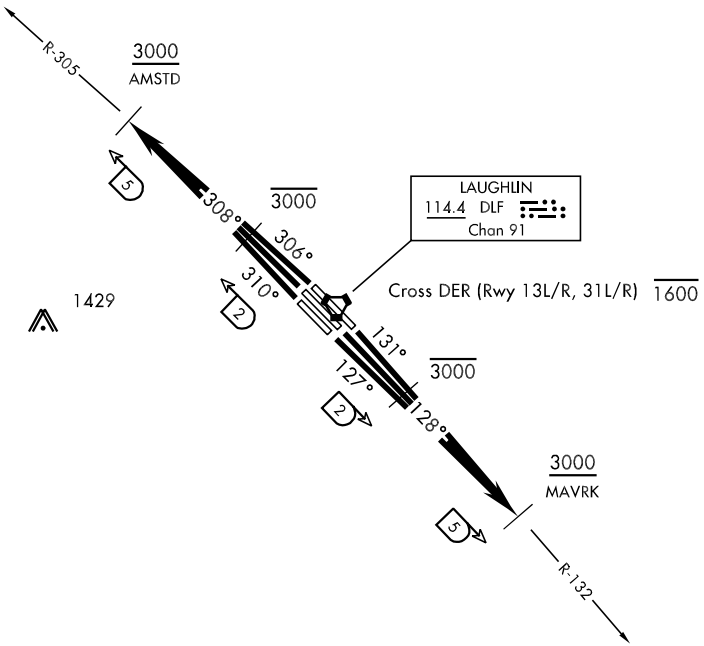
LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

SHL-111 [USAF]

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

Rwy	Knots	60	120	180	240	300	360
31C/R ⓐ	V/V(fpm)	470	940	1410	1880	2350	2810
13C ⓐ	V/V(fpm)	440	880	1320	1760	2200	2640
13L ⓐ	V/V(fpm)	450	890	1330	1770	2210	2650
13R ⓐ	V/V(fpm)	410	810	1210	1620	2020	2420

ⓐ ATC Climb Rate to 5 DME



DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKE-OFF RWY 13C: Climb on track 128°, thence. . .

TAKE-OFF RWY 13L: Climb on track 131°, thence. . .

TAKE-OFF RWY 13R: Climb on track 127°, thence. . .

Intercept DLF VORTAC R-132 to DLF 5 DME (MAVRK), cross DLF 2 DME at or below 3000, cross DLF 5 DME (MAVRK) at or above 3000, then as directed by ATC.

(AMSTD Tracks)

TAKE-OFF RWY 31C: Climb on track 308°, thence. . .

TAKE-OFF RWY 31L: Climb on track 310°, thence. . .

TAKE-OFF RWY 31R: Climb on track 306°, thence. . .

Intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.

LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

DEL RIO, TEXAS
LAUGHLIN AFB (KDLF)

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) B

APCH CRS	Rwy Idg	NA
340°	TDZE	NA
	Arpt Elev	1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

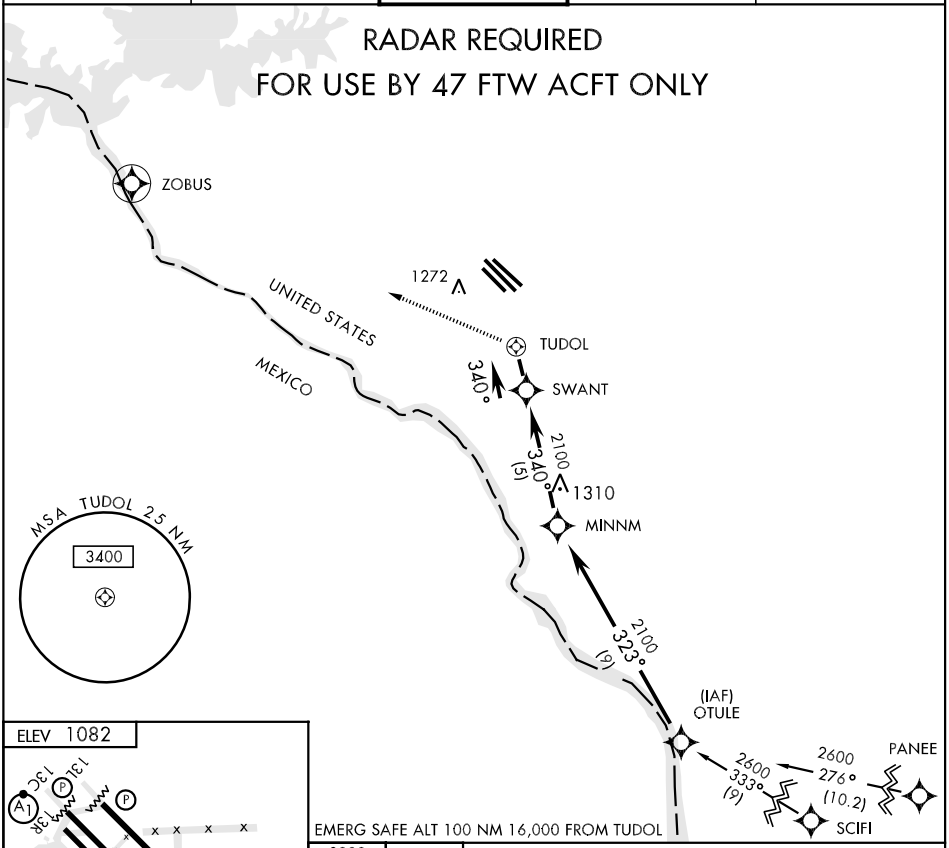
* Circling not authorized in sector NE of RWY 13R-31L.

MISSED APPROACH: Climbing left turn to 3000 direct ZOBUS, expect radar vectors.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	127.75 326.2	125.2 307.375	275.8	120.5 335.8

SC-3, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED
FOR USE BY 47 FTW ACFT ONLY



CATEGORY	A	B
CIRCLING *	1600-3 518 (1000-3)	

29°22'N-100°47'W

RNAV (GPS) B

RNAV (GPS) RWY 13C

APCH CRS	Rwy Idg	TDZE	Arpt Elev
128°	13C 8857 / 13R 6574	13C 1082 / 13R 1076	1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

* When ALS inop, increase vis by ½ mile in all categories.
† Circling SW of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Track rwy heading, climbing to 3000 until FILTO and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

ZAGEX
3000 186° (8.5)
1641
3000 217° (6)
(IAF) WUBUK 3000
3000 282° (13.9)
WASOD
(IAF) CHHLE
3000 038° (5)
1410
2200 128° (7.8)
(IAF) WUGON 3000
(FAF) NACHO
1195
128°
1186
1204
1204
1407
RW13C
3000 297° (29)
BRAKT
MSA RW13C 25NM
3400
UNITED STATES
MEXICO
FILTO
Max holding 265 KIAS Max holding alt 12,000
129°
309°
5 NM
EMERG SAFE ALT 100 NM 16,000 FROM RW13C

3000 Rwy hdg
FILTO

CHHLE
3000
128°
NACHO
2200
1.3 NM to RW13C
RW13C
3.04° TCH 36
3.4 NM

ELEV 1082
128° 3.4 NM From FAF to MAPW
TDZE 1082
TDZE 1076
1174
1206
1273
13L
13C
13R
31L
31C
31R
8211 x 150
8857 x 150
6574 x 150

CATEGORY	A	B	C	D	E
LNAV MDA*	1520/24 438 (500-½)		1520/40 438 (500-¾)	1520/50 438 (500-1)	
CIRCLING †	1520-1 438 (500-1)	1540-1 458 (500-1)	1540-1 ½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13R	1520-1 443 (500-1)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)	

Rwy 31L Idg 6246′
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31C

APCH CRS	Rwy Idg	31C	31L
309°	TDZE	31C 1077	31L 1079
	Arpt Elev 1082		

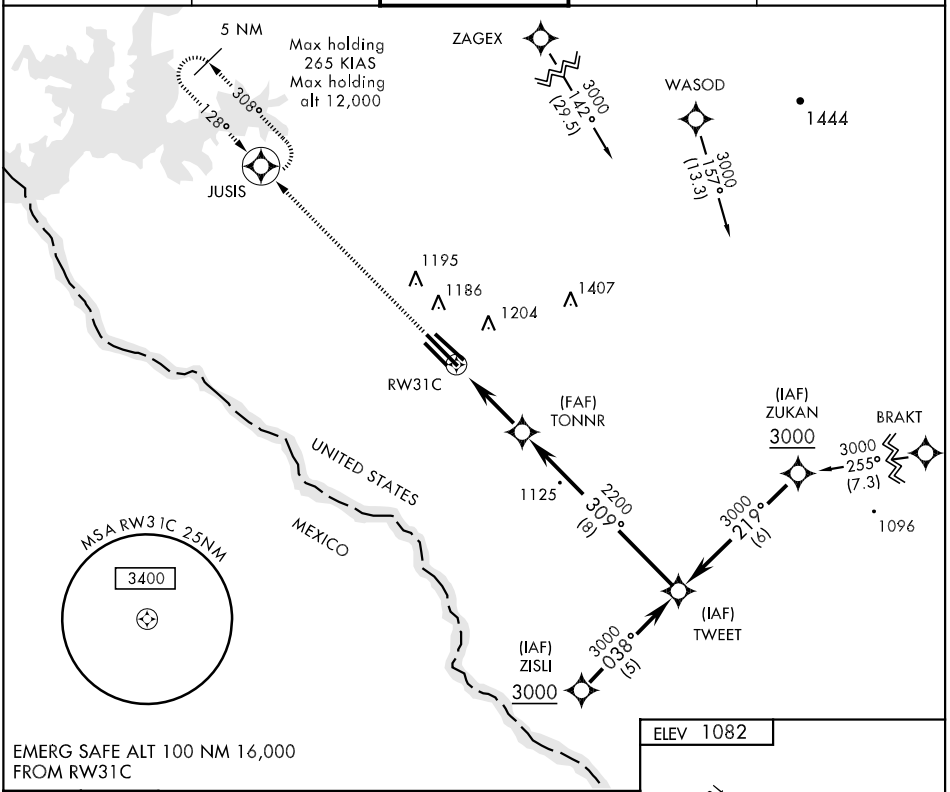
AL-111 (USAF)

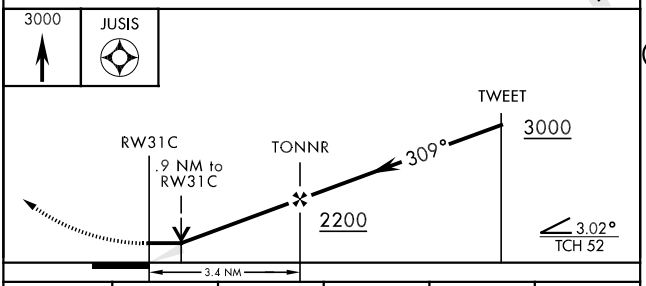
LAUGHLIN AFB (KDLF)

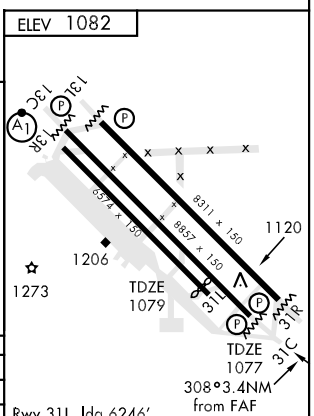
* Circling not authorized SW of Rwy 13R-31L

MISSED APPROACH: Track runway heading, climb to 3000 until JUSIS and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8







Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
LNAV MDA	1420-1	343 (400-1)		1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 31L	1440-1	361 (400-1)		1440-1¼	361 (400-1¼)

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 13C

VORTAC DLF	APCH CRS	Rwy Idg 8857
114.4	118°	TDZE 1082
Chan 91		Arpt Elev 1082

AL-111 [USAF]

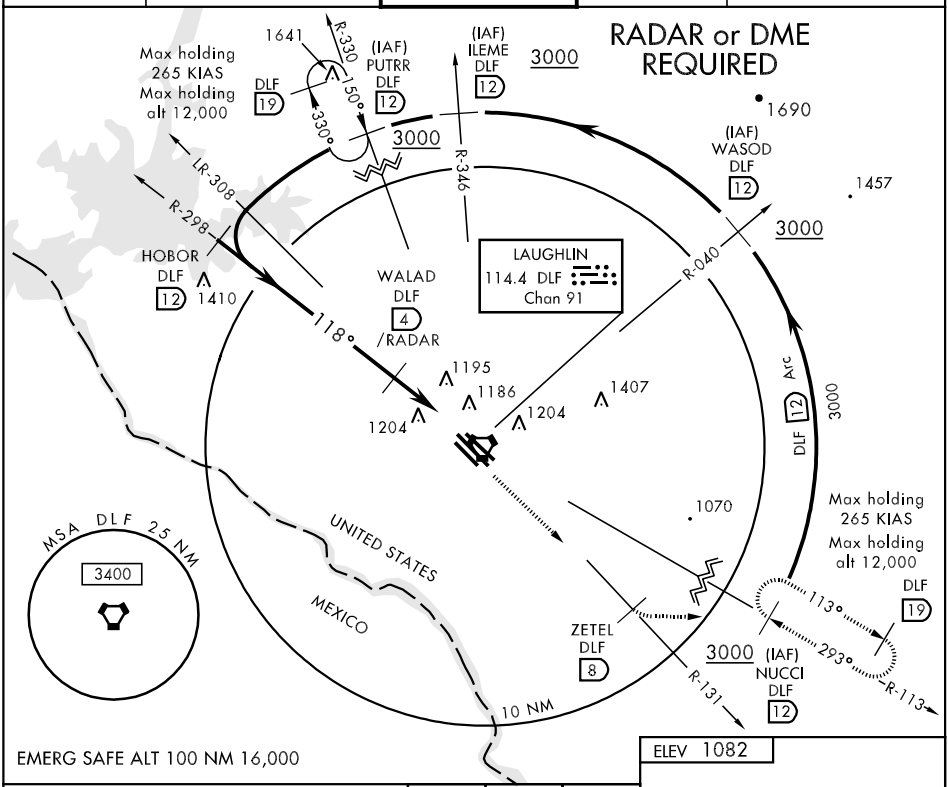
LAUGHLIN AFB (KDLF)

T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized in sector SW of Rwy 13R-31L.

ALSF-1

MISSED APPROACH: Climb to 3000 direct to ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
S-13C *	1480/24 398	(400-½)	1480/40 398	(400-¾)	1480/50 398 (400-1)
CIRCLING **	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME RWY 31C

VORTAC DLF	APCH CRS	Rwy Idg	8857
114.4	322°	TDZE	1077
Chan 91		Arpt Elev	1082

AL-111 [USAF] LAUGHLIN AFB (KDLF)

*Circling not authorized in sector SW of Rwy 13R-31L.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME, and hold.

ATIS *	DEL RIO APP CON	LAUGHLIN TOWER *	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

(IAF) HIMUR DLF 3000 12

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

(IAF) NUCCI DLF 12

JAMIT DLF 8

PAHLR DLF 4 /RADAR

HINLU DLF 12

LAUGHLIN 114.4 DLF Chan 91

R-330 R-346 R-301 R-306 R-040 R-142 LR-132 R-113 322° 293° 113° 330° 50°

Arc DLF 12 3000

1641 1690 1457 1337 1195 1186 1204 1149 1407 1125 1079 1310

MSA DLF 25 NM 3400

UNITED STATES MEXICO

10 NM

Max holding 265 KIAS Max holding alt 12,000

DLF 19

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

ELEV 1082

13C 31C 13R 31L 322° to VORTAC 8574 x 150 8311 x 150 8857 x 150 1273 1206 TDZE 1077

3000 | JAMIT R-306 DLF 8 | PUTRR R-330 DLF 12

VGSI and descent angles not coincident

HINLU R-142 12 3000

PAHLR 4 /RADAR

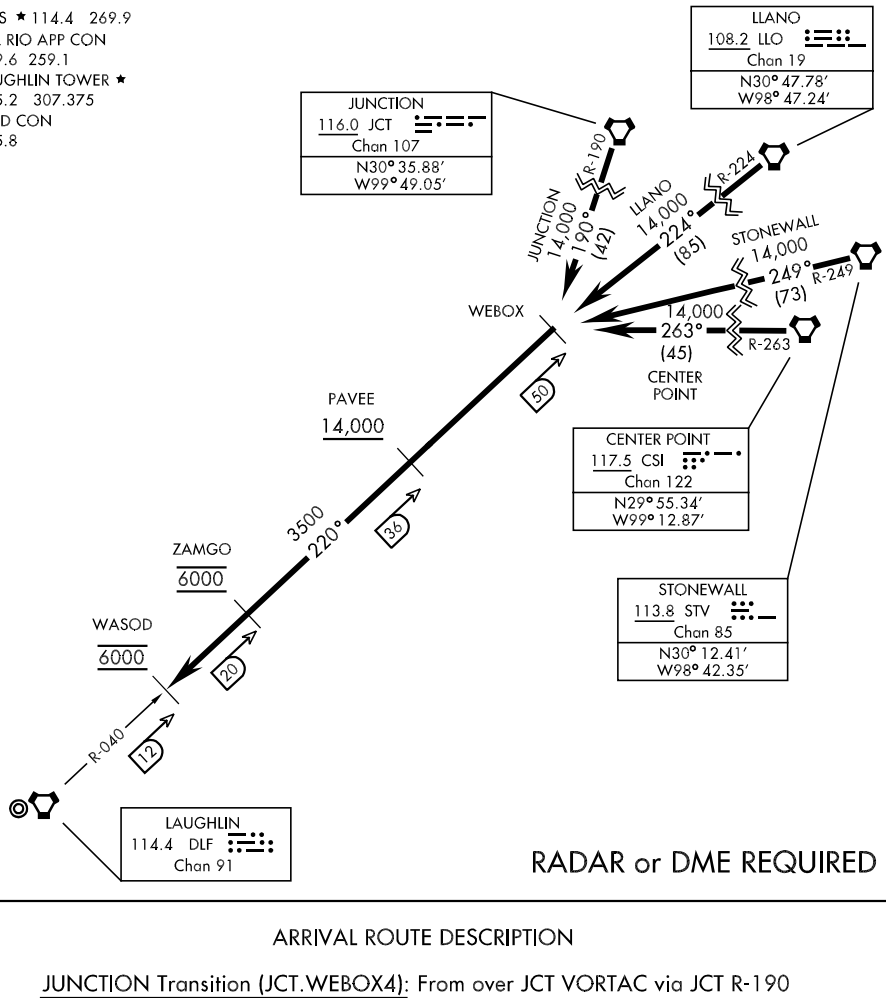
VORTAC HIMPA 1.6 1.3 322° 2100 2.75° TCH 52

0.7 NM 2.7 NM

CATEGORY	A	B	C	D	E
S-31C	1420-1	343	(400-1)	1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

JUNCTION Transition (JCT.WEBOX4): From over JCT VORTAC via JCT R-190 to WEBOX. Thence...

LLANO Transition (LLO.WEBOX4): From over LLO VORTAC via LLO R-224 to WEBOX. Thence...

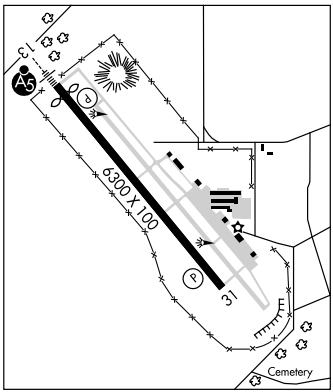
STONEWALL Transition (STV.WEBOX4): From over STV VORTAC via STV R-249 to WEBOX. Thence...

CENTER POINT Transition (CSI.WEBOX4): From over CSI VORTAC via CSI R-263 to WEBOX. Thence...

...From over DLF R-040/50 (WEBOX) via DLF R-040 to DLF R-040/12 (WASOD). Expect vectors for an instrument approach to runway in use.

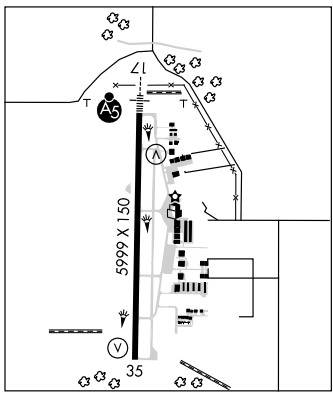
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

DEL RIO INTL (DRT) 2 NW UTC−6(−5DT) N29°22.45′ W100°55.63′ — SAN ANTONIO
1002 B S4 **FUEL** 100LL, JET A AOE Class I, ARFF Index A NOTAM FILE DRT — H–7B, L–19B
RWY 13–31: H6300X100 (ASPH) S–35 MIRL — IAP
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 300′. Tree. Rgt tfc.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–6300 TODA–6300 ASDA–6300 LDA–6000
RWY 31: TORA–6000 TODA–6300 ASDA–6300 LDA–6000
AIRPORT REMARKS: Attended Mon–Sat 1100–0100Z‡, Sun 1400–2300Z‡. After hrs call 830–768–0898. Rwy 13 and Rwy 31 PAPI OTS indef. ACTIVATE MALSR Rwy 13—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
WEATHER DATA SOURCES: ASOS 118.525 (830) 774–6251.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **APP/DEP CON** 119.6 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays). Other hours ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
CLNC DEL 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE DRT.
LAUGHLIN (H) VORTACW 114.4 DLF Chan 91 N29°21.65′ W100°46.30′ 269° 8.2 NM to fld. 1071/7E.
KOTTI NDB (LOM) 335 DR N29°26.56′ W100°59.54′ 132° 5.3 NM to fld. LOM unmonitored.
ILS/DME 111.9 I–DRT Chan 56 Rwy 13 LOM KOTTI NDB. LOC/DME and KOTTI LOM unmonitored.



DENISON N33°49.44′ W96°40.18′ NOTAM FILE GYI. — DALLAS–FT. WORTH
NDB (MHW) 341 DNI 176° 6.6 NM to North Texas Rgnl/Perrin Field — L–17C

DENTON MUNI (DTO) 3 W UTC−6(−5DT) N33°12.04′ W97°11.88′ — DALLAS–FT. WORTH
642 B S4 **FUEL** 100LL, JET A TPA—1442(800) NOTAM FILE DTO — COPTER
RWY 17–35: H5999X150 (ASPH) S–70, D–100 MIRL — H–6H, L–17C, A
RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 53′. Trees. — IAP, AD
RWY 35: VASI(V2L)—GA 4.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1200–0400Z‡. Arpt CLOSED to ultralights and gliders. Mowing ops on arpt May–Sept. Rwy 17 designated as a calm wind runway. When twr clsd ACTIVATE MALSR Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 119.325 (940) 383–8457.
COMMUNICATIONS: CTAF 119.95
Ⓡ **RGNL APP/DEP CON** 118.1
TOWER 119.95 (1400–0200Z‡) **GND CON/CLNC DEL** 123.95
AIRSPACE: CLASS D svc 1400–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 351° 18.7 NM to fld. 637/6E.
PINCK NDB (LOM) 257 DT N33°16.99′ W97°11.78′ 174° 4.9 NM to fld.
ILS 109.1 I–DTO Rwy 17. LOM PINCK NDB. ILS unmonitored. LOC unusable byd 10° left of course.



LOC I-DRT	APP CRS	Rwy Idg	6000
111.9	132°	TDZE	1002
Chan 56		Apt Elev	1002

ILS or LOC RWY 13

DEL RIO INTL (DRT)

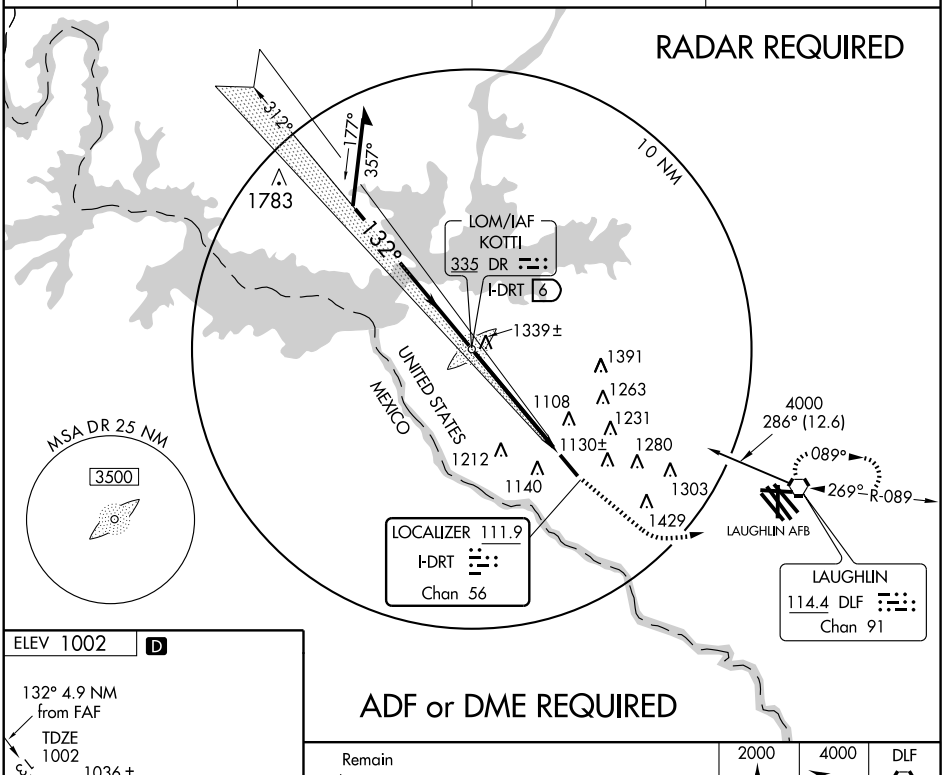
Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cat D visibility ¼ mile. VDP NA when using Laughlin AFB altimeter setting.

MALSR

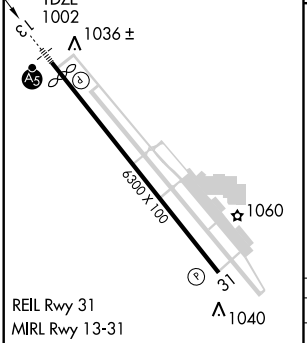
MISSED APPROACH: Climb to 2000 via heading 122° then climbing left turn to 4000 direct DLF VORTAC and hold. Continue climb-in-hold to 4000.

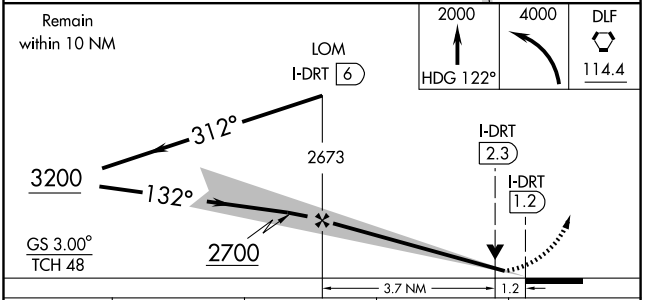
ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L

RADAR REQUIRED



ADF or DME REQUIRED





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 13	1202-½ 200 (200-½)			
S-LOC 13	1420-½ 418 (500-½)		1420-¾ 418 (500-¾)	
CIRCLING	1440-1 438 (500-1)	1460-1 458 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOM DR	APP CRS	Rwy Idg	6000
335	132°	TDZE	1002
		Apt Elev	1002

NDB RWY 13

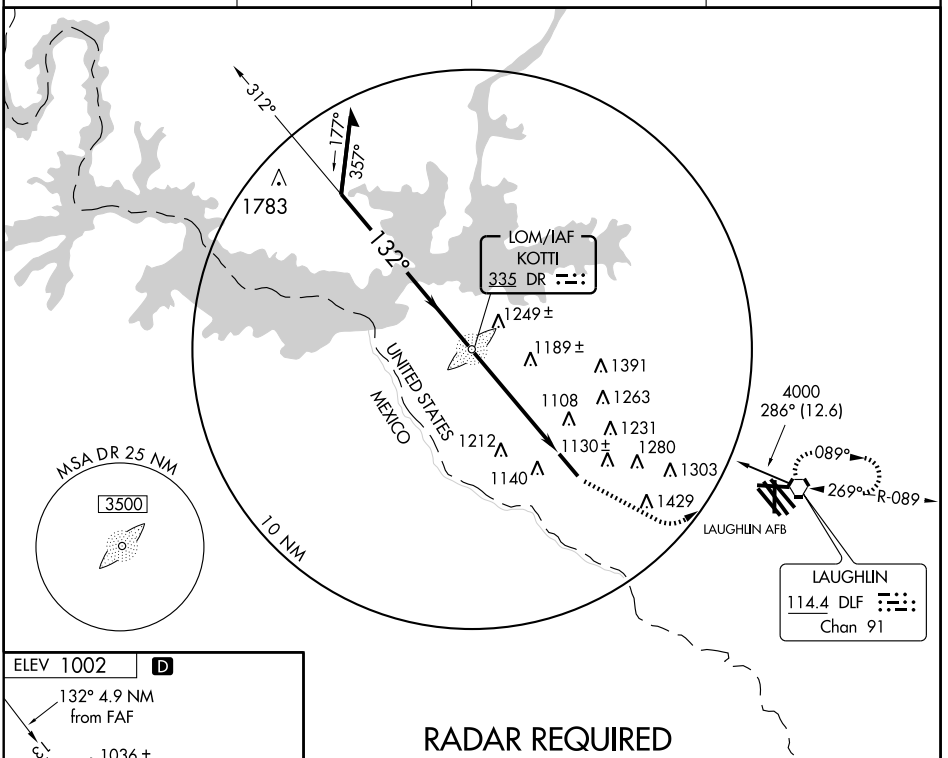
DEL RIO INTL (DRT)

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply to S-13 Cat C.

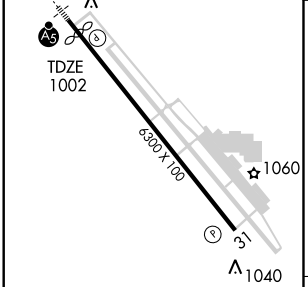
MALSR

MISSED APPROACH: Climb to 4000 via heading 122° then left turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF)

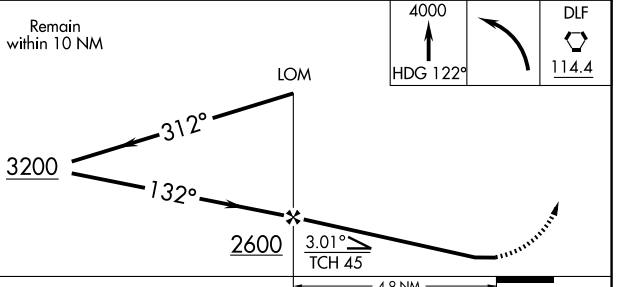


RADAR REQUIRED



REIL Rwy 31
MIRL Rwy 13-31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-13	1500-1	498 (500-1)	1500-1¼ 498 (500-1¼)	1500-1½ 498 (500-1½)
CIRCLING	1500-1	498 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

29°22′ N- 100°56′ W

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 13

DEL RIO INTL (DRT)

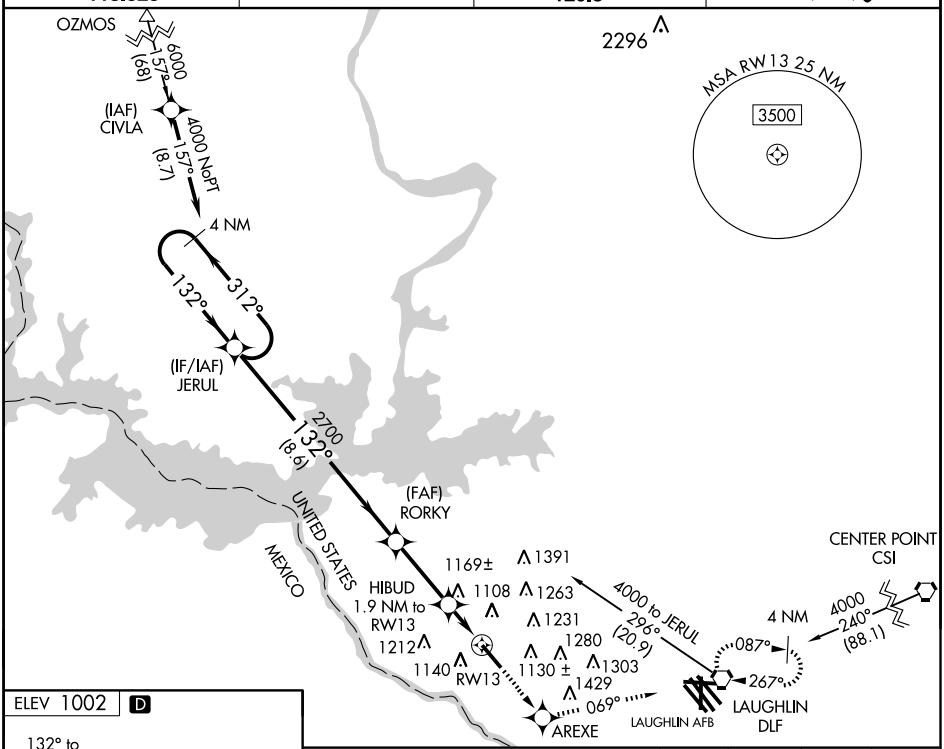
WAAS	APP CRS	Rwy Idg	6000
CH 86499	132°	TDZE	1002
W13A		Apt Elev	1002

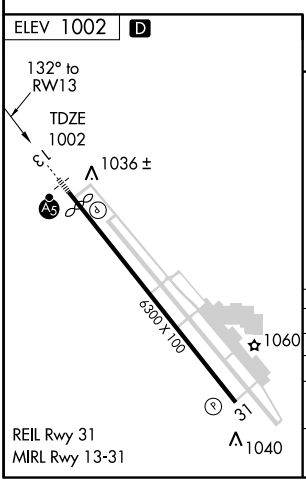
T A W Circling NA for Cat D southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet, increase LPV visibility all Cats, LNAV visibility Cats C and D and Circling visibility Cat D ¼ mile. Baro-VNAV NA when using Laughlin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 47°C (116°F).

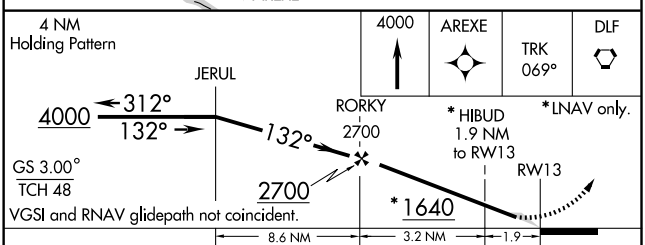
MALSR

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1252-½ 250 (300-½)			
LNAV/VNAV DA	1401-1 399 (400-1)			
LNAV MDA	1500-½ 498 (500-½)		1500-¾ 498 (500-¾)	1500-1 498 (500-1)
CIRCLING	1500-1 498 (500-1)		1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

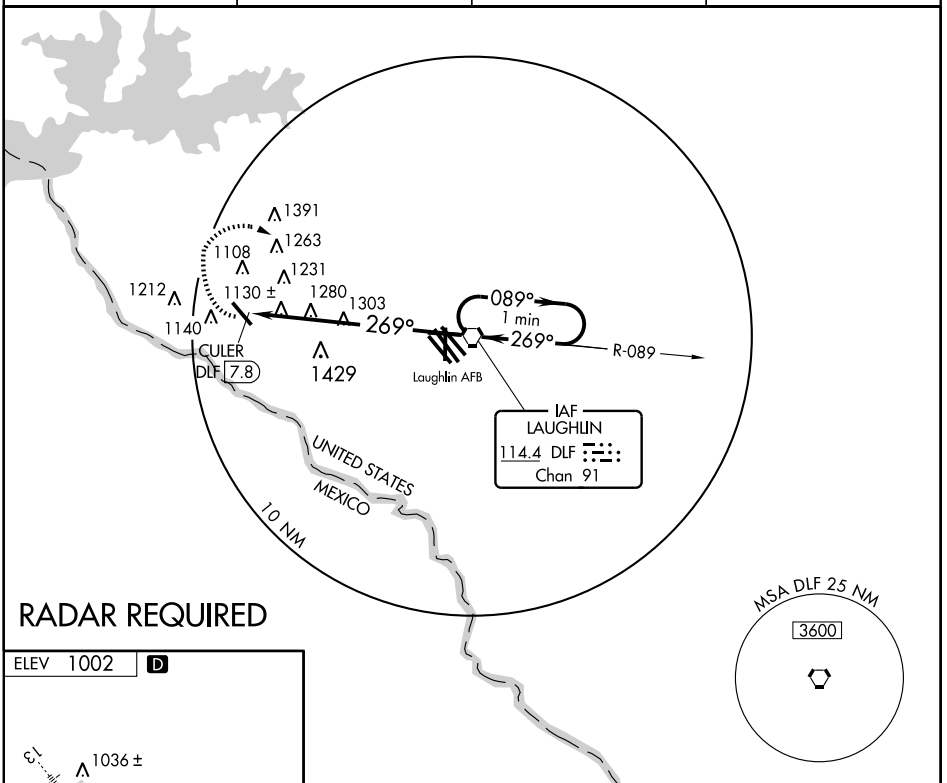
VORTAC DLF 114.4 Chan 91	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 1002

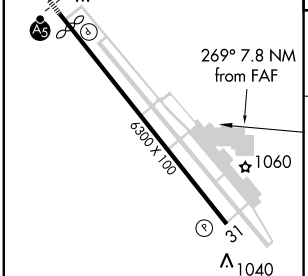
VOR-A
DEL RIO INTL (DRT)

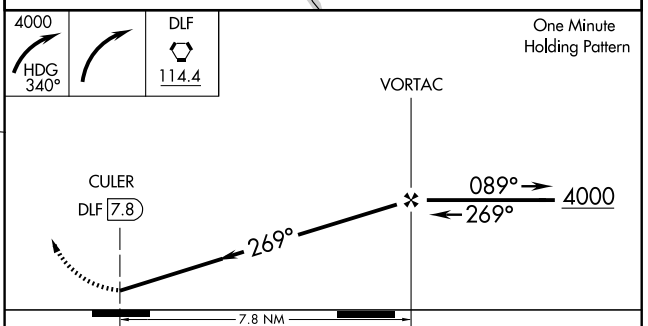
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS 118.525	DEL RIO APP CON* 119.6 259.1	CLNC DEL 120.5	UNICOM 122.8 (CTAF)







FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

CATEGORY	A	B	C	D
CIRCLING	1780-1 778 (800-1)	1780-1¼ 778 (800-1¼)	1780-2¼ 778 (800-2¼)	1780-2½ 778 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

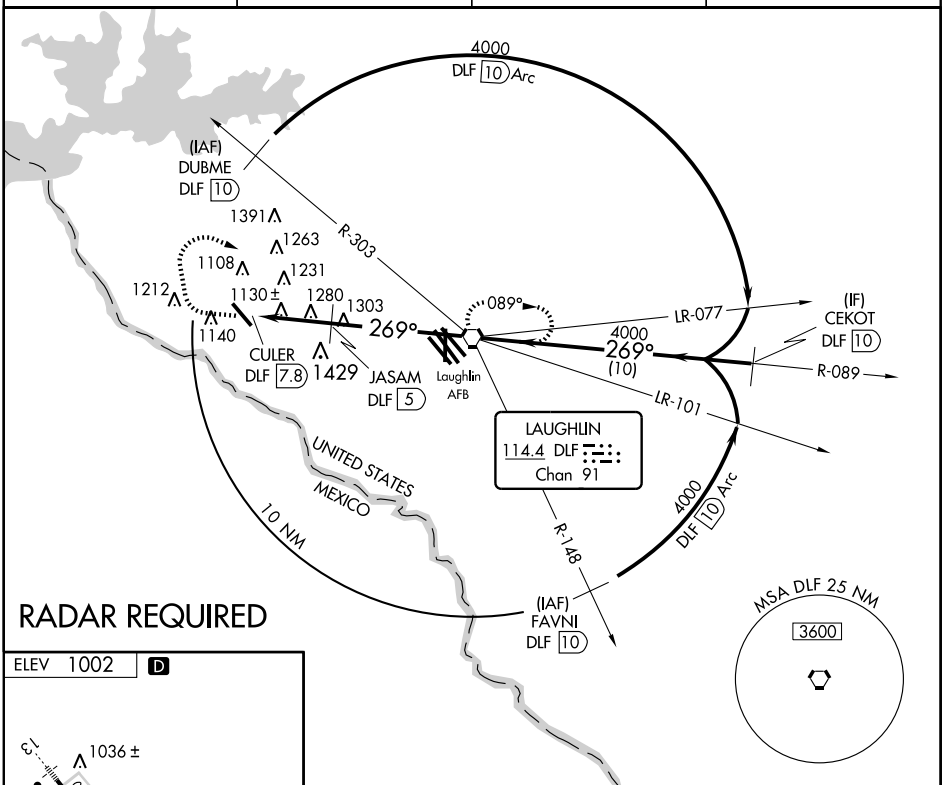
VORTAC DLF 114.4 Chan 91	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 1002

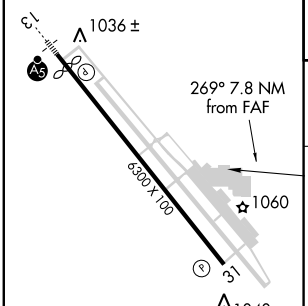
VOR/DME-B
DEL RIO INTL (DRT)

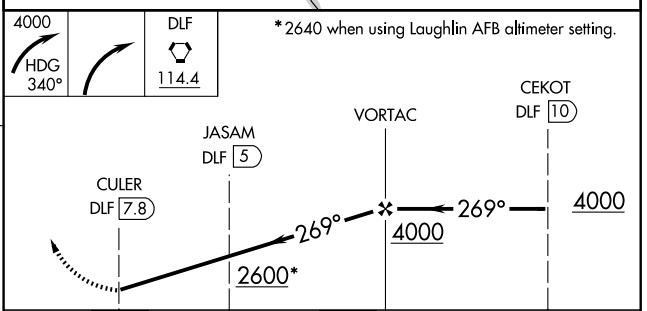
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L



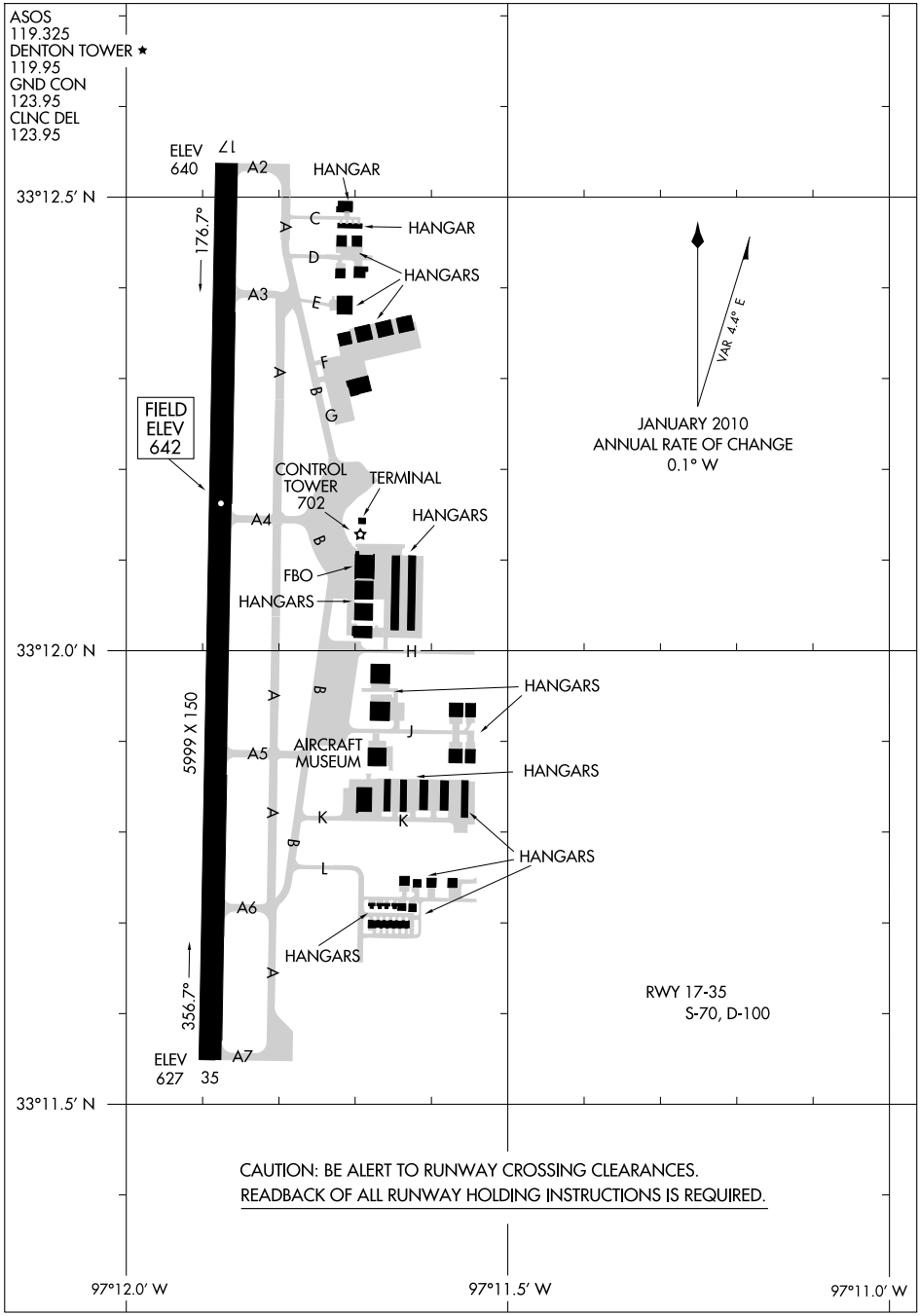




CATEGORY	A	B	C	D
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1640-2 638 (700-2)

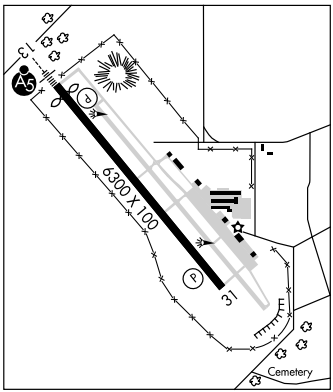
REIL Rwy 31
MIRL Rwy 13-31

SC-3, 26 AUG 2010 to 23 SEP 2010



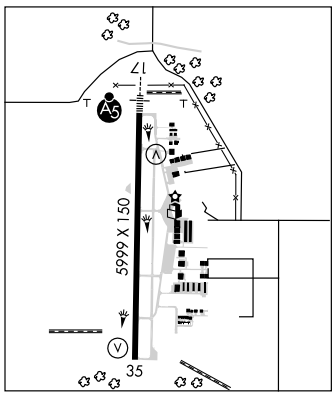
SC-2, 26 AUG 2010 to 23 SEP 2010

DEL RIO INTL (DRT) 2 NW UTC−6(−5DT) N29°22.45′ W100°55.63′ — SAN ANTONIO
1002 B S4 **FUEL** 100LL, JET A AOE Class I, ARFF Index A NOTAM FILE DRT — H–7B, L–19B
RWY 13–31: H6300X100 (ASPH) S–35 MIRL — IAP
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 300′. Tree. Rgt tfc.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–6300 TODA–6300 ASDA–6300 LDA–6000
RWY 31: TORA–6000 TODA–6300 ASDA–6300 LDA–6000
AIRPORT REMARKS: Attended Mon–Sat 1100–0100Z‡, Sun 1400–2300Z‡. After hrs call 830–768–0898. Rwy 13 and Rwy 31 PAPI OTS indef. ACTIVATE MALSR Rwy 13—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
WEATHER DATA SOURCES: ASOS 118.525 (830) 774–6251.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **APP/DEP CON** 119.6 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays). Other hours ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
CLNC DEL 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE DRT.
LAUGHLIN (H) VORTACW 114.4 DLF Chan 91 N29°21.65′ W100°46.30′ 269° 8.2 NM to fld. 1071/7E.
KOTTI NDB (LOM) 335 DR N29°26.56′ W100°59.54′ 132° 5.3 NM to fld. LOM unmonitored.
ILS/DME 111.9 I–DRT Chan 56 Rwy 13 LOM KOTTI NDB. LOC/DME and KOTTI LOM unmonitored.



DENISON N33°49.44′ W96°40.18′ NOTAM FILE GYI. — DALLAS–FT. WORTH
NDB (MHW) 341 DNI 176° 6.6 NM to North Texas Rgnl/Perrin Field — L–17C

DENTON MUNI (DTO) 3 W UTC−6(−5DT) N33°12.04′ W97°11.88′ — DALLAS–FT. WORTH
642 B S4 **FUEL** 100LL, JET A TPA—1442(800) NOTAM FILE DTO — COPTER
RWY 17–35: H5999X150 (ASPH) S–70, D–100 MIRL — H–6H, L–17C, A
RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 53′. Trees. — IAP, AD
RWY 35: VASI(V2L)—GA 4.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1200–0400Z‡. Arpt CLOSED to ultralights and gliders. Mowing ops on arpt May–Sept. Rwy 17 designated as a calm wind runway. When twr clsd ACTIVATE MALSR Rwy 17—CTAF.
WEATHER DATA SOURCES: ASOS 119.325 (940) 383–8457.
COMMUNICATIONS: CTAF 119.95
Ⓡ **RGNL APP/DEP CON** 118.1
TOWER 119.95 (1400–0200Z‡) **GND CON/CLNC DEL** 123.95
AIRSPACE: CLASS D svc 1400–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 351° 18.7 NM to fld. 637/6E.
PINCK NDB (LOM) 257 DT N33°16.99′ W97°11.78′ 174° 4.9 NM to fld.
ILS 109.1 I–DTO Rwy 17. LOM PINCK NDB. ILS unmonitored. LOC unusable byd 10° left of course.



DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DENTON, TEXAS

DENTON MUNI (DTO)

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

SHERO
N33°04.49'
W95°33.78'

TEKBE
N32°42.80'
W94°47.73'

SHRLY
N32°44.60'
W94°18.17'

055° (117) R-235
R-320
FL230 064° (75)
(51)
R-244
6500 064° (79)
FL200 077° (125) R-262
FL200 097° (206) R-281
R-254
14000 072° (134)
R-324
R-312
5000 (38) (76)
5000 (39) (76)
R-184
R-182
R-181
064° (38)
074° (36)
084° (36)
094° (36)
5000 081° (49) R-261
R-180
R-183
6000 (34)
(94) 10000 079° (44)
(71)
R-187
R-259 (25) (25)
R-346
14000 111° (116) R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

SL-5866 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

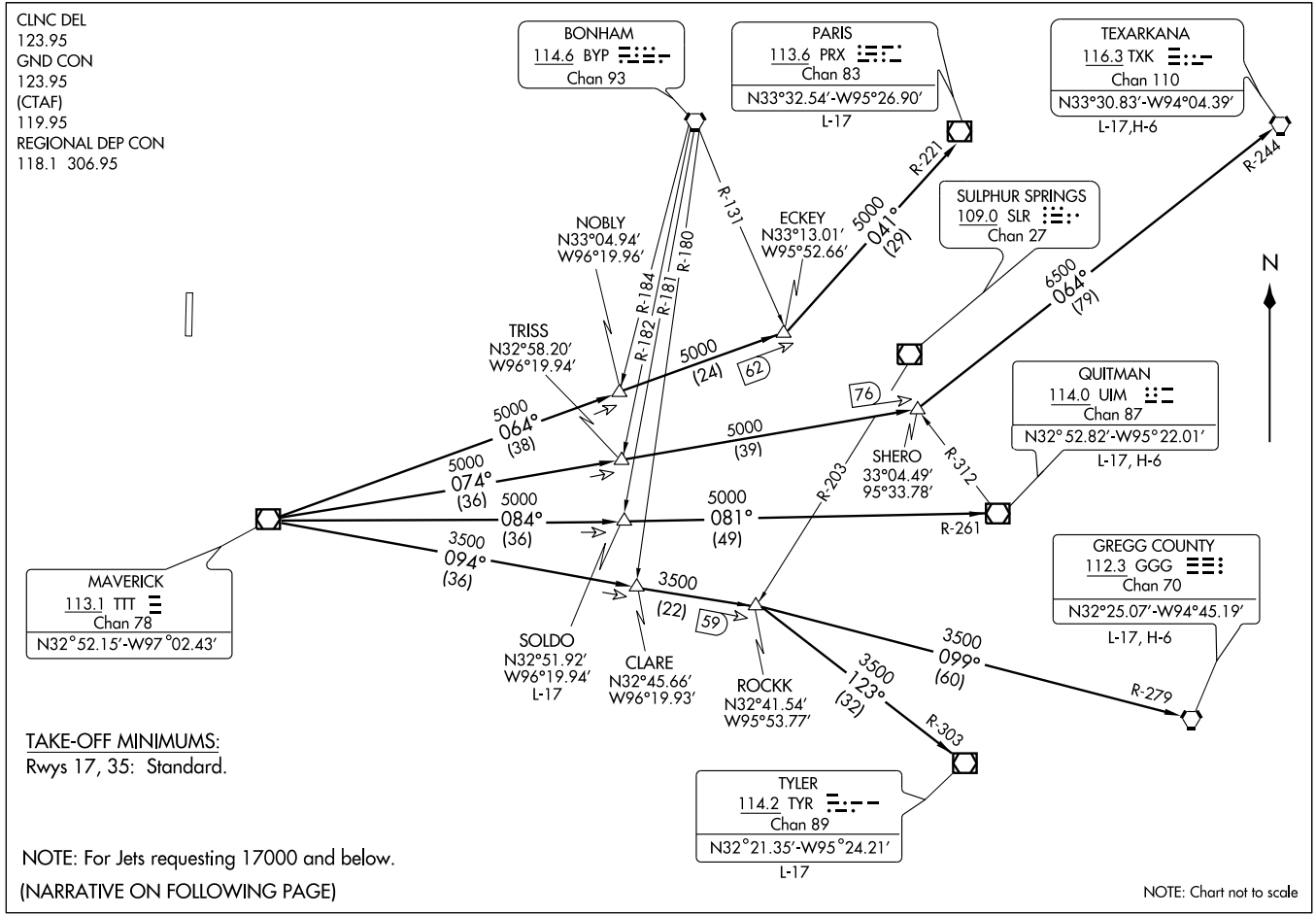
GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DENTON, TEXAS

DENTON MUNI (DTO)

CLNC DEL
123.95
GND CON
123.95
(CTAF)
119.95
REGIONAL DEP CON
118.1 306.95



TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
DENTON MUNI (DTO)
DENTON, TEXAS

SL-5866 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010

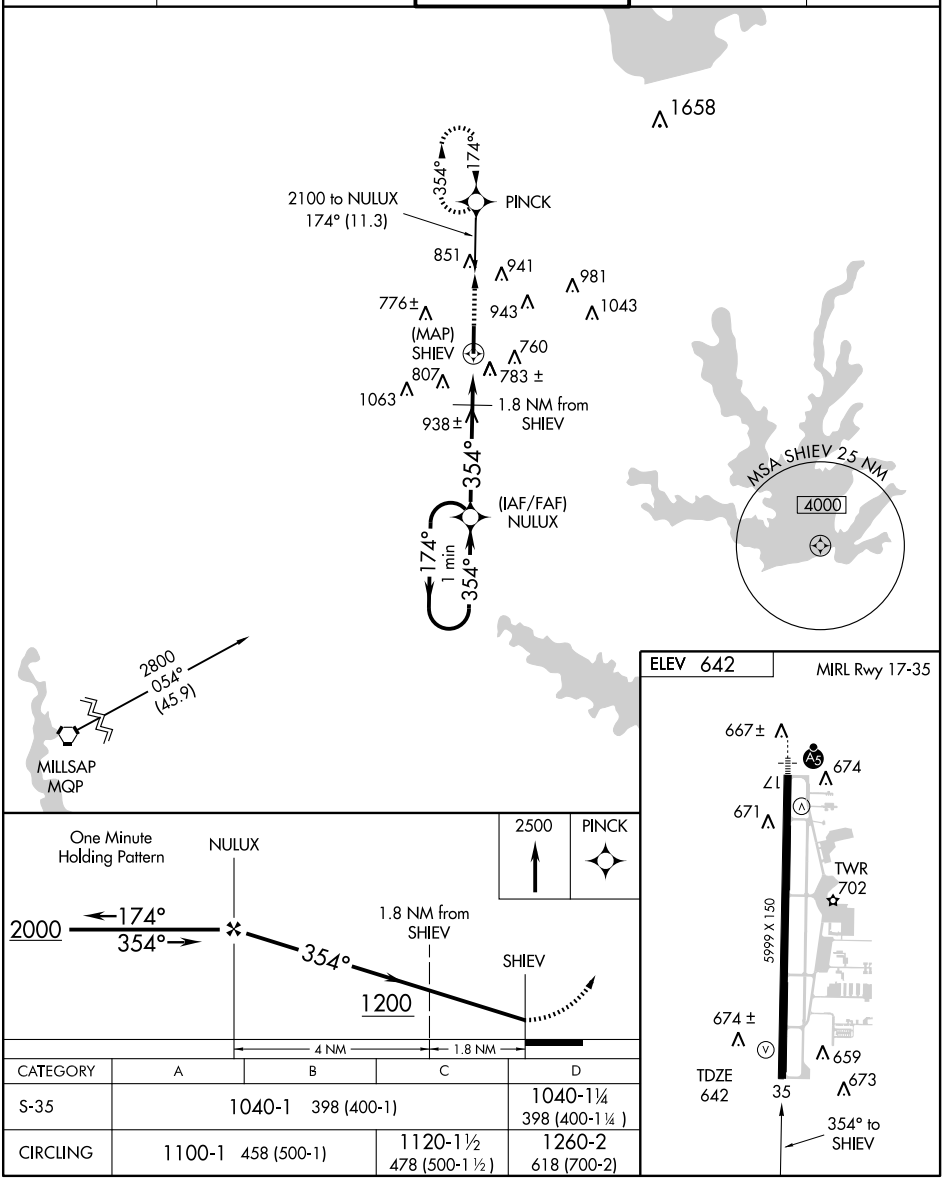
GPS RWY 35
DENTON MUNI (DTO)

APP CRS	Rwy Idg	5999
354°	TDZE	642
	Apt Elev	642

NA

MISSED APPROACH: Climb to 2500 direct PINCK WP and hold.

ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95



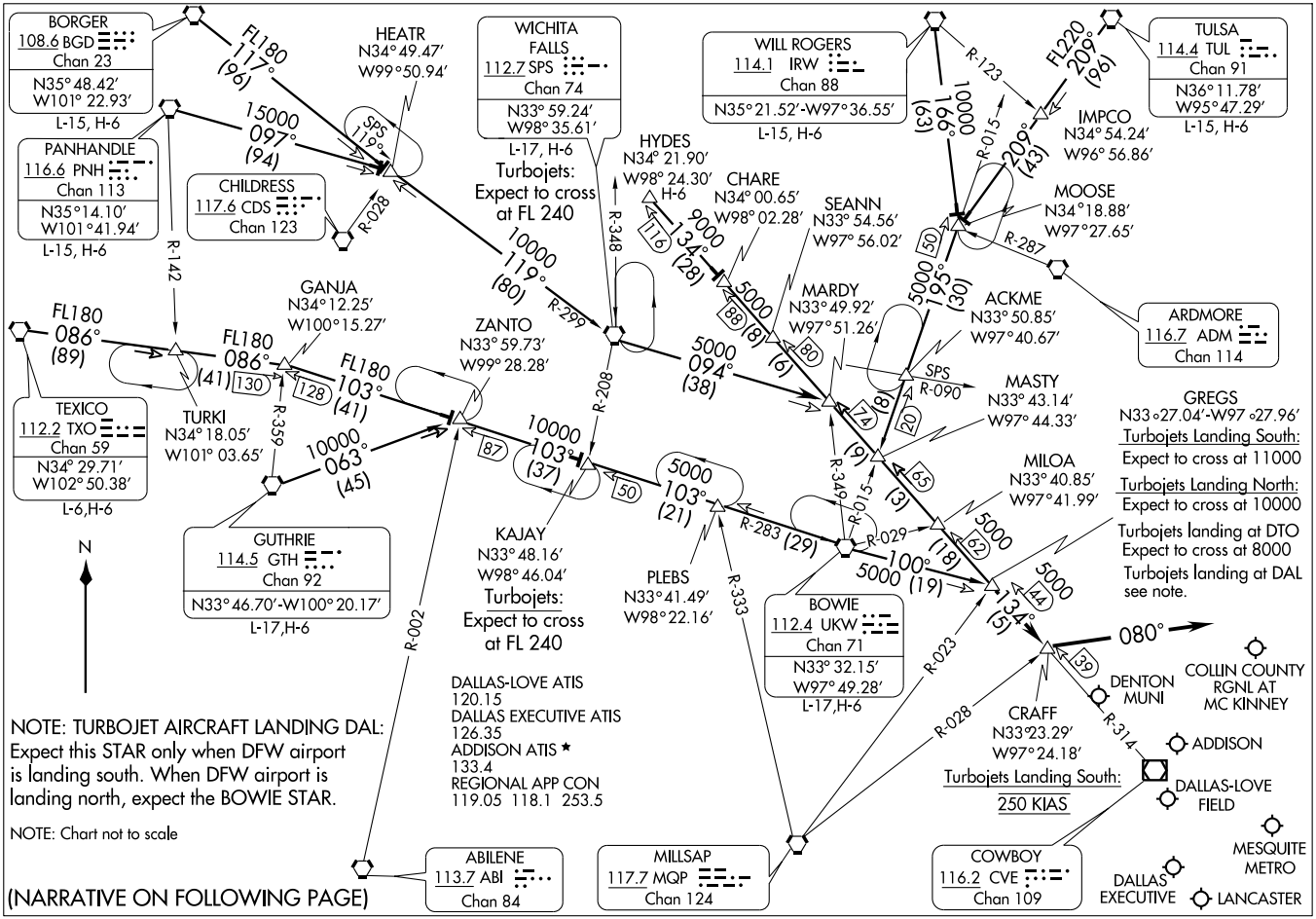
CATEGORY	A	B	C	D
S-35	1040-1 398 (400-1)			1040-1¼ 398 (400-1¼)
CIRCLING	1100-1 458 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

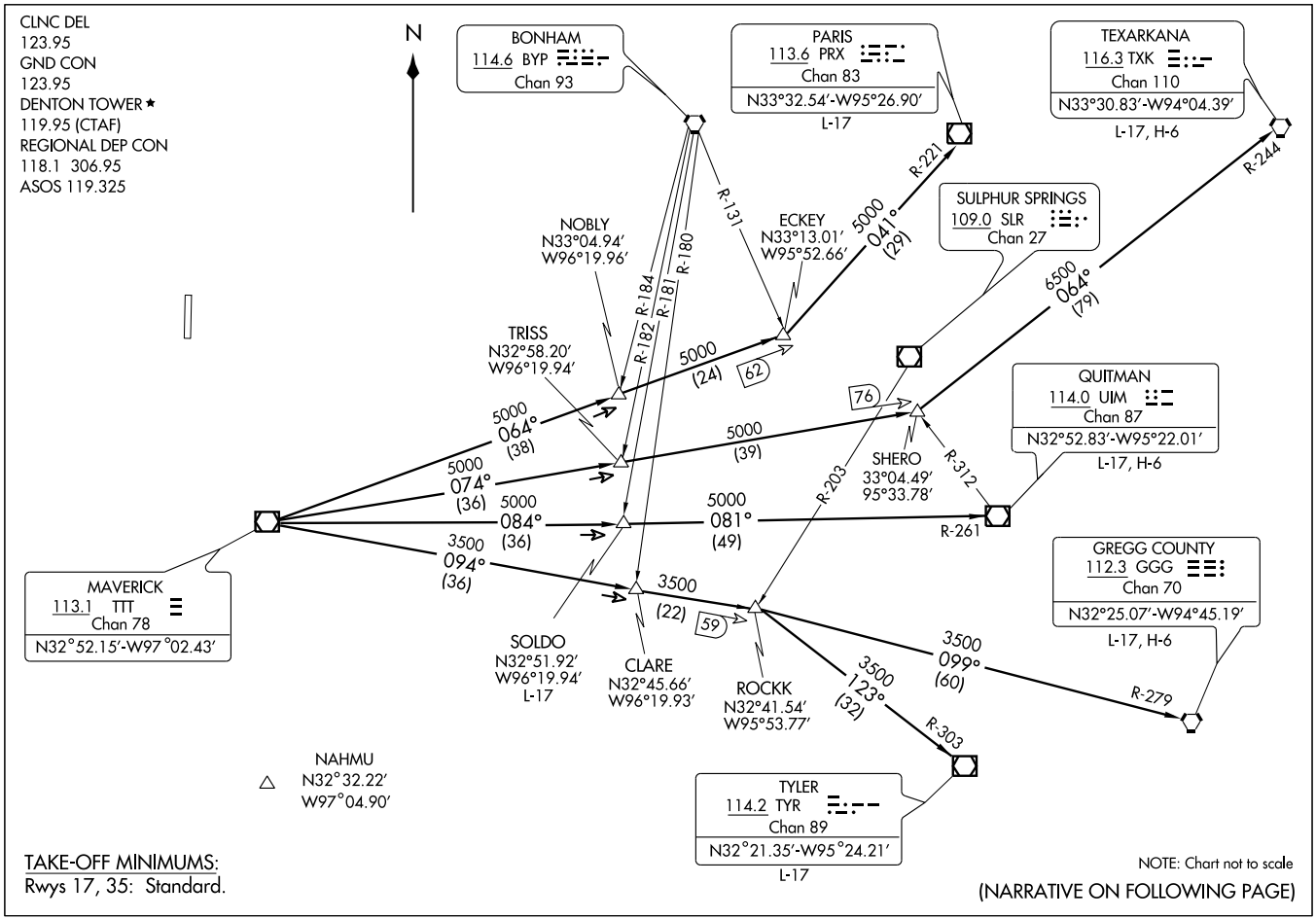
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DENTON, TEXAS

DENTON MUNI (DTO)



SL-5866 (FAA)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DENTON MUNI (DTO)
DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL.
Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL.
Rwy35:
Tree 1,242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-DTO	APP CRS	Rwy Idg	5999
109.1	174°	TDZE	642
		Apt Elev	642

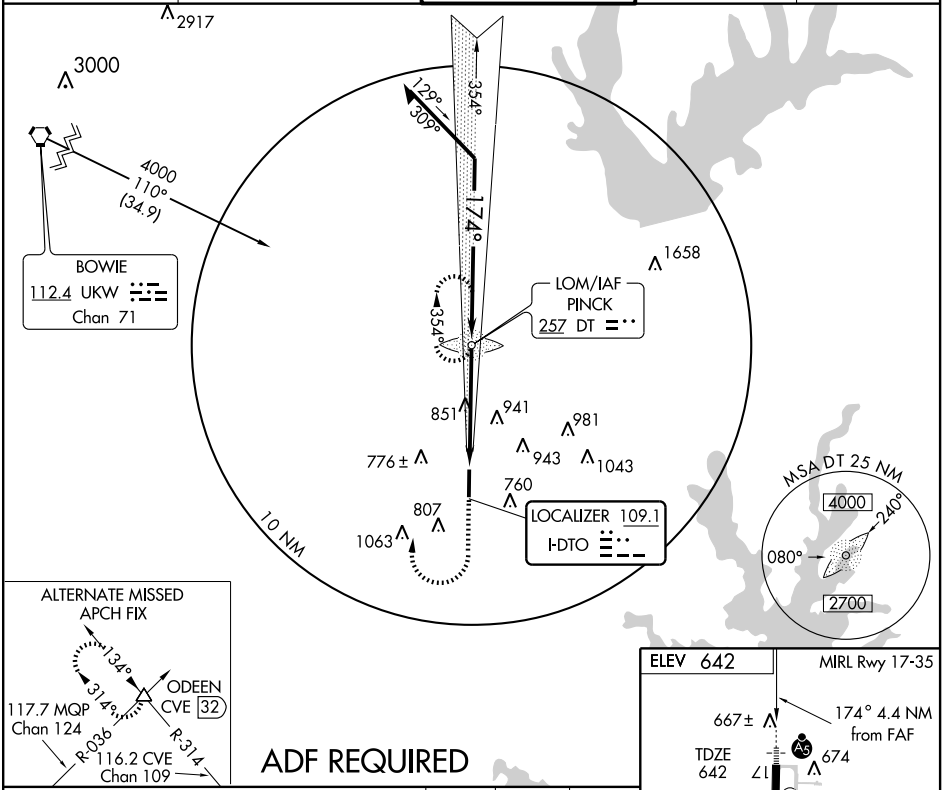
ILS or LOC RWY 17
DENTON MUNI (DTO)

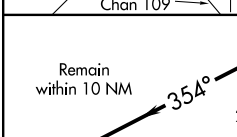
T NA ADF REQUIRED

MALSR

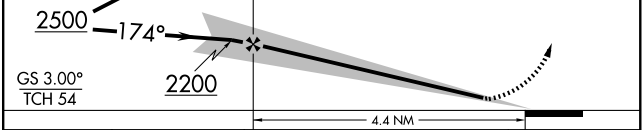
MISSED APPROACH: Climb to 2500, then right turn direct PINCK LOM and hold.

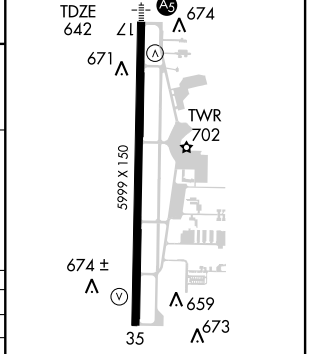
ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95





ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 17		842-½	200 (200-½)	
S-LOC 17	1120-½ 478 (500-½)		1120-¾ 478 (500-¾)	1120-1 478 (500-1)
CIRCLING	1120-1 478 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

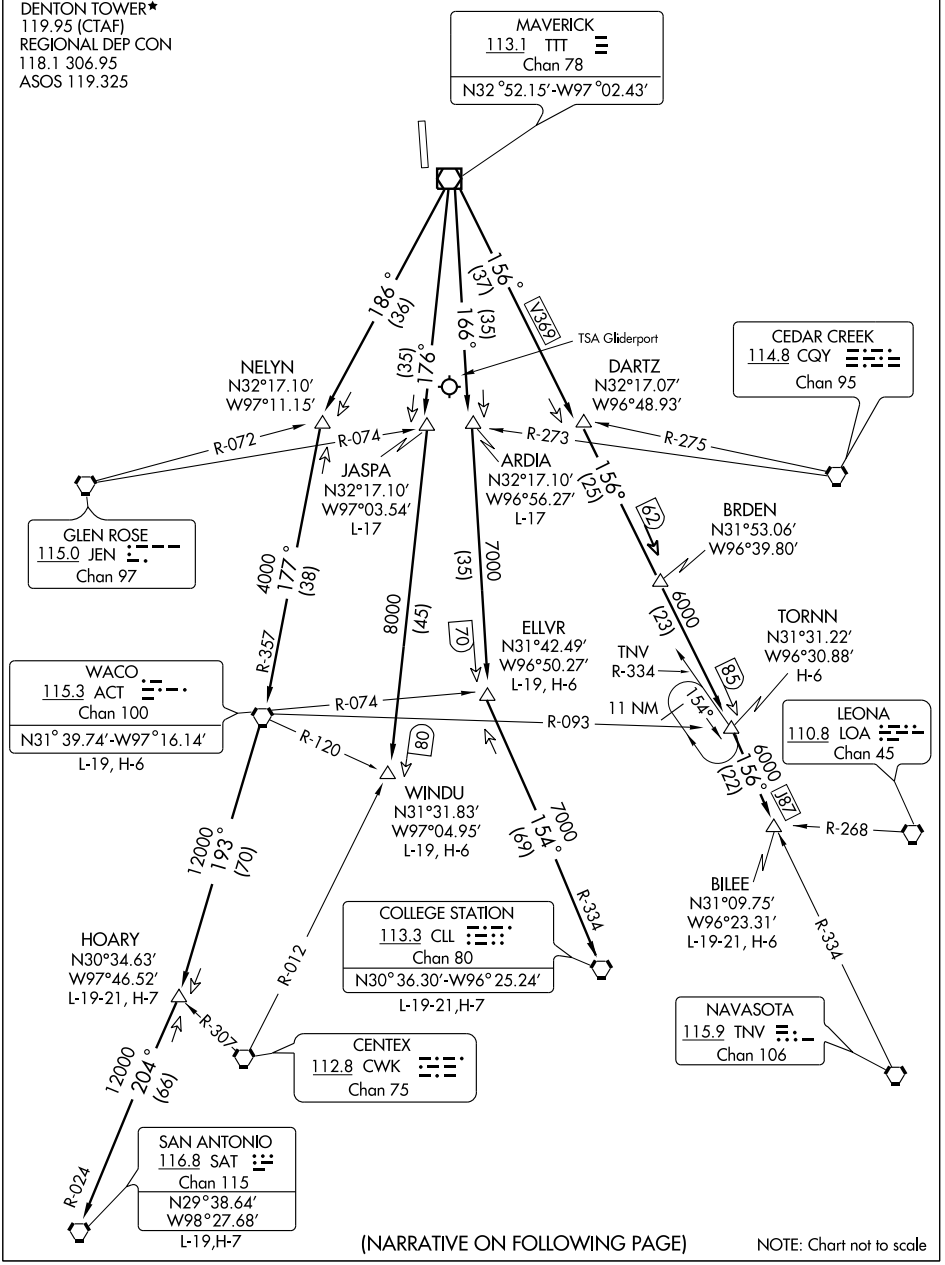
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-5866 (FAA)

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

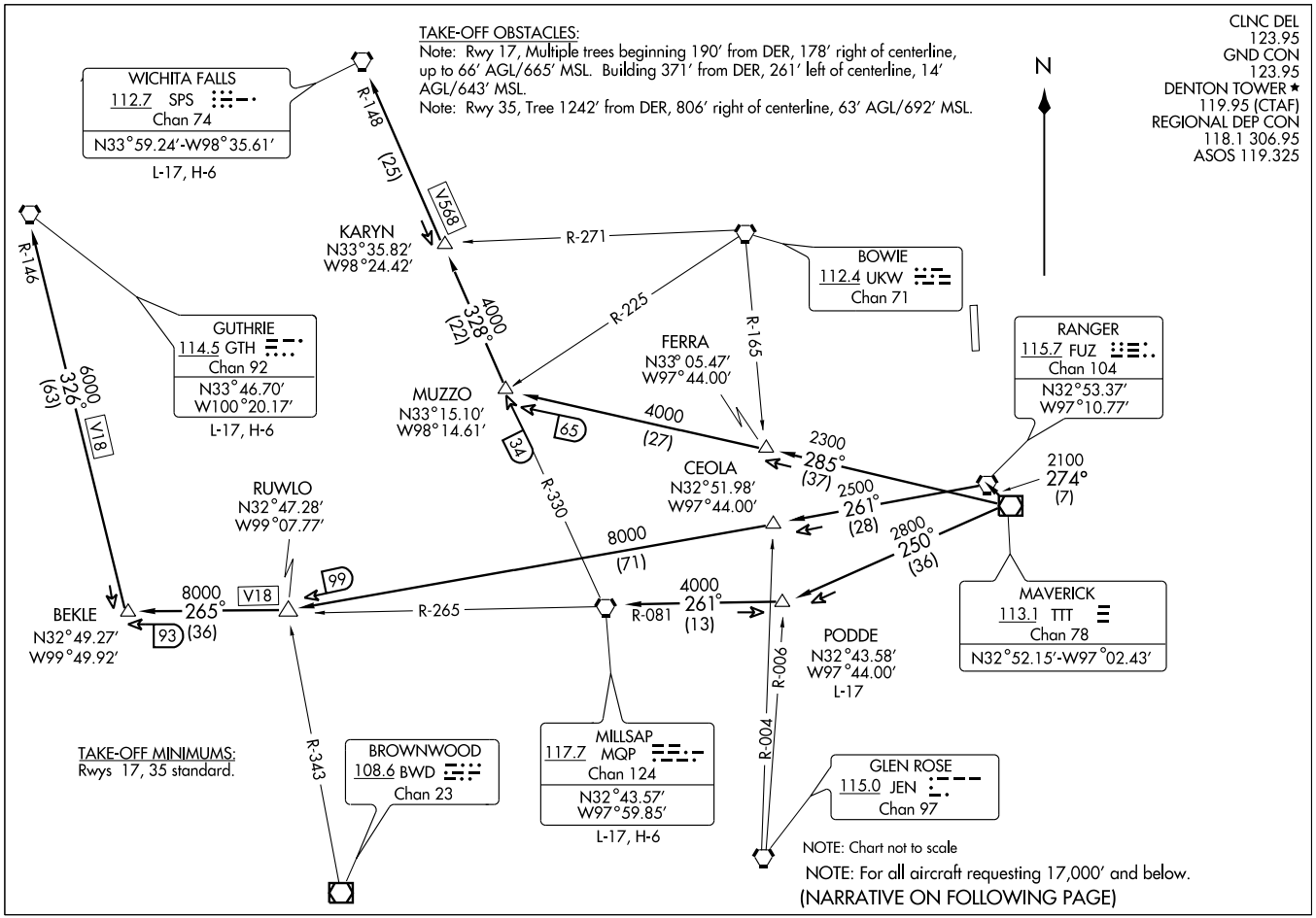
SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

DENTON, TEXAS

DENTON MUNI (DTO)



KINGDOM SEVEN DEPARTURE SL-5866 (FAA)

(KING7.TTT) 08213

DENTON, TEXAS

DENTON MUNI (DTO)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOM DT	APP CRS	Rwy Idg	5999
257	174°	TDZE	642
		Apt Elev	642

NDB or GPS RWY 17

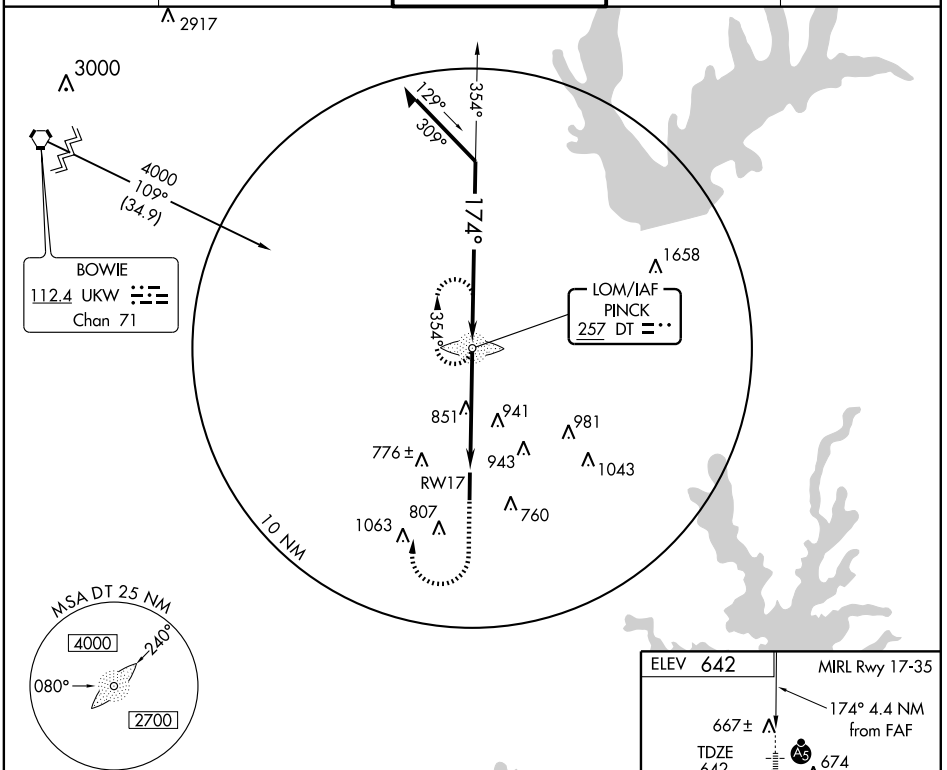
DENTON MUNI (DTO)

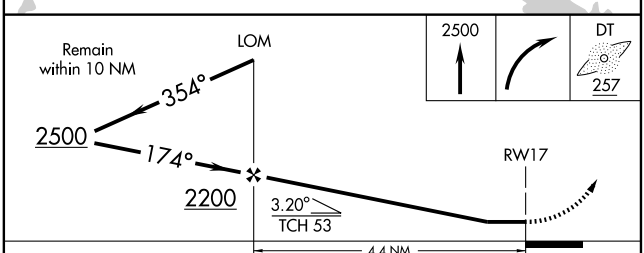
NA

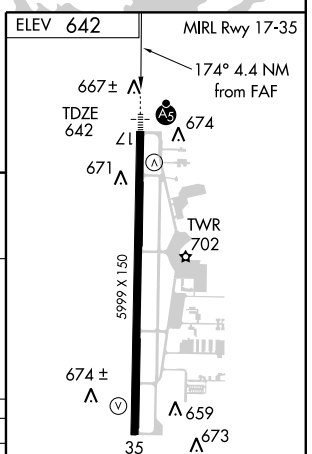
MALSR

MISSED APPROACH: Climb to 2500, then right turn direct DT LOM and hold.

ASOS	REGIONAL APP CON	DENTON TOWER★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF)	123.95	123.95







CATEGORY	A	B	C	D
S-17	1260-¾ 618 (700-¾)		1260-1¼ 618 (700-1¼)	1260-1¾ 618 (700-1¾)
CIRCLING	1260-1 618 (700-1)		1260-1¾ 618 (700-1¾)	1260-2 618 (700-2)

FAF to MAP 4.4 NM

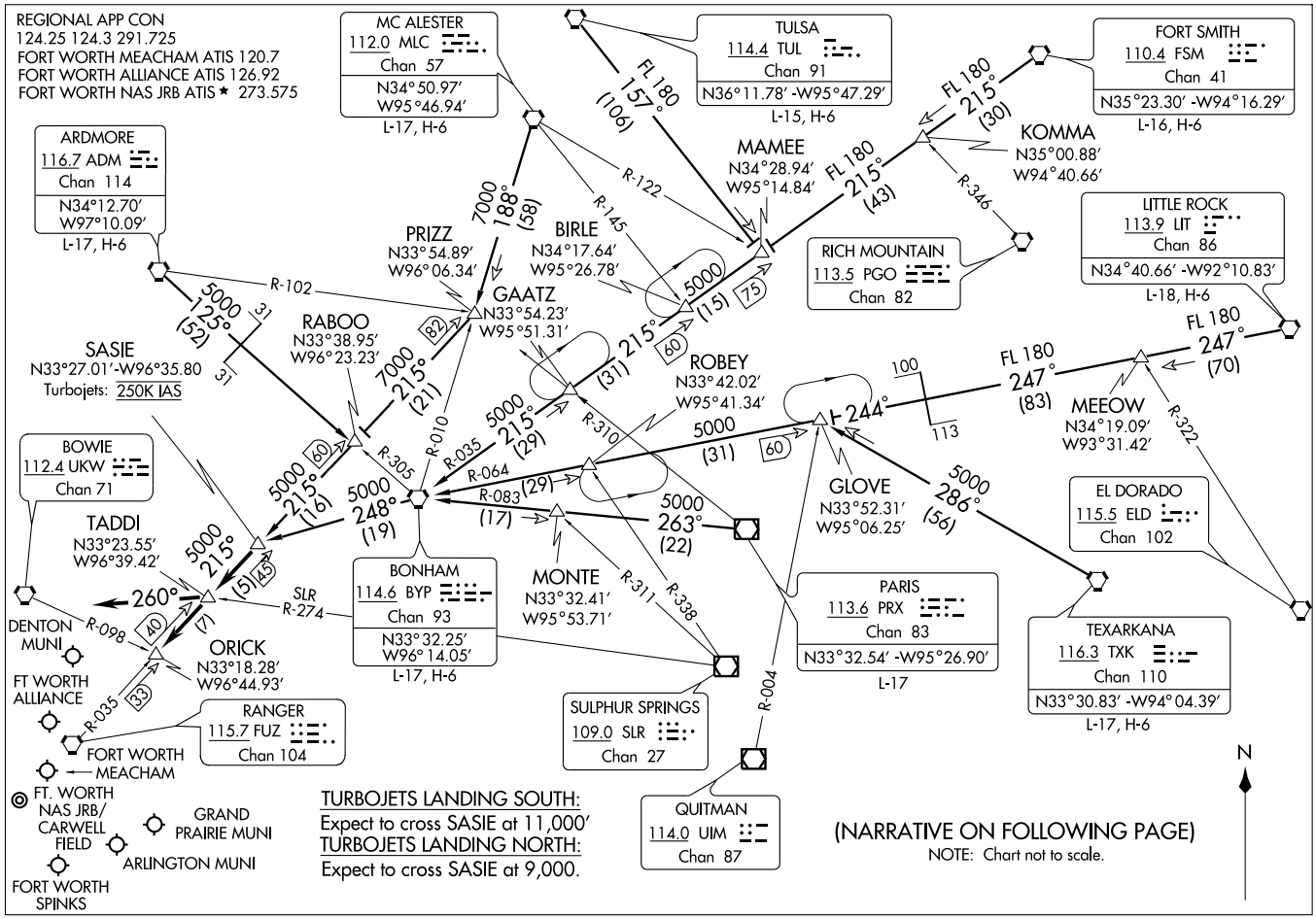
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)

FORT WORTH ALLIANCE
DENTON MUNI
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/ CARSWELL FIELD

MILLSAP
117.7 MQP
Chan 124

ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6

WINK
112.1 INK
Chan 58
N31°52.49'-W103°14.63'
L-6, H-6

RANGER
115.7 FUZ
Chan 104

LIKES
N32°35.22'
W97°34.50'

SLUGG
N32°28.14'
W97°43.69'
Turbojets: Expect to cross at 6000'

PHILS
N32°11.41'
W100°18.30'

GEENI
N32°12.33'
W98°57.18'

CADES
N32°11.64'
W98°39.73'

SICUM
N32°10.23'
W98°06.78'

SITNA
N32°12.55'
W99°03.07'

CHECK
N31° 55.69'
W97° 59.43'

BRIAN
N32°01.87'
W97°43.17'

JUMBO
N31° 32.17'
W98°10.81'
H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14'-W99°49.01'

BROWNWOOD
108.6 BWD
Chan 23
N31°53.55'
W98°57.45'

SAN ANGELO
115.1 SJT
Chan 98

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58'
W97°52.66'
L-17,H-6

WACO
115.3 ACT
Chan 100
N31°39.74'
W97°16.14'
L-19,H-6

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13'-W98°08.51'

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30°22.71'-W97°31.79'
L-19-21, H-7

FL190 071° (151)
130
46
254°
R-254 (25)
4000 082° (39)
(44) (5) 267°
55 087° (15)
4000 (40) (28)
R-267
12
R-197 (115)
R-128 (111)
FUZ R-202
JEN 308°
4000 305° (32)
R-285
4000 017° (25)
40
R-110
R-240
R-359
R-338
R-353
4000 099° (49)
R-218
R-181
R-102
R-129
38 3000 042° (11)
27
R-222
R-202
4000 042° (27)
4000 016° (20)
64
FL180 359° (114)
(21) 350°
R-142
FL180 321° (58)

N

NOTE: Chart not to scale.

SLUGG SIX ARRIVAL
(SLUGG.SLUGG6) 09351
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

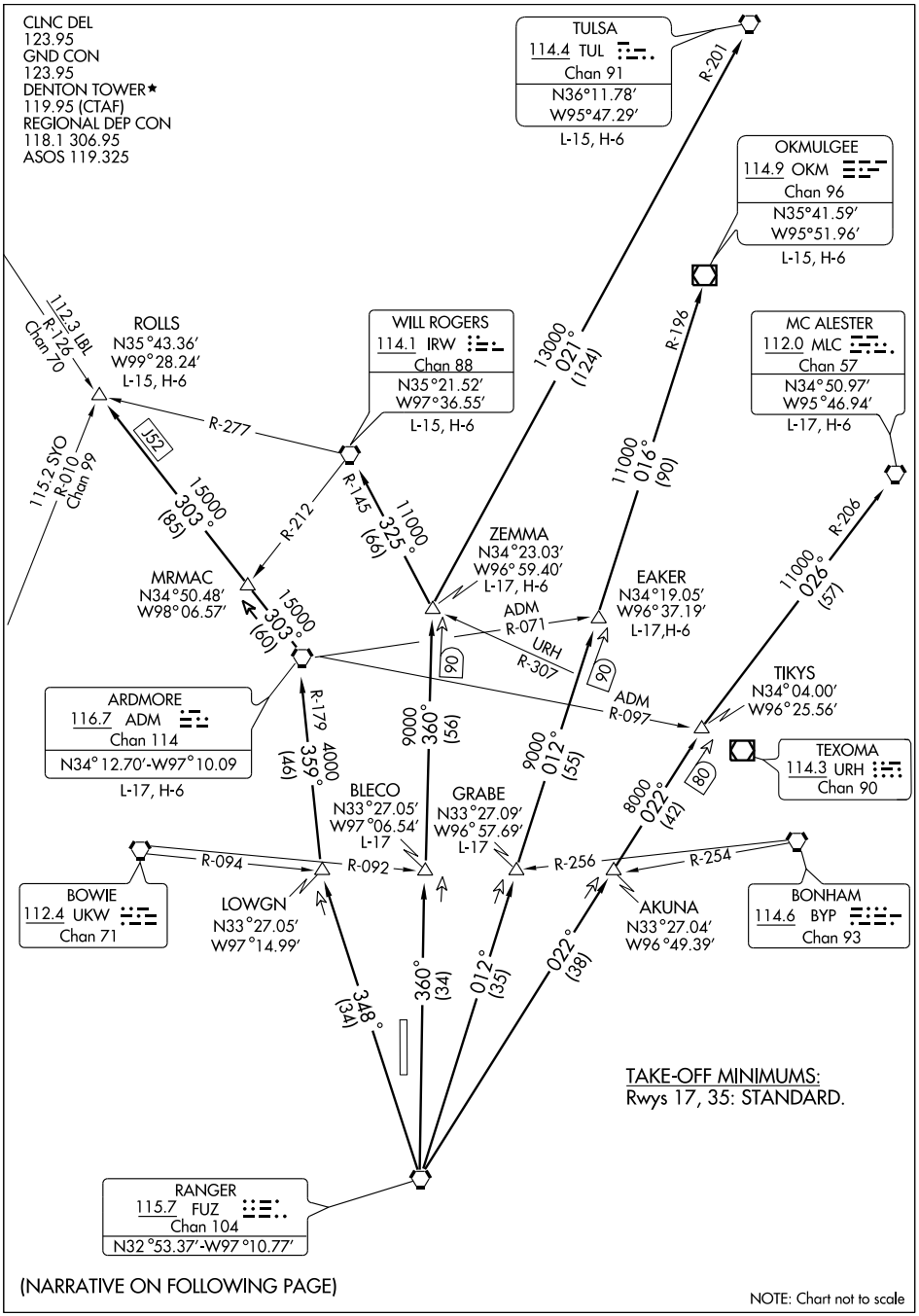
WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-5866 (FAA)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

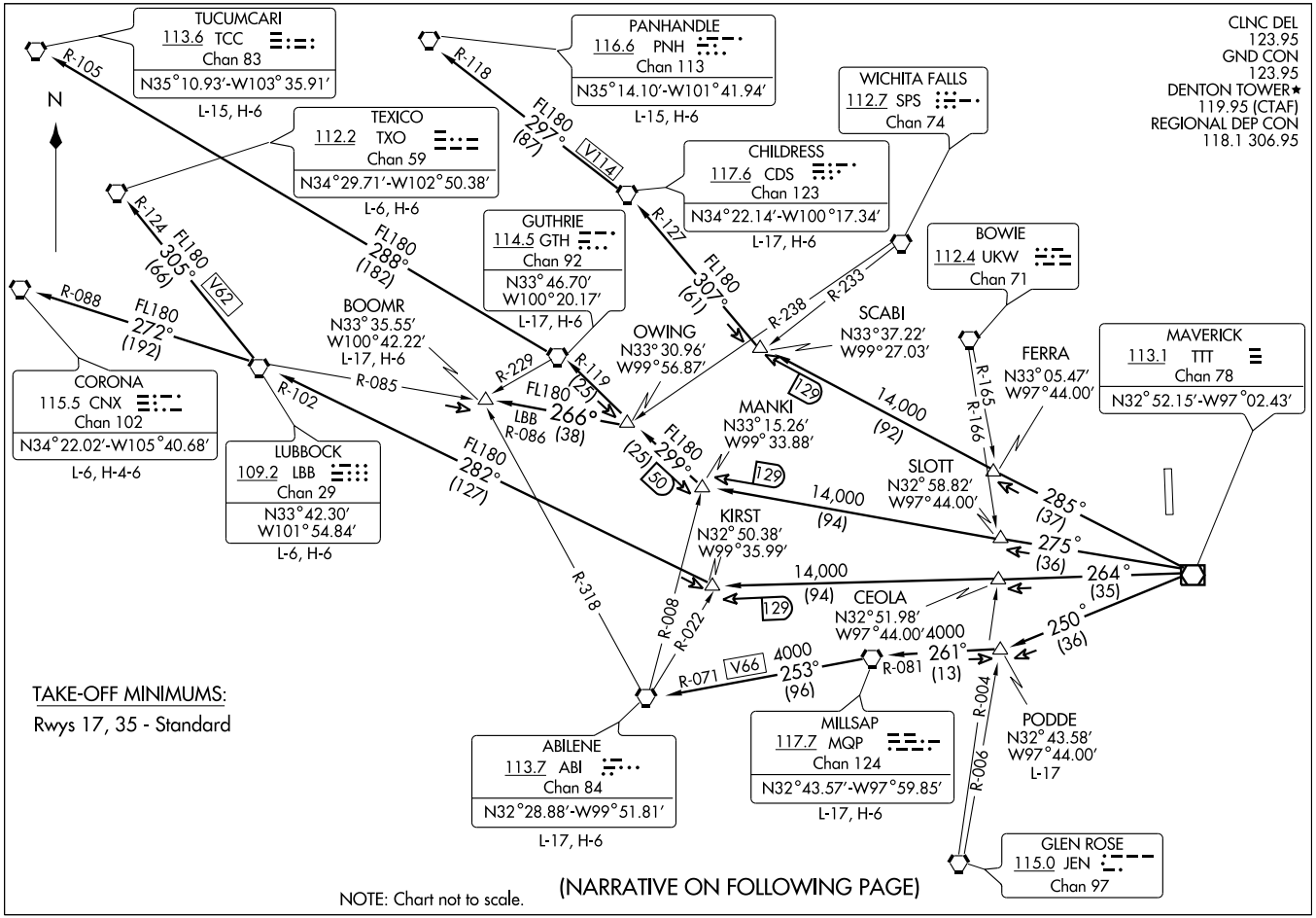
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DENTON, TEXAS

DENTON MUNI (DTO)



SL-5866 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

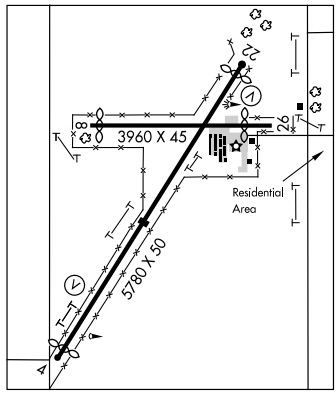
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

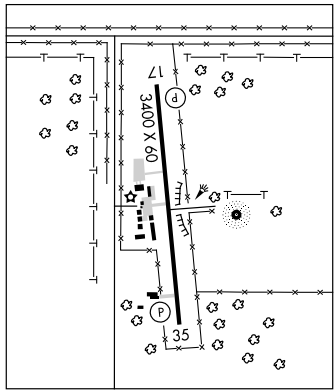
SC-2, 26 AUG 2010 to 23 SEP 2010

DENVER CITY (E57) 1 NW UTC−6(−5DT) N32°58.51′ W102°50.53′ ALBUQUERQUE
3575 B **FUEL** 100LL, JET A NOTAM FILE FTW H–6G, L–6H
RWY 04–22: H5780X50 (ASPH) S–13 LIRL
RWY 04: VASI(V2L)—GA 4.5° TCH 64′. Thld dsplcd 350′. Road.
RWY 22: VASI(V2L)—GA 4.0° TCH 64′. Thld dsplcd 155′. Pump. Rgt tfc.
RWY 08–26: H3960X45 (ASPH) S–13
RWY 08: Thld dsplcd 179′. Fence.
RWY 26: Thld dsplcd 526′. P-line. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Lgtd drilling rigs on and invof arpt. Fuel avbl self–serve with credit card. Entrance road, 20′ hangers and 4′ fences obstructs primary surface of Rwy 08–26.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 036° 29.6 NM to fld. 3660/11E.



DEPOO N25°59.02′ W97°30.54′ NOTAM FILE BRO. BROWNSVILLE
NDB (LOM) 393 BR 129° 6.4 NM to Brownsville/South Padre Island Intl.

DEVINE MUNI (23R) 2 W UTC−6(−5DT) N29°08.30′ W98°56.51′ SAN ANTONIO
703 B S4 NOTAM FILE SJT L–19C
RWY 17–35: H3400X60 (ASPH) S–18 MIRL 0.8% up S IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 20′. Road.
RWY 35: PAPI(P2L)—GA 3.0° TCH 20′. Trees.
AIRPORT REMARKS: Attended Mon–Sat dawn–dusk. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.9
SAN ANTONIO APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 212° 39.4 NM to fld. 1160/8E. **HIWAS.**
NDB (MHW) 359 HHH N29°08.30′ W98°56.36′ at fld. NOTAM FILE SJT.



DICKINSON

TALON AIR HELIPORT (T34) 2 NE UTC−6(−5DT) N29°29.01′ W95°00.49′ HOUSTON
28 NOTAM FILE CXO Not insp.
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Attended Mon–Fri 1400–2300Z‡.
COMMUNICATIONS: CTAF 122.9

NDB HHH	APP CRS	Rwy Idg	3400
359	356°	TDZE	703
		Apt Elev	703

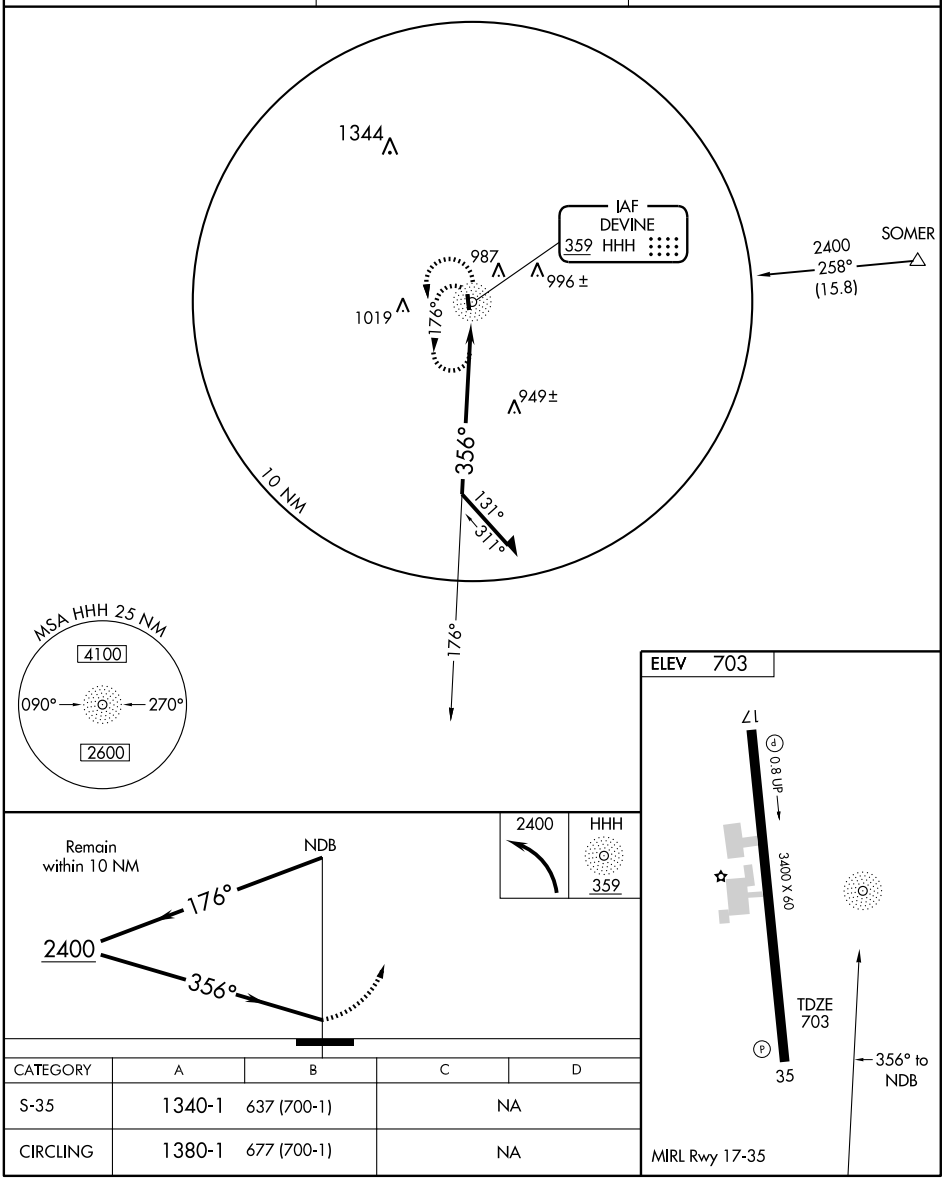
NDB RWY 35
DEVINE MUNI (23R)

Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn to 2400 in HHH NDB holding pattern.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 L



CATEGORY	A	B	C	D
S-35	1340-1	637 (700-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

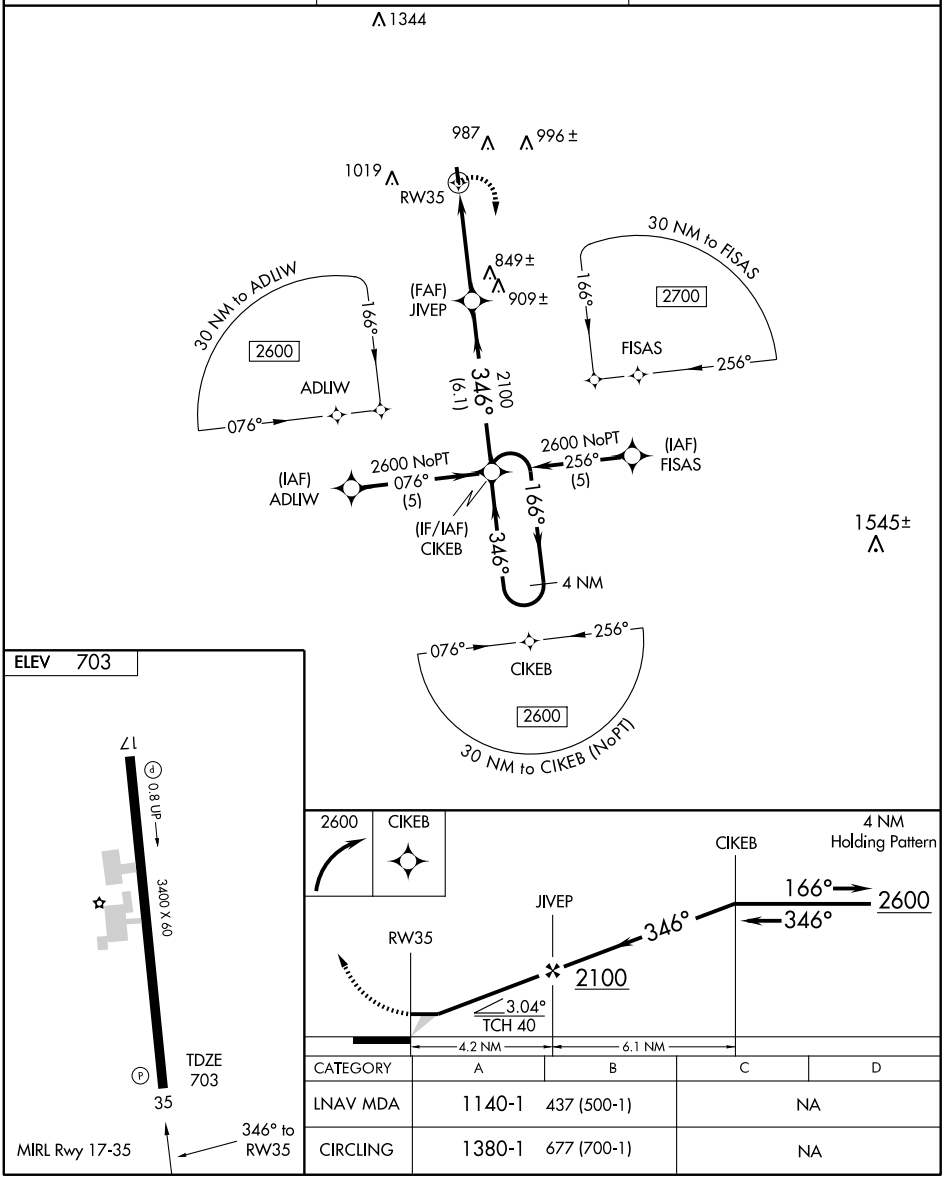
DEVINE MUNI (23R)

APP CRS	Rwy Idg	3400
346°	TDZE	703
	Apt Elev	703

DME/DME RNP-0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct CIKEB and hold.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1140-1	437 (500-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

DUBLIN MUNI (9FØ) 2 SE UTC−6(−5DT) N32°04.09′ W98°19.52′ **DALLAS–FT. WORTH L–17B**

1495 B NOTAM FILE FTW

RWY 15–33: H3200X60 (ASPH) S–22 MIRL

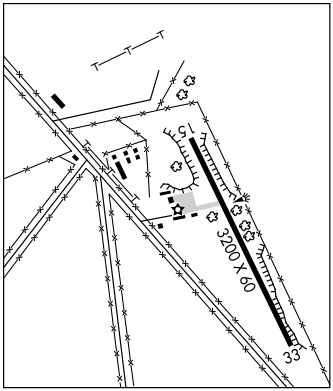
RWY 15: Tree. **RWY 33:** Tree.

AIRPORT REMARKS: Unattended. Loose rocks and numerous cracks on rwy. ACTIVATE MIRL Rwy 15–33—123.5.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

GLEN ROSE (L) VORTACW 115.0 JEN Chan 97 N32°09.58′ W97°52.65′ 251° 23.5 NM to fld. 1300/6E.



DUMAS

MOORE CO (DUX) 2 W UTC−6(−5DT) N35°51.45′ W102°00.80′ **ALBUQUERQUE H–6G, L–15B IAP**

3705 B S4 **FUEL** 100LL, JET A TPA—4705(1000) NOTAM FILE DUX

RWY 01–19: H6001X100 (ASPH) S–30, D–45 MIRL

RWY 01: PAPI(P4L)—GA 3.0° TCH 50′.

RWY 19: PAPI(P4R)—GA 3.0° TCH 50′. Road.

RWY 14–32: H3100X60 (ASPH) S–21, D–32 MIRL

RWY 14: P-line.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self–serve fuel avbl 24 hrs with major credit card. For services after hours, call 806–935–6995 or 806–676–6412. Parachute Jumping. Extensive cropdusting in summer. MIRL Rwy 01–19 preset low ints, to increase ints ACTIVATE—CTAF.

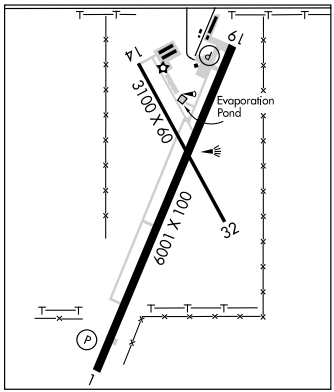
WEATHER DATA SOURCES: AWOS–3 118.075 (806) 934–3390.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49′ W102°32.68′ 106° 29.4 NM to fld. 4020/12E. **HIWAS.**



DUVAL–FREER (See FREER)

WAAS CH 63016 W01A	APP CRS 014°	Rwy Idg 6001 TDZE 3706 Apt Elev 3706

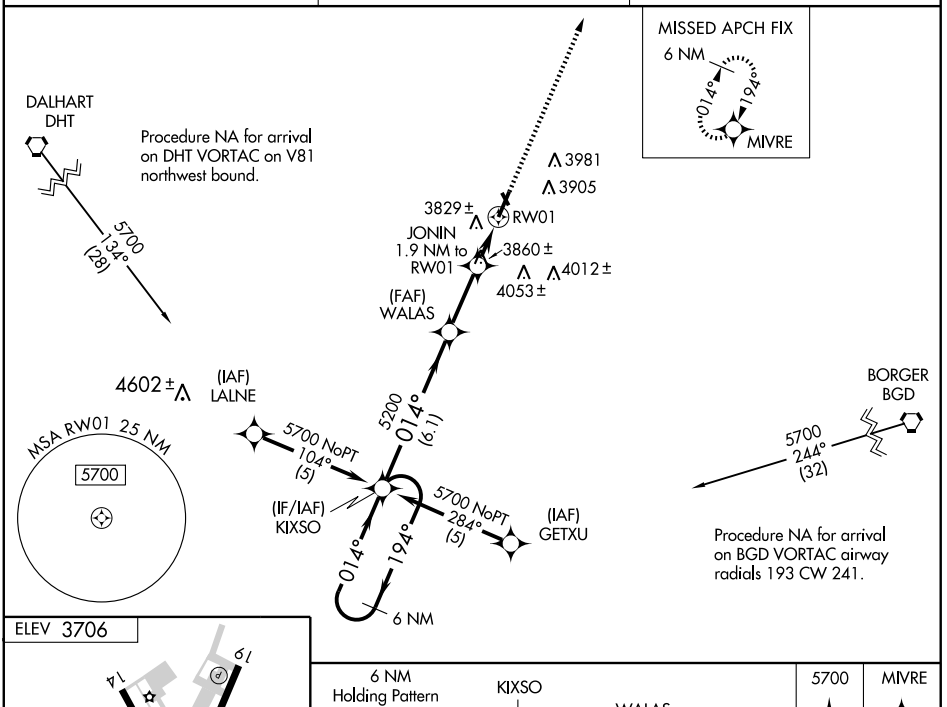
RNAV (GPS) RWY 1

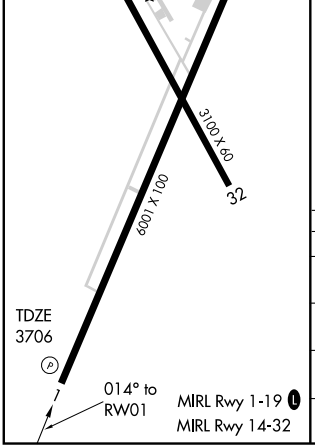
DUMAS/MOORE COUNTY (DUX)

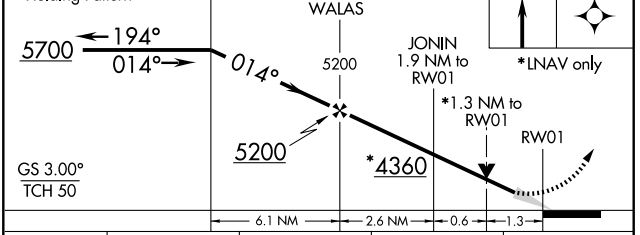
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile. VDP NA with Dalhart altimeter setting.

MISSED APPROACH: Climb to 5700 direct to MIVRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3906-1 200 (200-1)			
LNAV/VNAV DA	4132-1½ 426 (500-1½)			
LNAV MDA	4160-1 454 (500-1)		4160-1¼ 454 (500-1¼)	4160-1½ 454 (500-1½)
CIRCLING	4160-1 454 (500-1)	4220-1 514 (600-1)	4220-1½ 514 (600-1½)	4300-2 594 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 19

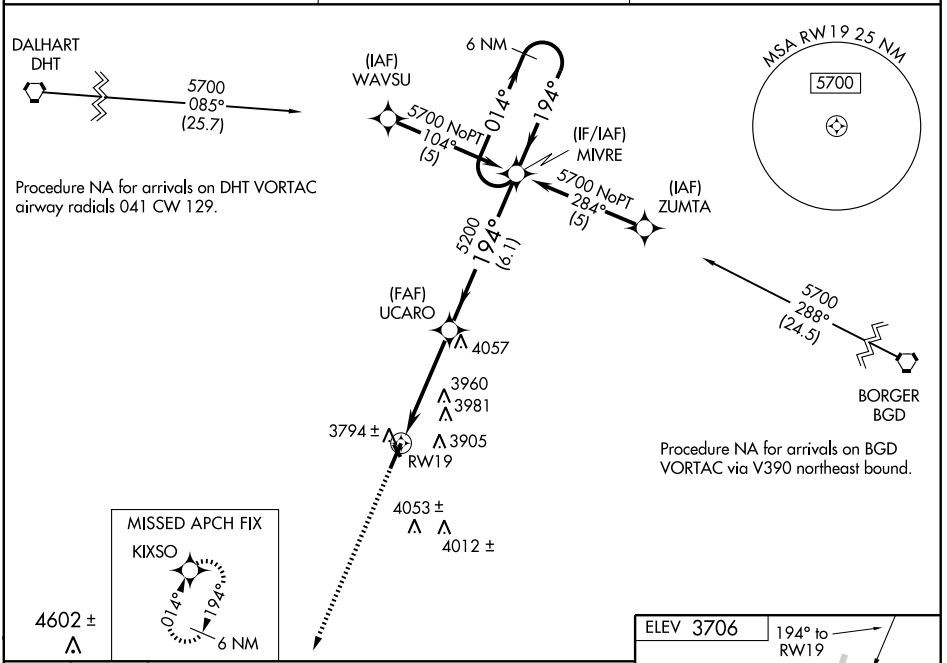
DUMAS/MOORE COUNTY (DUX)

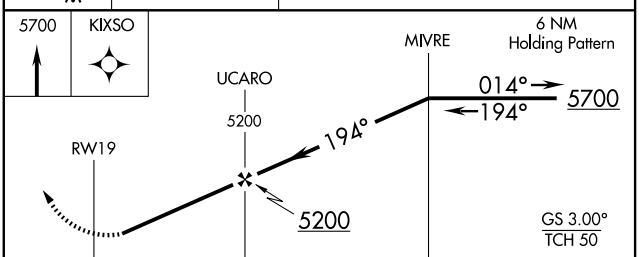
WAAS	APP CRS	Rwy Idg	6001
CH 69416	194°	TDZE	3701
W19A		Apt Elev	3706

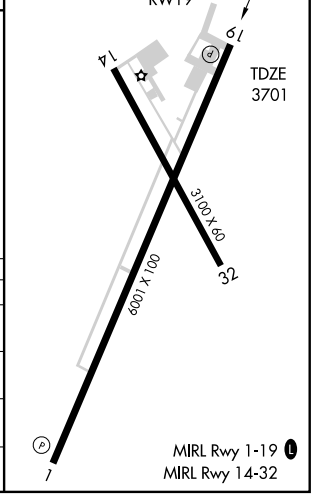
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LPV all Cats, and Circling Cat D visibility ¼ mile, and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5700 direct to KIXSO and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3951-1 250 (300-1)			
LNAV/VNAV DA	4340-2¼ 639 (700-2¼)			
LNAV MDA	4260-1 559 (600-1)		4260-1½ 559 (600-1½)	4260-1¾ 559 (600-1¾)
CIRCLING	4260-1 554 (600-1)		4260-1½ 554 (600-1½)	4300-2 594 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	3705

VOR/DME-A

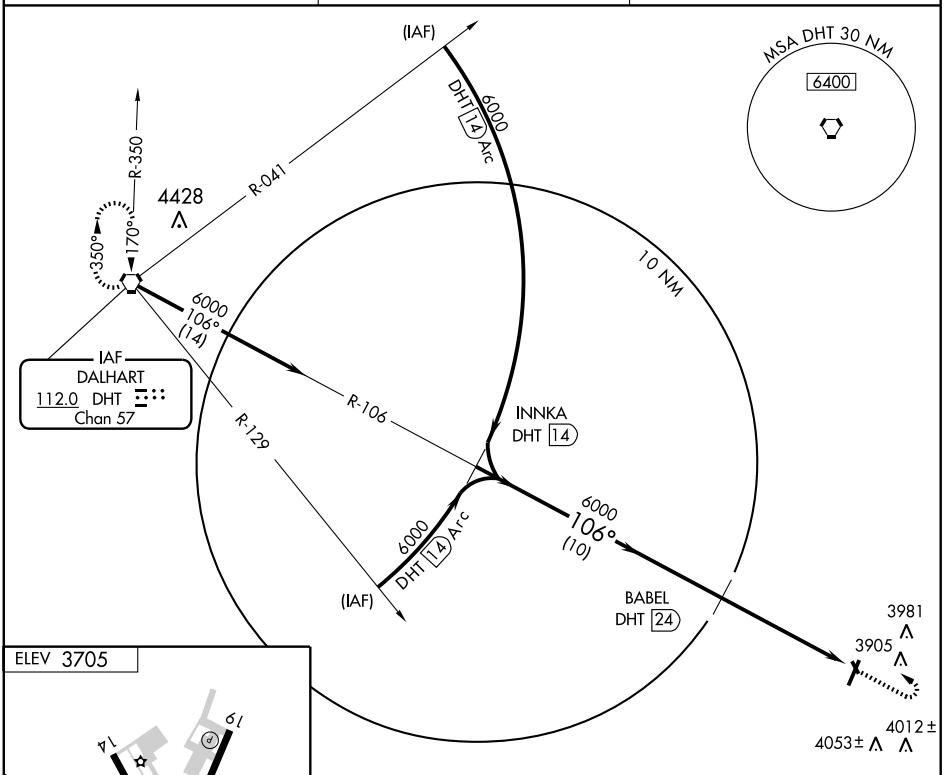
DUMAS/MOORE COUNTY (DUX)

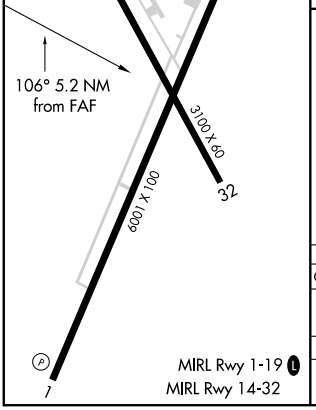
Obtain local altimeter on CTAF; when not received, use Amarillo altimeter setting. When neither received, procedure not authorized.

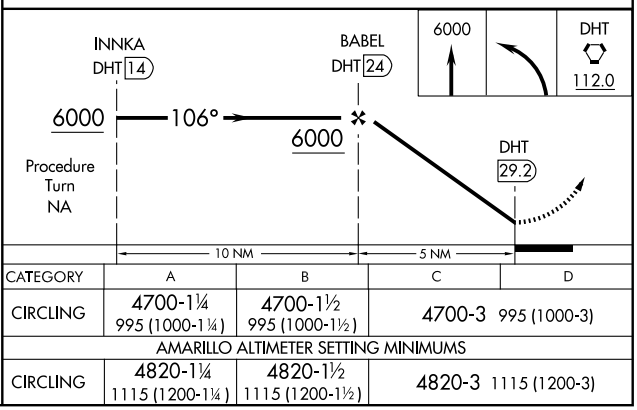
NA

MISSED APPROACH: Climb to 6000 then turn left direct DHT VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF)



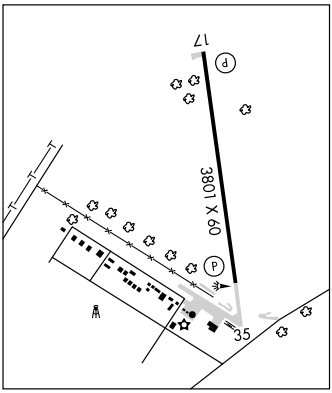




CATEGORY	A	B	C	D
CIRCLING	4700-1¼ 995 (1000-1¼)	4700-1½ 995 (1000-1½)	4700-3 995 (1000-3)	
AMARILLO ALTIMETER SETTING MINIMUMS				
CIRCLING	4820-1¼ 1115 (1200-1¼)	4820-1½ 1115 (1200-1½)	4820-3 1115 (1200-3)	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

EAGLE LAKE (ELA) 1 NE UTC−6(−5DT) N29°36.03′ W96°19.32′ — HOUSTON
184 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE CXO — L–19D, 21A, 60MW
RWY 17–35: H3801X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 15′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 15′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs call 281–541–5419. Rwy 17–35 unmarked. MIRL Rwy 17–35 preset low, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
(H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 176° 3.7 NM to fld. 190/8E.



EAGLE LAKE N29°39.75′ W96°19.03′ NOTAM FILE CXO. — HOUSTON
(H) VORW/DME 116.4 ELA Chan 111 176° 3.7 NM to Eagle Lake. 190/8E. — H–7C, L–19D, 21A, 60MW

EAGLE PASS

MAVERICK CO MEMORIAL INTL (5T9) 8 N UTC−6(−5DT) N28°51.43′ W100°30.81′ — SAN ANTONIO
887 **FUEL** 100LL, JET A AOE NOTAM FILE SJT — H–7B, L–19B
RWY 13–31: H5506X100 (ASPH) MIRL — IAP
RWY 13: Brush.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
COMMUNICATIONS: CTAF/UNICOM 122.8
EAGLE PASS RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **DEL RIO APP/DEP CON** 127.75 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays). Other hrs ctc
Ⓡ **HOUSTON CENTER APP/DEP CON 125.0**
RADIO AIDS TO NAVIGATION: NOTAM FILE DRT.
LAUGHLIN (H) VORTACW 114.4 DLF Chan 91 N29°21.65′ W100°46.30′ 149° 33.1 NM to fld. 1071/7E.

EAGLE PASS N28°51.27′ W100°31.53′ — SAN ANTONIO
RCO 122.3 (SAN ANGELO RADIO) — H–7B, L–19B

EAGLES AERODOME (See CONWAY)

EAST BREAKS EMK N27°49.12′ W94°19.37′ — L–20J, 21A, 60MW
AWOS–3 119.475

EAST BREAKS N27°51.50′ W94°53.05′ — HOUSTON
RCO 122.5 (MONTGOMERY COUNTY RADIO) — L–21A

EASTERWOOD FLD (See COLLEGE STATION)

EASTLAND MUNI (ETN) 1 N UTC−6(−5DT) N32°24.89′ W98°48.58′ — DALLAS–FT. WORTH
1464 B S3 **FUEL** 100LL, JET A OX 3 NOTAM FILE FTW — H–6H, L–17B
RWY 17–35: H5001X60 (ASPH) S–20 MIRL 0.5% up N — IAP
RWY 17: PAPI(P2L)—GA 3.5° TCH 54′. Thld dsplcd 980′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 45′. Pline.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For fuel after hours call 254–488–1055. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 237° 45.2 NM to fld. 900/9E.
OLD RIP NDB (MHW) 410 OIP N32°23.91′ W98°48.62′ at fld.

RNAV (GPS) RWY 17

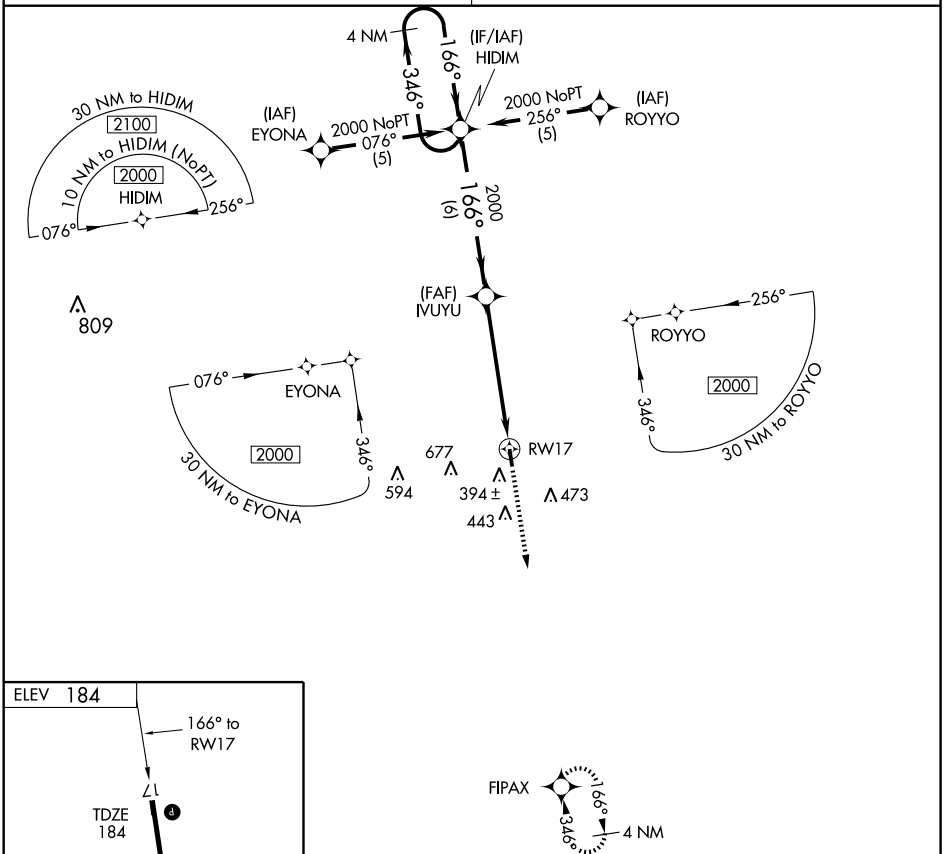
EAGLE LAKE (ELA)

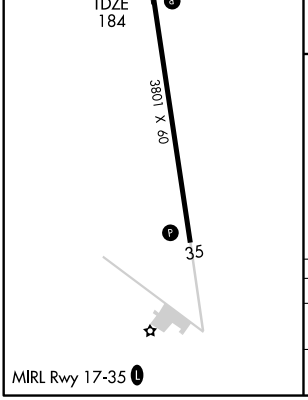
APP CRS	Rwy Idg	3801
166°	TDZE	184
	Apt Elev	184

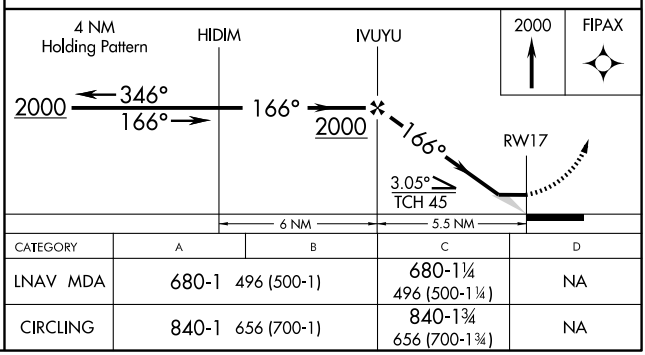
DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FIPAX and hold.

HOUSTON CENTER	CTAF
128.6 360.8	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	680-1 496 (500-1)		680-1¼ 496 (500-1¼)	NA
CIRCLING	840-1 656 (700-1)		840-1¾ 656 (700-1¾)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

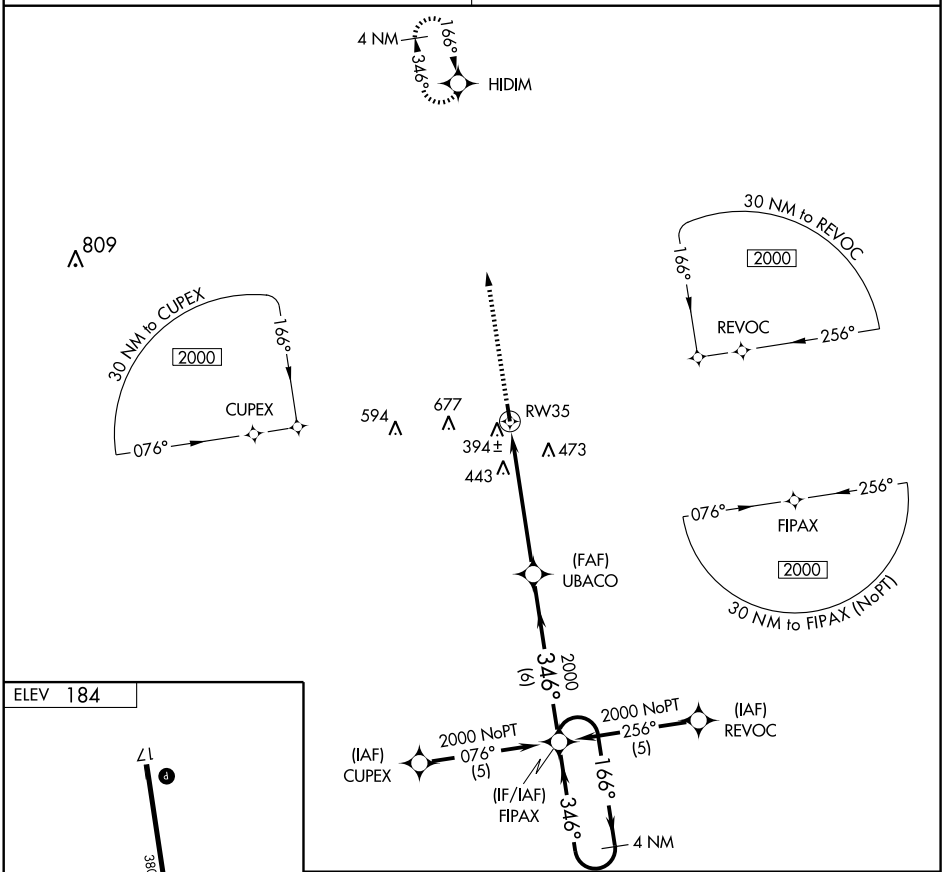
EAGLE LAKE (ELA)

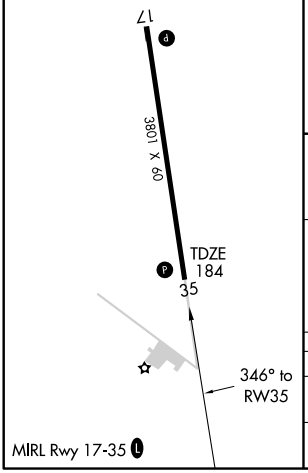
APP CRS	Rwy Idg	3801
346°	TDZE	184
	Apt Elev	184

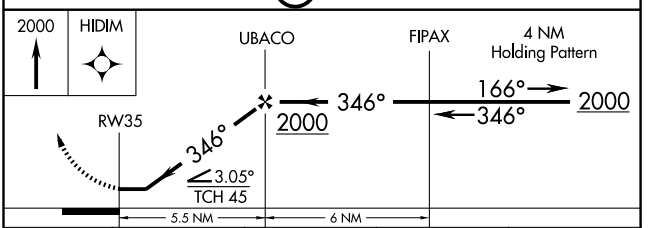
DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIDIM and hold.

HOUSTON CENTER	CTAF
128.6 360.8	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	800-1	616 (700-1)	800-1¾ 616 (700-1¾)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR ELA 116.4 Chan 111	APP CRS 177°	Rwy Idg 3801 TDZE 184 Apt Elev 184

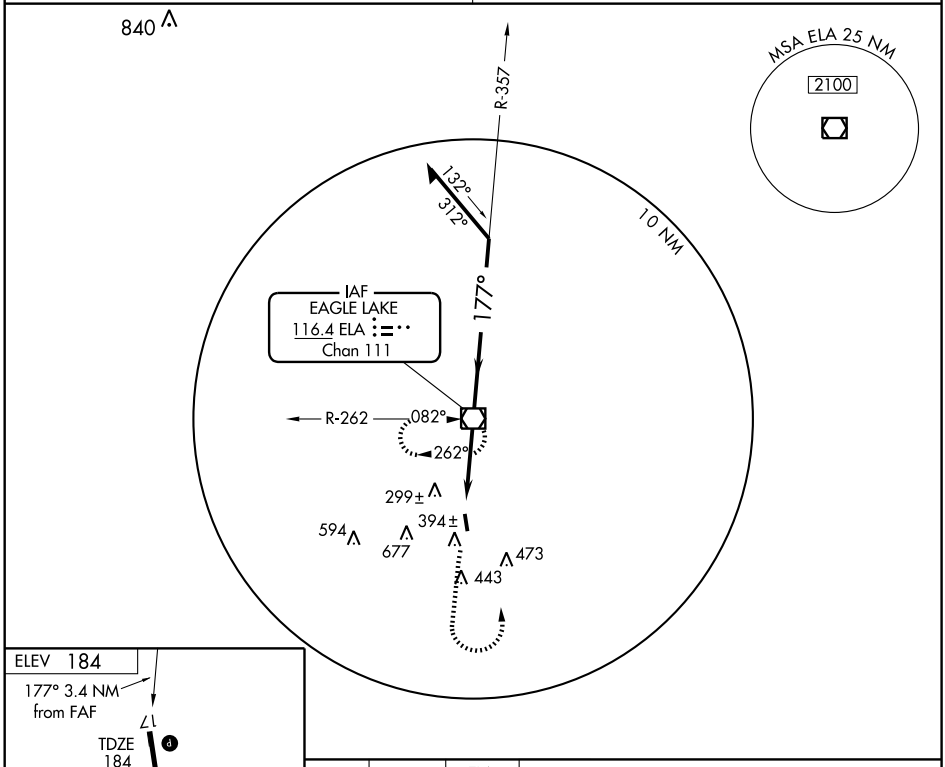
VOR RWY 17
EAGLE LAKE (ELA)

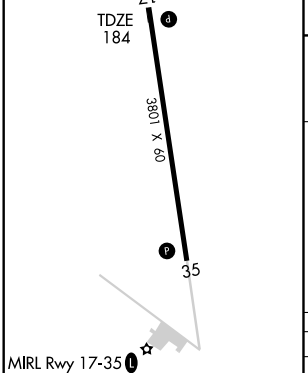
Use Sugar Land Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct ELA VOR/DME and hold.

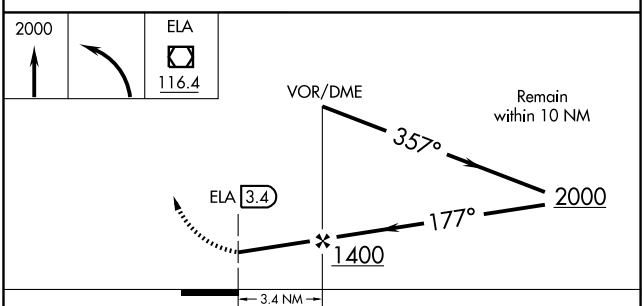
HOUSTON CENTER
128.6 360.8

CTAF
122.9 L





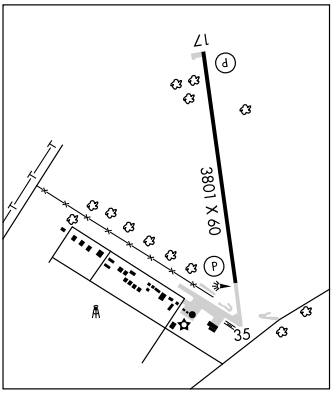
FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-17	660-1	476 (500-1)	660-1¼ 476 (500-1¼)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EAGLE LAKE (ELA) 1 NE UTC−6(−5DT) N29°36.03′ W96°19.32′ — HOUSTON
184 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE CXO — L–19D, 21A, 60MW
RWY 17–35: H3801X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 15′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 15′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs call 281–541–5419. Rwy 17–35 unmarked. MIRL Rwy 17–35 preset low, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
(H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 176° 3.7 NM to fld. 190/8E.



EAGLE LAKE N29°39.75′ W96°19.03′ NOTAM FILE CXO. — HOUSTON
(H) VORW/DME 116.4 ELA Chan 111 176° 3.7 NM to Eagle Lake. 190/8E. — H–7C, L–19D, 21A, 60MW

EAGLE PASS

MAVERICK CO MEMORIAL INTL (5T9) 8 N UTC−6(−5DT) N28°51.43′ W100°30.81′ — SAN ANTONIO
887 **FUEL** 100LL, JET A AOE NOTAM FILE SJT — H–7B, L–19B
RWY 13–31: H5506X100 (ASPH) MIRL — IAP
RWY 13: Brush.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
COMMUNICATIONS: CTAF/UNICOM 122.8
EAGLE PASS RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **DEL RIO APP/DEP CON** 127.75 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays). Other hrs ctc
Ⓡ **HOUSTON CENTER APP/DEP CON 125.0**
RADIO AIDS TO NAVIGATION: NOTAM FILE DRT.
LAUGHLIN (H) VORTACW 114.4 DLF Chan 91 N29°21.65′ W100°46.30′ 149° 33.1 NM to fld. 1071/7E.

EAGLE PASS N28°51.27′ W100°31.53′ — SAN ANTONIO
RCO 122.3 (SAN ANGELO RADIO) — H–7B, L–19B

EAGLES AERODOME (See CONWAY)

EAST BREAKS EMK N27°49.12′ W94°19.37′ — L–20J, 21A, 60MW
AWOS–3 119.475

EAST BREAKS N27°51.50′ W94°53.05′ — HOUSTON
RCO 122.5 (MONTGOMERY COUNTY RADIO) — L–21A

EASTERWOOD FLD (See COLLEGE STATION)

EASTLAND MUNI (ETN) 1 N UTC−6(−5DT) N32°24.89′ W98°48.58′ — DALLAS–FT. WORTH
1464 B S3 **FUEL** 100LL, JET A OX 3 NOTAM FILE FTW — H–6H, L–17B
RWY 17–35: H5001X60 (ASPH) S–20 MIRL 0.5% up N — IAP
RWY 17: PAPI(P2L)—GA 3.5° TCH 54′. Thld dsplcd 980′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 45′. Pline.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For fuel after hours call 254–488–1055. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 237° 45.2 NM to fld. 900/9E.
OLD RIP NDB (MHW) 410 OIP N32°23.91′ W98°48.62′ at fld.

RNAV (GPS) RWY 13

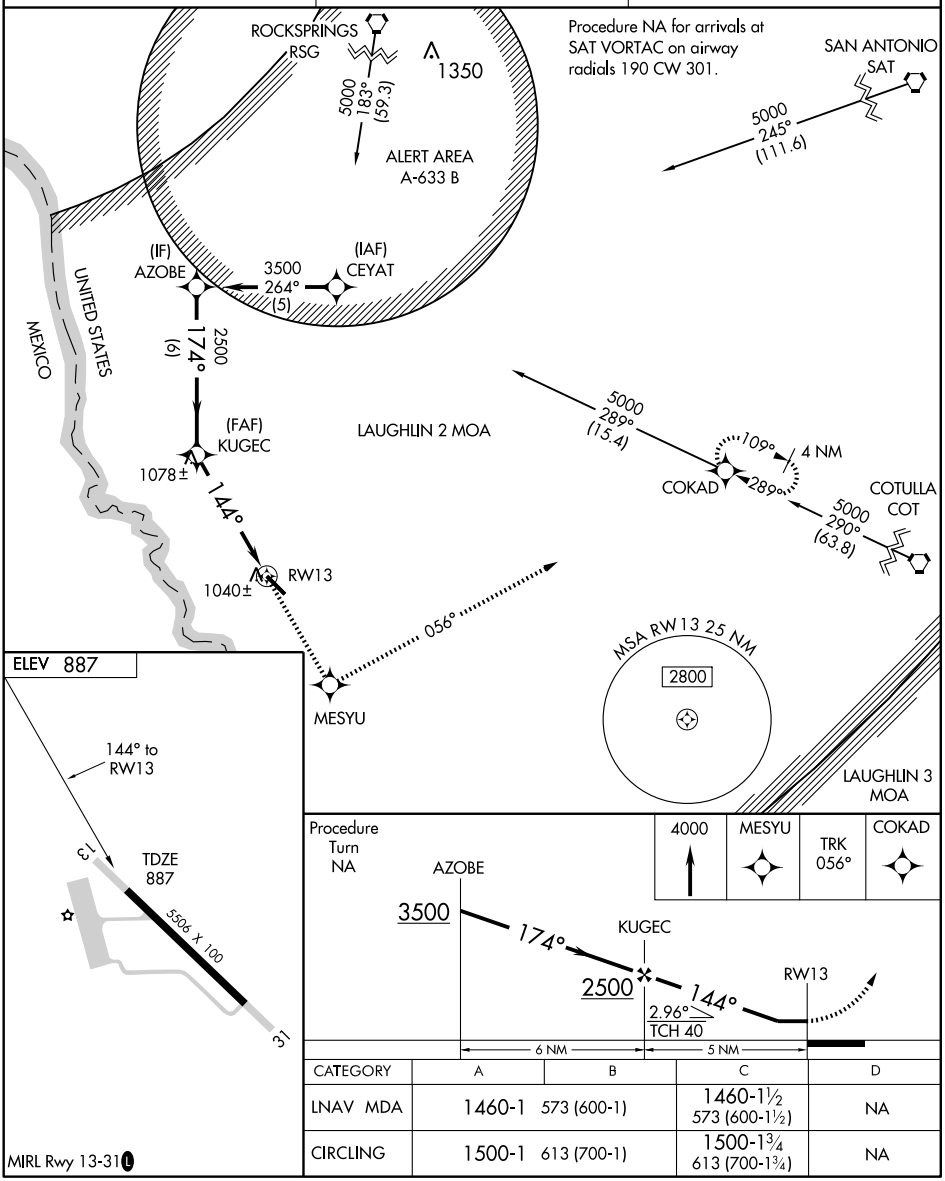
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

APP CRS	Rwy Idg	5506
144°	TDZE	887
	Apt Elev	887

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct MESYU and via track 056° to COKAD and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1460-1	573 (600-1)	1460-1½ 573 (600-1½)	NA
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5506
CH 63207	309°	TDZE	882
W31A		Apt Elev	887

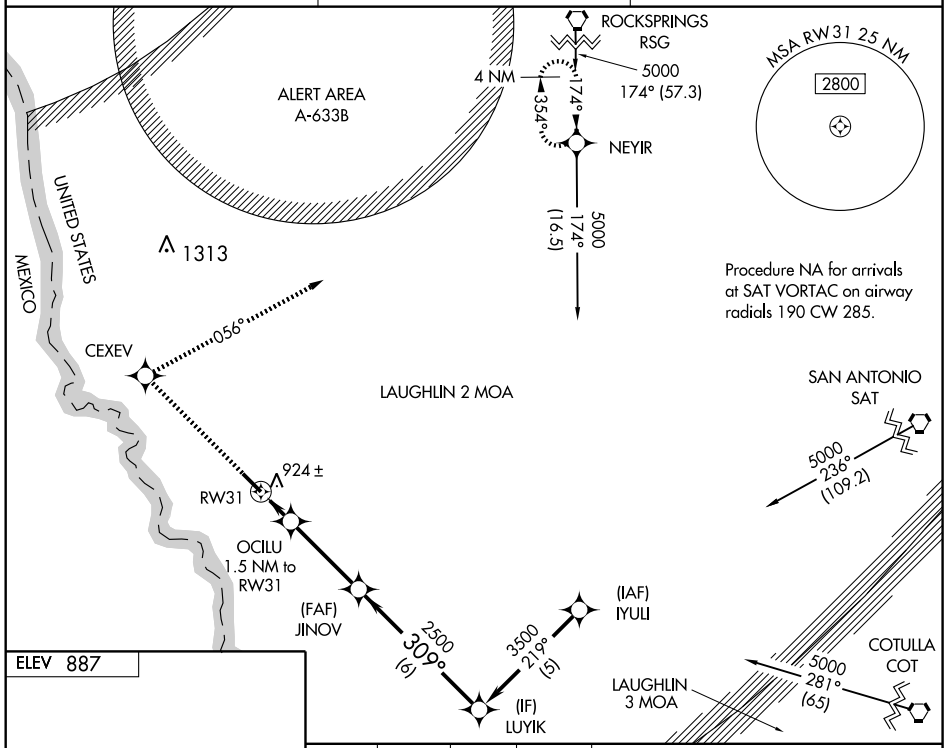
RNAV (GPS) RWY 31

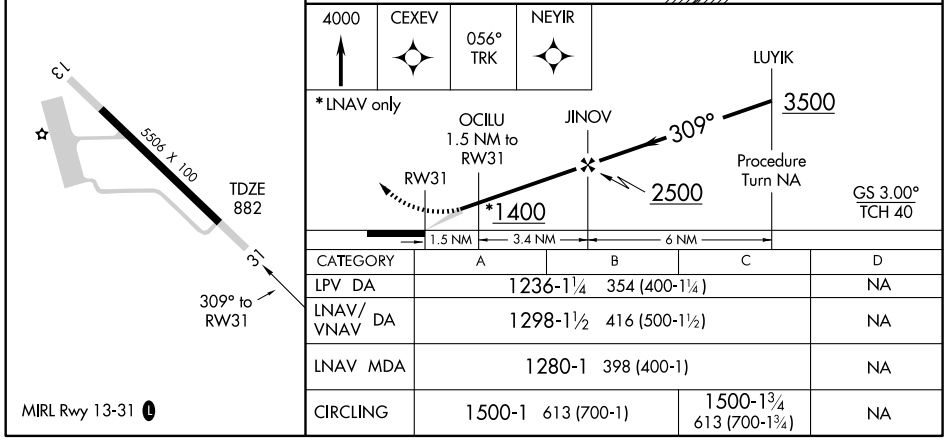
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF)

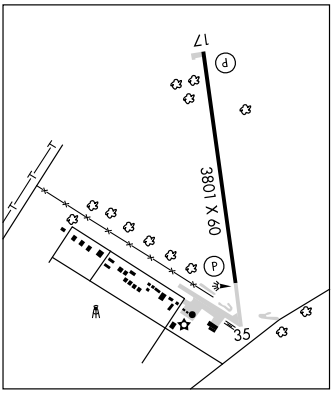




CATEGORY	A	B	C	D
LPV DA	1236-1¼ 354 (400-1¼)			NA
LNAV/ VNAV DA	1298-1½ 416 (500-1½)			NA
LNAV MDA	1280-1 398 (400-1)			NA
CIRCLING	1500-1 613 (700-1)		1500-1¾ 613 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

EAGLE LAKE (ELA) 1 NE UTC−6(−5DT) N29°36.03′ W96°19.32′ — HOUSTON
184 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE CXO — L–19D, 21A, 60MW
RWY 17–35: H3801X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 15′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 15′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. For svc after hrs call 281–541–5419. Rwy 17–35 unmarked. MIRL Rwy 17–35 preset low, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
(H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 176° 3.7 NM to fld. 190/8E.



EAGLE LAKE N29°39.75′ W96°19.03′ NOTAM FILE CXO. — HOUSTON
(H) VORW/DME 116.4 ELA Chan 111 176° 3.7 NM to Eagle Lake. 190/8E. — H–7C, L–19D, 21A, 60MW

EAGLE PASS

MAVERICK CO MEMORIAL INTL (5T9) 8 N UTC−6(−5DT) N28°51.43′ W100°30.81′ — SAN ANTONIO
887 **FUEL** 100LL, JET A AOE NOTAM FILE SJT — H–7B, L–19B
RWY 13–31: H5506X100 (ASPH) MIRL — IAP
RWY 13: Brush.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 13–31 preset low ints, to incr ints ACTIVATE—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
COMMUNICATIONS: CTAF/UNICOM 122.8
EAGLE PASS RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **DEL RIO APP/DEP CON** 127.75 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡ except holidays). Other hrs ctc
Ⓡ **HOUSTON CENTER APP/DEP CON 125.0**
RADIO AIDS TO NAVIGATION: NOTAM FILE DRT.
LAUGHLIN (H) VORTACW 114.4 DLF Chan 91 N29°21.65′ W100°46.30′ 149° 33.1 NM to fld. 1071/7E.

EAGLE PASS N28°51.27′ W100°31.53′ — SAN ANTONIO
RCO 122.3 (SAN ANGELO RADIO) — H–7B, L–19B

EAGLES AERODOME (See CONWAY)

EAST BREAKS EMK N27°49.12′ W94°19.37′ — L–20J, 21A, 60MW
AWOS–3 119.475

EAST BREAKS N27°51.50′ W94°53.05′ — HOUSTON
RCO 122.5 (MONTGOMERY COUNTY RADIO) — L–21A

EASTERWOOD FLD (See COLLEGE STATION)

EASTLAND MUNI (ETN) 1 N UTC−6(−5DT) N32°24.89′ W98°48.58′ — DALLAS–FT. WORTH
1464 B S3 **FUEL** 100LL, JET A OX 3 NOTAM FILE FTW — H–6H, L–17B
RWY 17–35: H5001X60 (ASPH) S–20 MIRL 0.5% up N — IAP
RWY 17: PAPI(P2L)—GA 3.5° TCH 54′. Thld dsplcd 980′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 45′. Pline.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For fuel after hours call 254–488–1055. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 237° 45.2 NM to fld. 900/9E.
OLD RIP NDB (MHW) 410 OIP N32°23.91′ W98°48.62′ at fld.

NDB OIP 410	APP CRS 355°	Rwy Idg 5001 TDZE 1458 Apt Elev 1464

NDB RWY 35

EASTLAND MUNI (ETN)

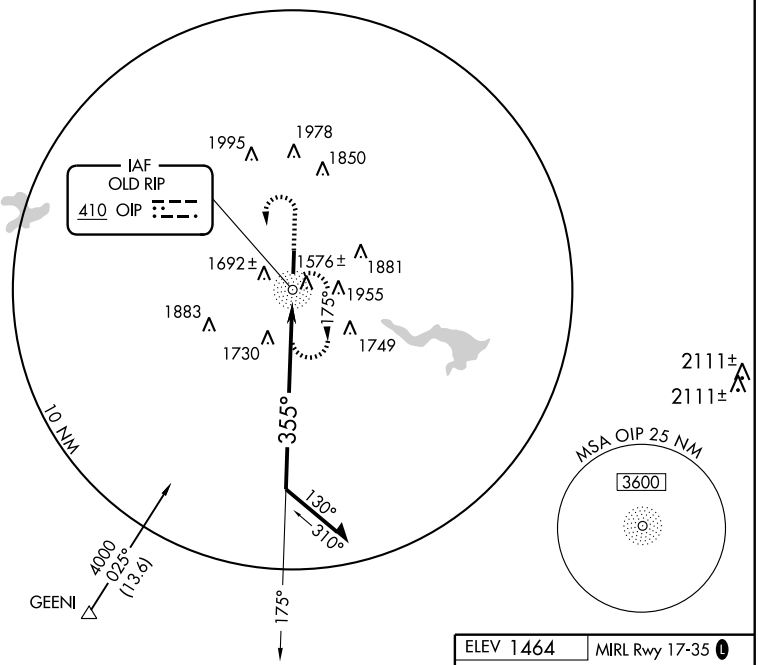
NA

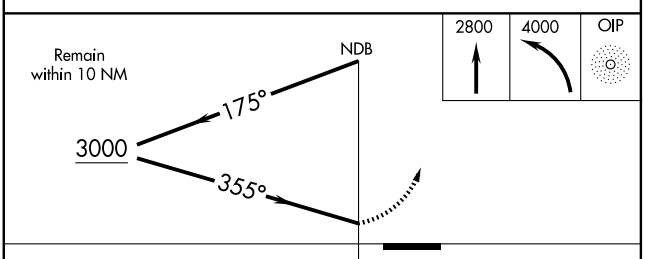
Use Abilene altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 to OIP NDB and hold.

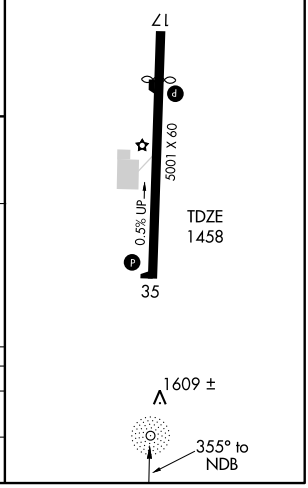
FORT WORTH CENTER
127.15 314.0

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	2280-1 822 (900-1)	2280-1¼ 822 (900-1¼)	2280-2½ 822 (900-2½)	NA
CIRCLING	2280-1 816 (900-1)	2280-1¼ 816 (900-1¼)	2380-2¾ 916 (1000-2¾)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

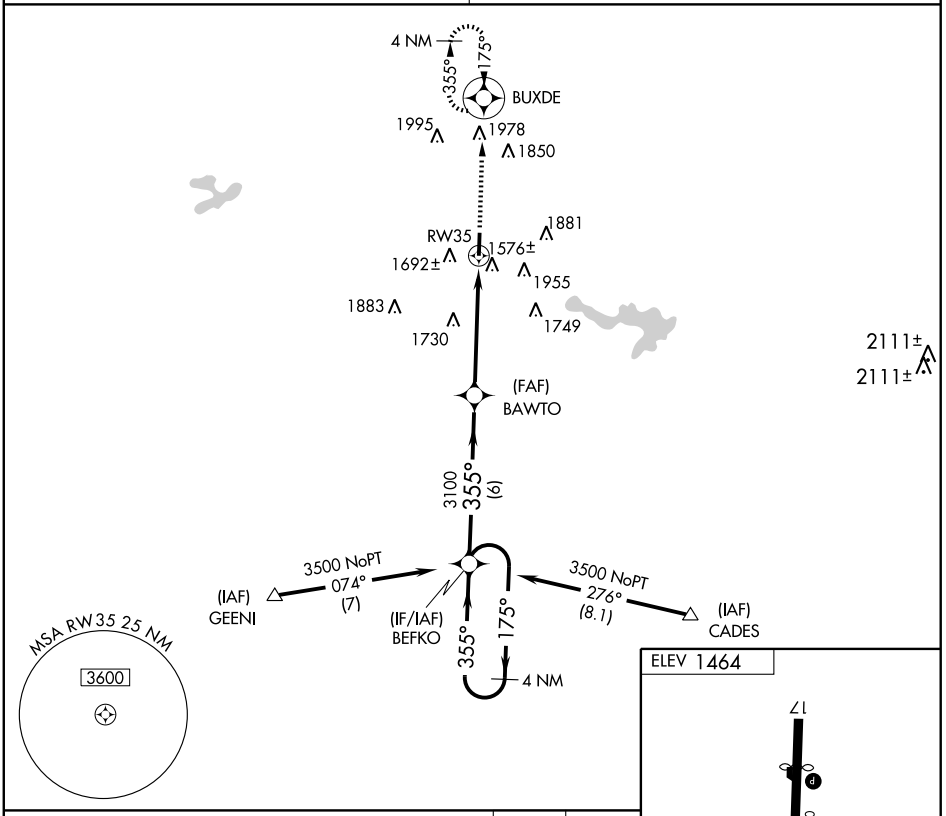
EASTLAND MUNI (ETN)

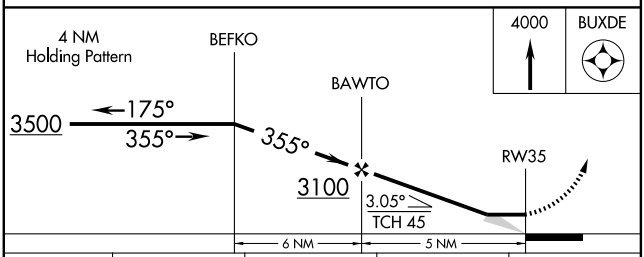
APP CRS	Rwy Idg	5001
355°	TDZE	1458
	Apt Elev	1464

Use Abilene altimeter setting.
NA DME/DME RNP-0.3 NA.

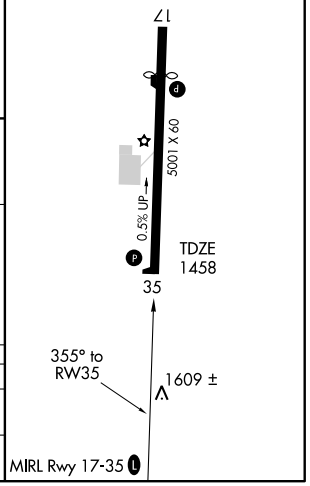
MISSED APPROACH: Climb to 4000 direct BUXDE WP and hold, continue climb-in hold to 4000.

FORT WORTH CENTER	UNICOM
127.15 314.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2180-1	722 (800-1)	2180-2 722 (800-2)	NA
CIRCLING	2200-1	736 (800-1)	2380-2¾ 916 (1000-2¾)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

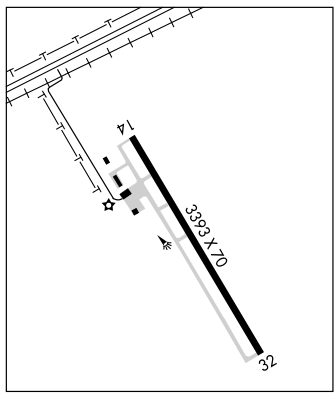
EAST TEXAS RGNL (See LONGVIEW)

EDINBURG

SOUTH TEXAS INTL AT EDINBURG (EBG) 9 N UTC−6(−5DT) N26°26.50′ W98°07.33′ **BROWNSVILLE**
75 B **FUEL** 100LL, JET A NOTAM FILE EBG **H–7B, L–20H**
RWY 14–32: H5000X75 (ASPH) S–22 MIRL **IAP**
RWY 14: PAPI(P2L)—GA 3.0° TCH 26′. **RWY 32:** PAPI(P2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Attended 1400–2300Z‡. Twy D closed indef. Rotating bcn OTS infef. MIRL Rwy 14–32 preset low ints, to increase ints and ACTIVATE PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025. (956) 380–1426.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CORPUS APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HRL.
HARLINGEN (L) VORW/DME 109.2 HRL Chan 29 N26°13.75′ W97°39.12′ 292° 28.4 NM to fld. 30/5E. **HIWAS.**

EDNA

JACKSON CO (26R) 3 NE UTC−6(−5DT) N29°00.06′ W96°34.92′ **HOUSTON**
61 B S4 NOTAM FILE CXO **L–19D, 21A**
RWY 14–32: H3393X70 (ASPH) S–12.5 MIRL
RWY 14: P-line. **RWY 32:** Tree.
AIRPORT REMARKS: Attended daylight hours. To monitor aerobatic box—123.3. Rotating bcn OTS indef. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PSX.
PALACIOS (H) VORTACW 117.3 PSX Chan 120 N28°45.87′ W96°18.37′ 306° 20.3 NM to fld. 6/8E. **HIWAS.**



EDWARDS CO (See ROCKSPRINGS)

ELDORADO (27R) 1 W UTC−6(−5DT) N30°51.73′ W100°36.65′ **SAN ANTONIO**
2448 B **FUEL** 100LL NOTAM FILE SJT **L–19B**
RWY 17–35: H4300X60 (ASPH) S–12.5 MIRL
RWY 17: PAPI (P2L)—GA 3.0°. TCH 40′. Tree. Rgt tfc. **RWY 35:** PAPI (P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Unattended. For fuel call 325–853–2036/2737.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 185° 31.7 NM to fld. 1890/10E.

ELLINGTON FLD (See HOUSTON)

WAAS CH 77901 W14A	APP CRS 138°	Rwy Idg 5000 TDZE 75 Apt Elev 75

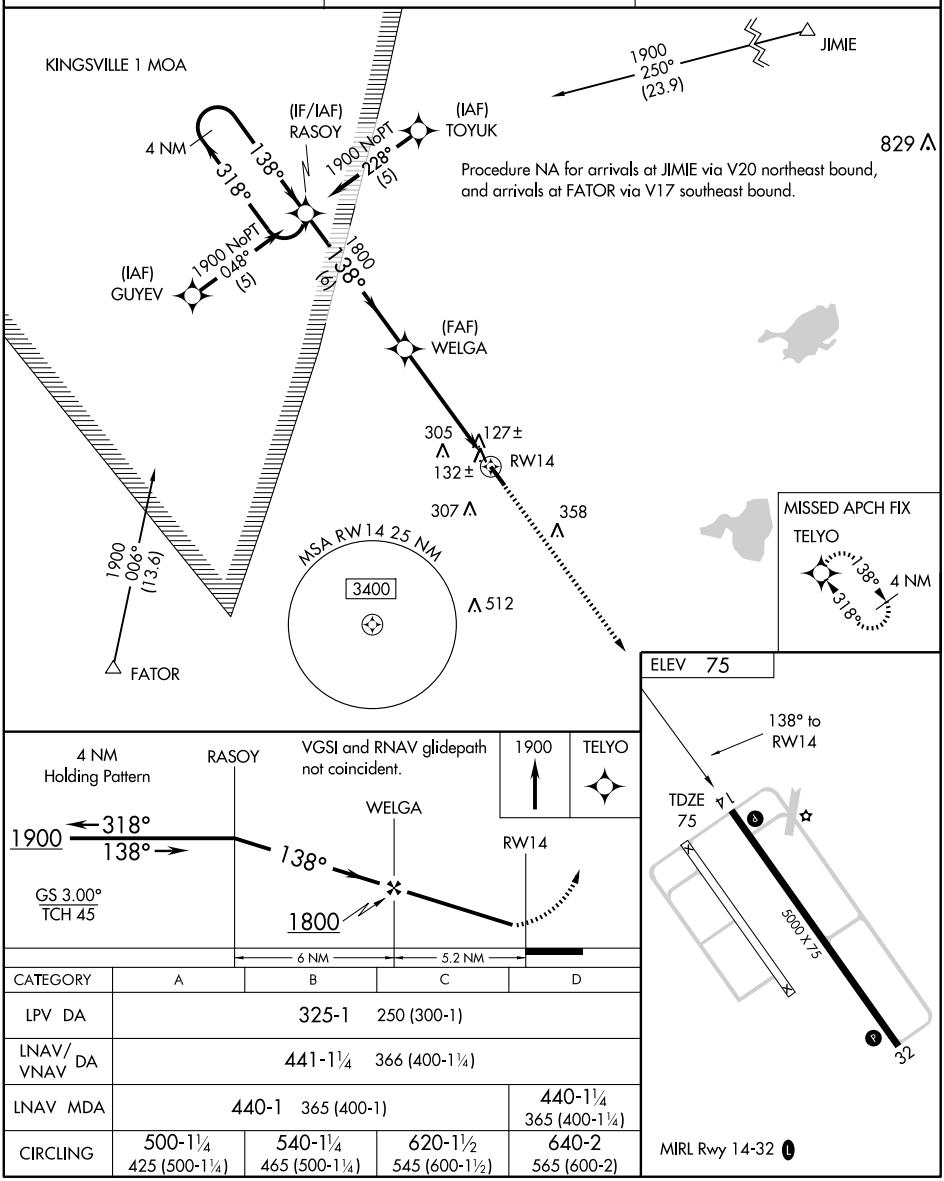
RNAV (GPS) RWY 14

SOUTH TEXAS INTL AT EDINBURG (EBG)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct TELYO and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	325-1 250 (300-1)			
LNAV/VNAV DA	441-1¼ 366 (400-1¼)			
LNAV MDA	440-1 365 (400-1)			440-1¼ 365 (400-1¼)
CIRCLING	500-1¼ 425 (500-1¼)	540-1¼ 465 (500-1¼)	620-1½ 545 (600-1½)	640-2 565 (600-2)

MIRL Rwy 14-32 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5000
CH 70701	318°	TDZE	73
W32A		Apt Elev	75

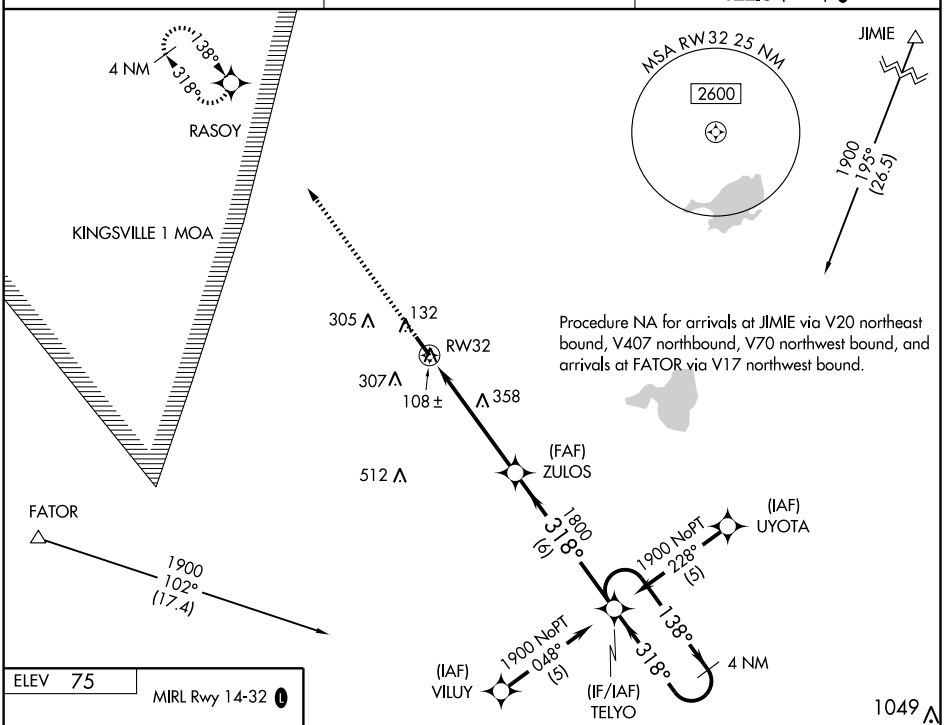
RNAV (GPS) RWY 32

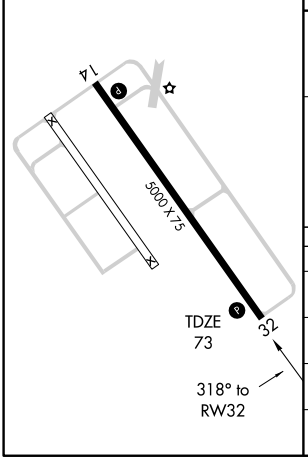
SOUTH TEXAS INTL AT EDINBURG (EBG)

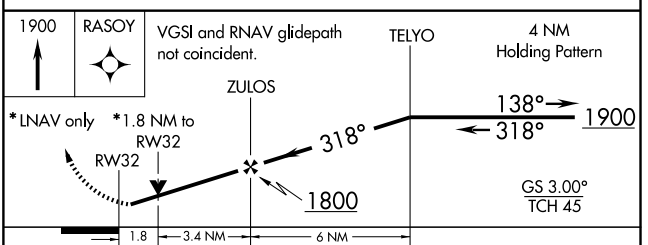
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct RASOY and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	323-¾ 250 (300-¾)			
LNAV/VNAV DA	361-1 288 (300-1)			
LNAV MDA	660-1 587 (600-1)		660-1½ 587 (600-1½)	660-1¾ 587 (600-1¾)
CIRCLING	660-1 585 (600-1)		660-1½ 585 (600-1½)	660-2 585 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
10210

ATIS
120.0 254.3
EL PASO TOWER
118.3 239.275
GND CON
121.9 348.6
CLNC DEL
125.0 379.1

D

106° 24′ W
106° 23′ W
106° 22′ W
106° 21′ W
31° 49′ N
31° 48′ N

ELEV 3949
221.1°
0.3% DOWN
12020 X 150
AIR CARGO
FIRE STATION
VAR 8.9° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
ELEV 3952
ELEV 3949
18
26R
079.4°
5499 X 75
259.4°
ELEV 3917
041.1°
ELEV 3925
0.4% UP
8R
084.4°
9025 X 150
0.4% DOWN
FIELD ELEV 3959
26L
264.4°
TERMINAL
U.S. CUSTOMS
MILITARY RAMP
GA RAMP
TWR 4105
FBO
NASA HANGARS
U.S. CUSTOMS

RWY 04-22
S-100, D-180, 2S-175, 2D-350
RWY 08L-26R
S-60, D-180, 2S-175
RWY 08R-26L
S-100, D-180, 2S-175, 2D-350

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AL-134 (FAA)

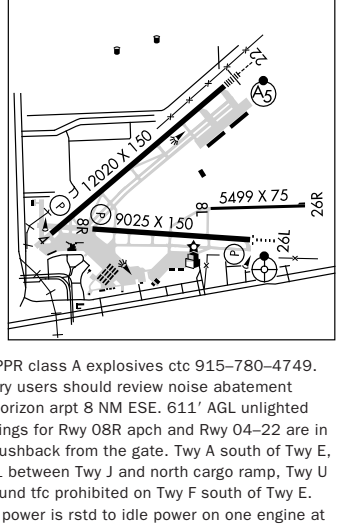
EL PASO INTL (ELP)
EL PASO, TEXAS

EL PASO INTL (ELP)
EL PASO, TEXAS

EL PASO

EL PASO INTL (ELP) 4 NE UTC−7(−6DT) N31°48.44′ W106°22.65′ EL PASO
3959 B S3 **FUEL** 100LL, JET A1 +, B + OX 2, 4 TPA–See Remarks AOE H–4K, L–6F
Class I, ARFF Index C NOTAM FILE ELP IAP, AD

RWY 04–22: H12020X150 (ASPH–GRVD) S–100, D–180, 2S–175, 2D–350 HIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 22: MALSR. Rgt tfc. 0.3% down.
RWY 08R–26L: H9025X150 (ASPH–GRVD) S–100, D–180, 2S–175, 2D–350 HIRL
RWY 08R: REIL. PAPI(P4L)—GA 3.0° TCH 68′. Rgt tfc. 0.4% up.
RWY 26L: ODALS. PAPI(P4L)—GA 3.0° TCH 75′. 0.4% down.
RWY 08L–26R: H5499X75 (ASPH) S–60, D–180, 2S–175 MIRL
RWY 26R: Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–12020	TODA–12020	ASDA–12020	LDA–12020
RWY 08L:	TORA–5493	TODA–5493	ASDA–5493	LDA–5493
RWY 08R:	TORA–9025	TODA–9025	ASDA–9025	LDA–9025
RWY 22:	TORA–12020	TODA–12020	ASDA–12449	LDA–12020
RWY 26L:	TORA–9025	TODA–9025	ASDA–9025	LDA–9025
RWY 26R:	TORA–5493	TODA–5493	ASDA–5493	LDA–5493

AIRPORT REMARKS: Attended continuously. TPA small acft 4800 (841); turbojet 5500 (1541); overhead 6000 (2041). Rwy 08L–26R not avbl for air carrier ops with more than 9 passenger seats. 24 hour PPR class A explosives ctc 915–780–4749. Biggs AAF 2 NM NW Rwy 21 can be mistaken for ELP Rwy 22. Military users should review noise abatement procedures listed for Biggs AAF. Sailplane and ultralight ops invof Horizon arpt 8 NM ESE. 611′ AGL unlighted smokestack 8 miles west–southwest of arpt. Holding position markings for Rwy 08R apch and Rwy 04–22 are in close proximity to the terminal apron, review arpt diagram prior to pushback from the gate. Twy A south of Twy E, Twys B and C, Twy J northeast of Twy K1, Twy K northeast of Twy K1 between Twy J and north cargo ramp, Twy U and Twy V south of Twy L, and Twy K2 not visible from twr. North bound tfc prohibited on Twy F south of Twy E. Noise abatement procedures in effect, ctc tower for details. Engine power is rstd to idle power on one engine at a time for maximum 5 min on any terminal or parking aprons. Cross–bleed starts or other pre–dep activity on movement areas only. Maintenance or other requirements needing longer or higher power ctc tower for directions to designated runup areas. Rwy 04 rwy visual range touchdown and rollout avbl. Rwy 22 rwy visual range touchdown and rollout avbl. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities and U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (915) 779–6452. LLWAS.

COMMUNICATIONS: D–ATIS 120.0 (915) 772–9412 **UNICOM** 122.95
RCO 122.4 122.55 (ALBUQUERQUE RADIO)
Ⓡ **APP CON** 124.25 (North—V16) 119.15 (South—V16)
Ⓡ **DEP CON** 119.15
TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 125.0

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.

(H) VORTACW 115.2 ELP Chan 99 N31°48.95′ W106°16.91′ 252° 4.9 NM to fld. 4020/12E. VOR unusable 310°–070° byd 25 NM blw 12,000′ MSL
DME unusable 260°–270° byd 30 NM blw 11,000′ 270°–310° byd 30 NM blw 10,000′.

VALTR NDB (HW/LOM) 242 EL N31°51.62′ W106°19.06′ 212° 4.4 NM to fld

ILS/DME 111.5 I–ETF Chan 52 Rwy 04. LOC only. LOC unusable beyond 25° left of course. LOC unusable beyond 30° right of course.

ILS/DME 111.5 I–ELP Chan 52 Rwy 22. LOM VALTR NDB. ILS unmonitored. DME unusable byd 16 NM Restricted Area R–5103A.

ASR Radar unusable below 9000′ W of mountains.

HI-VOR/DME or TACAN RWY 26L

JAL-134 [USAF]

EL PASO INTL (KELP)

VORTAC ELP	APCH CRS	Rwy ldg	9025
115.2	245°	TDZE	3959
Chan 99		Arpt Elev	3959

* When ALS inop increase CAT C vis to 1 mile.

** Circling NA for CAT E W of RWY 22.

ODALS

MISSED APPROACH: Climbing left turn to 7000 via heading 080°and ELP VORTAC R-115 to ANJIE/ELP 10 DME and hold, continue climb in hold to 7000.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1	

CAUTION: Steeply rising terrain 4.5 NM W of airport.

Procedure NA for arrival on EWM VORTAC airway radials 079 CW 089.

NEWMAN 112.4 EWM Chan 71

EL PASO 115.2 ELP Chan 99

UNITED STATES MEXICO

BIGGS AAF

CINAG ELP 2.8

RISGE ELP 7

(IF) NUQUH ELP 15

ANJIE ELP 10

(IAF) XAVGE ELP 15

(IAF) FANNY ELP 30

ELP 38

ELP 15

18,000 (3S)

126°

261°

245°

295°

115°

R-245

R-115

R-081

R-090

4150

4180

4256

4309

4084

5361

5506

6787

7192

5990

5000

5168

20 NM

MSA ELP 25 NM

8400

EMERG SAFE ALT 100 NM 16,000

(a) 115° 225° (c)

(b) 045° (c)

ELEV 3959

7000 Hdg 080°

ELP R-115

ANJIE ELP 10

NUQUH R-081 15

XAVGE R-115 15

FANNY R-115 30

CINAG 2.8

VORTAC

RISGE 7

JIDEN 3.8

FL180

8000

6500

5400

4400

Arc 15

3.03° TCH 75

0.5 3.8 NM

4056

12,020 × 150

0.3% DOWN

5499 × 75

0.4% DOWN

9025 × 150

3965

4106

TDZE 3959

245°4.3 NM from VORTAC

CATEGORY	C	D	E
S-26L *	4340-¾ 381 (400-¾)	4340-1¼ 381 (400-1¼)	
CIRCLING **	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

MIRL Rwy 8L-26R

REIL Rwy 4, 8R

HIRL Rwy 4-22 and 8R-26L

SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-ELP	APP CRS	Rwy Idg	12020
111.5	219°	TDZE	3949
Chan 52		Apt Elev	3959

ILS or LOC RWY 22

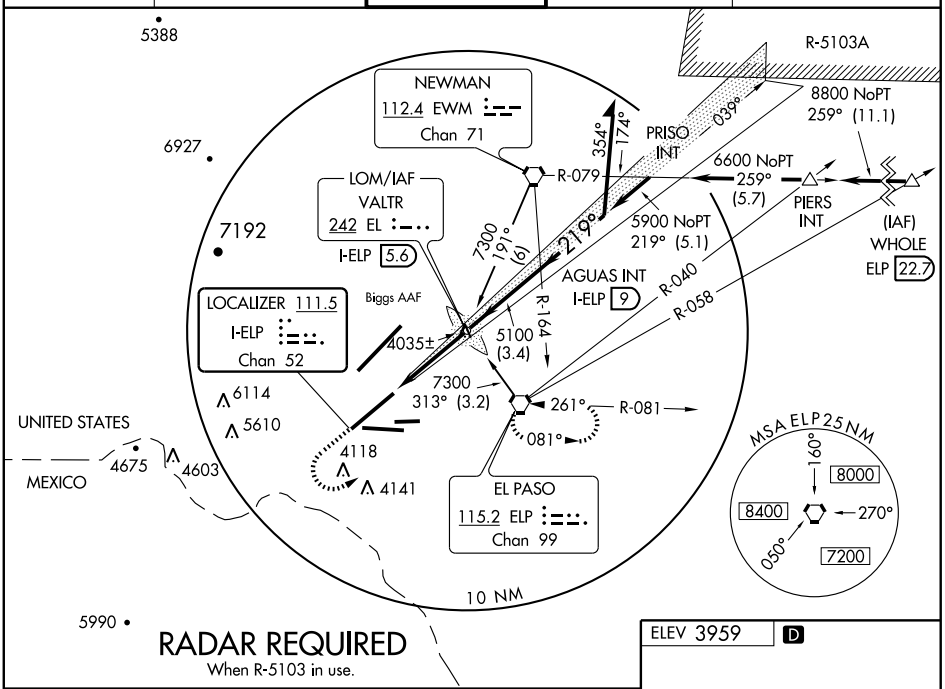
EL PASO INTL (ELP)

ASR — Cat E circling not authorized west of airport. Procedure turn not authorized for Cat E aircraft. For inoperative MALSR increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat E visibility to RVR 6000. **Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

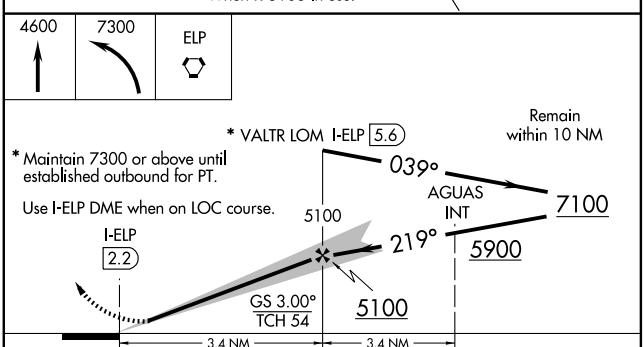
MISSED APPROACH: Climb to 4600, then climbing left turn to 7300 direct ELP VORTAC and hold. (TACAN equiped aircraft continue climbing to 9000 via ELP R-058 to WHOLE Int/ ELP 22.7 DME)

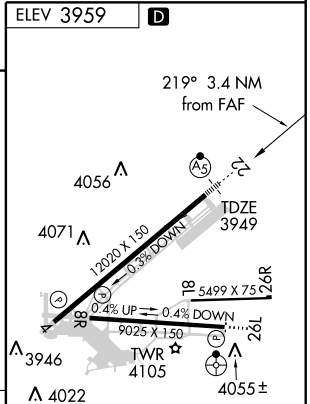
ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010





CATEGORY	A	B	C	D	E
S-ILS R22	**4149/24 200 (200-½)				
S-LOC R22	4300/24 351 (400-½)			4300/40 351 (400-¾)	
CIRCLING*	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)	4660-2½ 702 (800-2½)

LOC/DME I-ETF	APP CRS	Rwy Idg 12020
111.5	039°	TDZE 3923
Chan 52		Apt Elev 3959

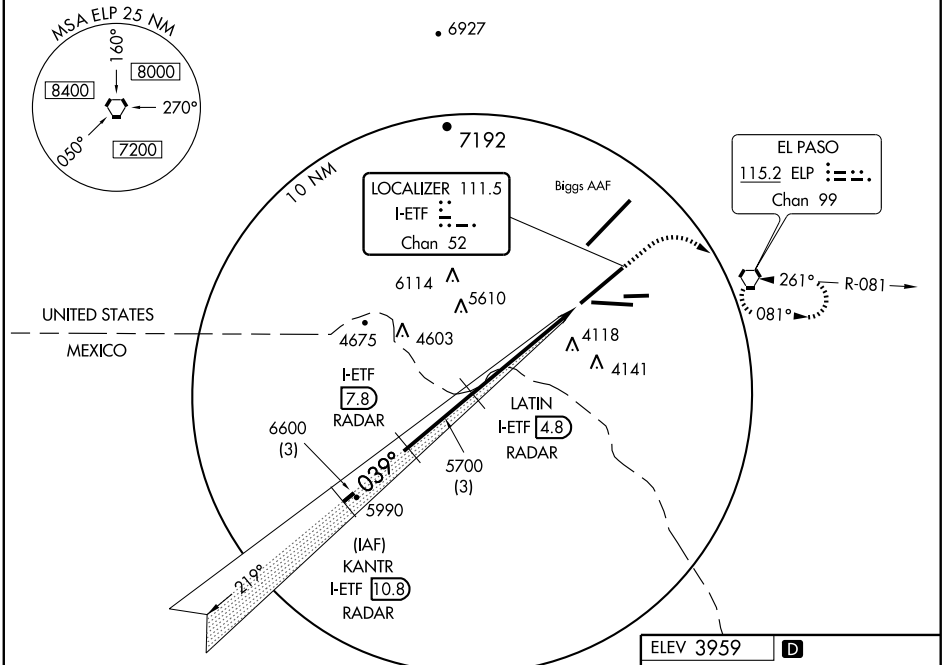
LOC/DME RWY 4

EL PASO INTL (ELP)

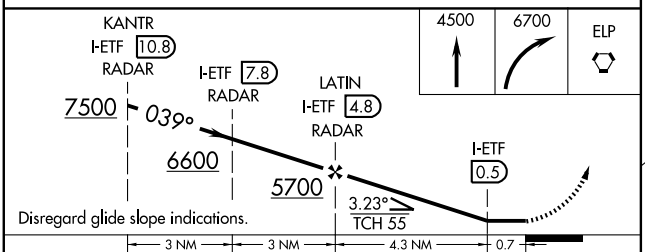
ASR

MISSED APPROACH: Climb to 4500 then climbing right turn to 6700 direct ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

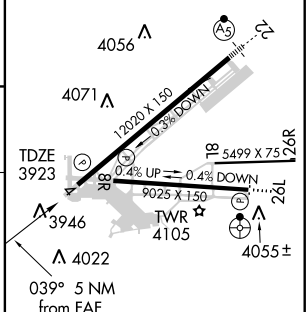


RADAR REQUIRED



CATEGORY	A	B	C	D
S-4	4300-1 377 (400-1)			4300-1¼ 377 (400-1¼)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

ELEV 3959 D



MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 4

EL PASO INTL (ELP)

APP CRS	Rwy Idg	12020
039°	TDZE	3923
	Apt Elev	3959

ASR DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct WAHYU and on 096° track to EL PASO VORTAC and hold, continue climb-in-hold to 6900.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

SC-3, 26 AUG 2010 to 23 SEP 2010

6927

7192

RADAR REQUIRED

Biggs AAF

WAHYU

EL PASO ELP

096°

261°

081°

7 NM

6114

5610

HOLAG 4035

1.7 NM to RW04

RW04

4118

4141

UNITED STATES

MEXICO

4675

4603

5800

039°

(3)

(FAF)

LATIN

EKOGE

6600

039°

(3)

(IF)

KANTR

5990

MSA RW04 25 NM

8900

ELEV 3959 D

4056

4071

12020 X 150

0.3% DOWN

TDZE 3923

5499 X 75

0.4% UP 0.4% DOWN

9025 X 150

TWR 4105

3946

4022

4055±

039° to RW04

KANTR

7500

039°

EKOGE

6600

LATIN

5800

HOLAG

1.7 NM to RW04

1.1 NM to RW04

3.42°

TCH 55

4580

RW04

VGSI and descent angles not coincident.

6900 WAHYU 096° track ELP

3 NM 3 NM 3.3 NM 0.6 NM 1.1 NM

CATEGORY	A	B	C	D
LNAV MDA	4320/50 397 (400-1)			4320/60 397 (400-1¼)
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)

MIRL Rwy 8L-26R

REIL Rwys 4 and 8R

HIRL Rwys 4-22 and 8R-26L

31°48'N - 106°23'W

EL PASO INTL (ELP)
RNAV (GPS) RWY 4

APP CRS	Rwy Idg	12020
219°	TDZE	3949
	Apt Elev	3959

RNAV (GPS) RWY 22

EL PASO INTL (ELP)

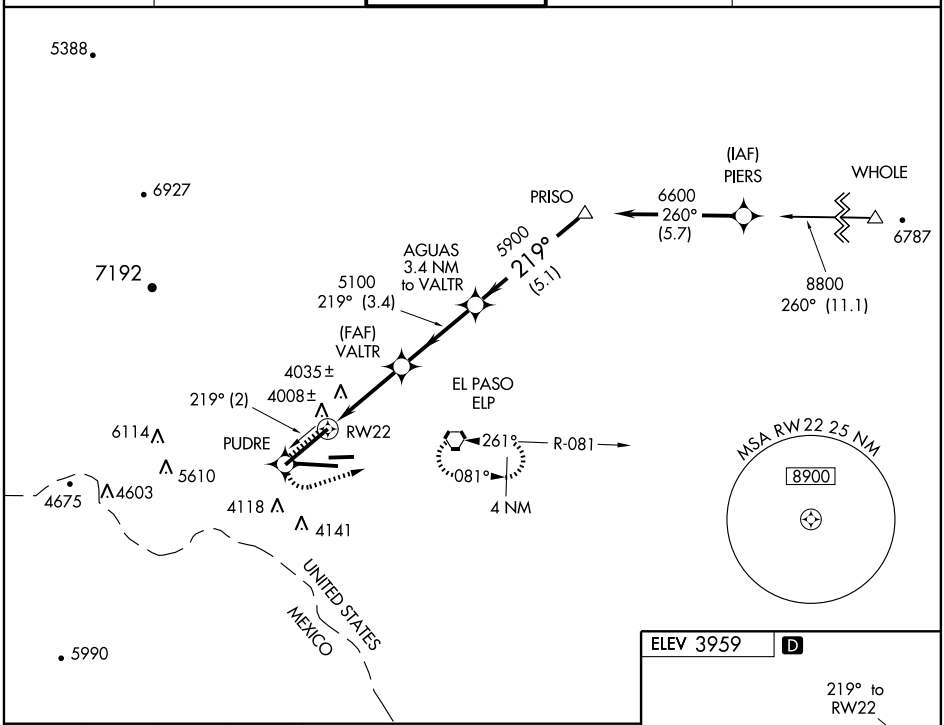
ASR

DME/DME RNP-0.3 not authorized. For uncompensated Baro-VANV, systems, LNAV/VNAV NA below -22°C (-7°F) or above 40°C (104°F). For inoperative MALSRS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D to RVR 6000.

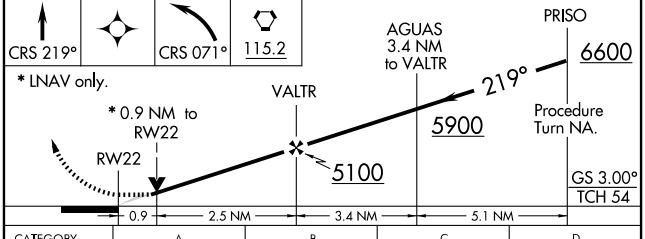
MALSR

MISSED APPROACH: Climb to 4600 via 219° course to PUDRE then climbing left turn via 071° course to 6700 to ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

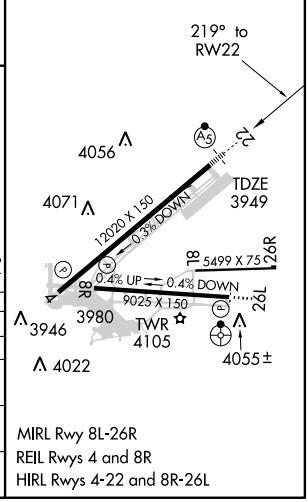


4600	PUDRE	6700	ELP
CRS 219°		CRS 071°	115.2



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4273/24 324 (400-½)			4273/40 324 (400-¾)
LNAV MDA	4300/24 351 (400-½)			4300/50 351 (400-1)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

ELEV 3959 D



MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9025
262°	TDZE	3959
	Apt Elev	3959

RNAV (GPS) RWY 26L

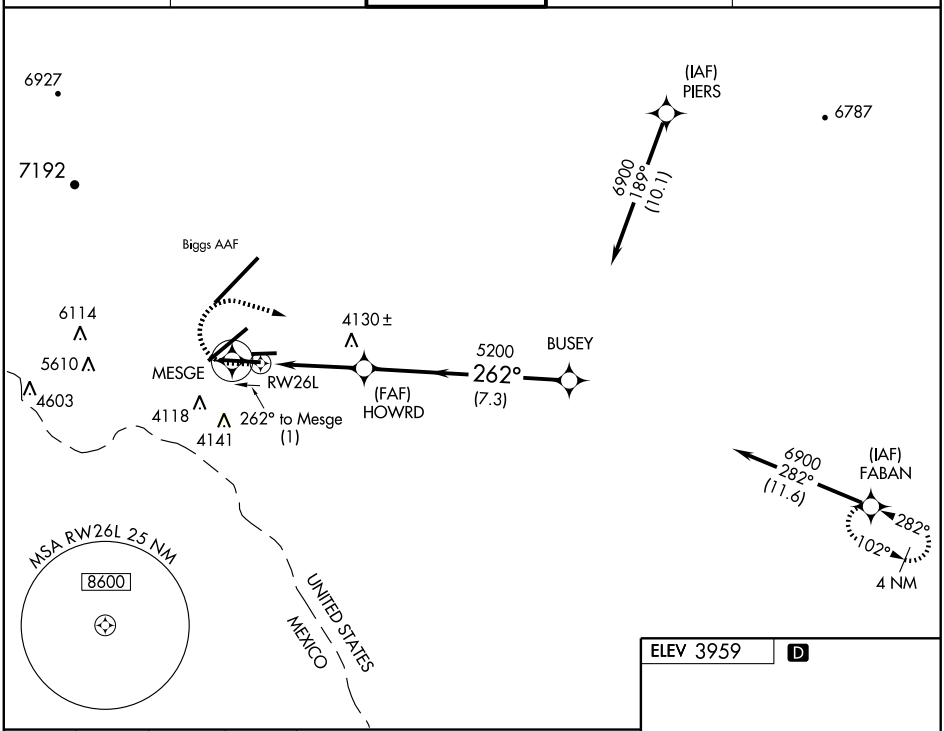
EL PASO INTL (ELP)

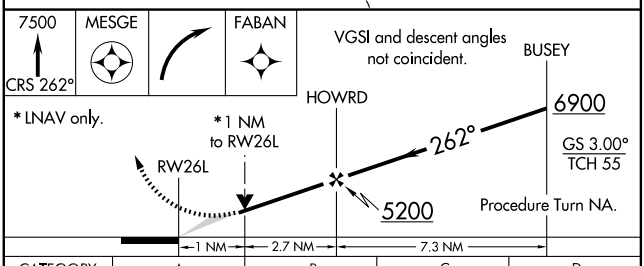
Baro-VNAV NA below -22°C (-7°F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV/VNAV Cats A-D.
ASR Inoperative table does not apply to LNAV Cat C.

ODALS

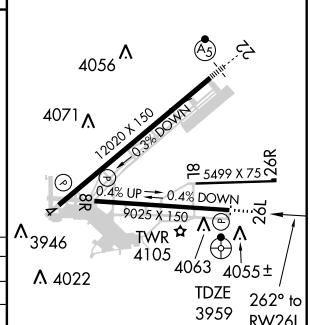
MISSED APPROACH: Climb to 7500 via 262° course to MESGE then right turn direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4320-1¼ 362 (400-1¼)			
LNAV MDA	4360-¾ 402 (500-¾)		4360-1¼ 402 (500-1¼)	
CIRCLING	4420-1¼ 462 (500-1¼)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)



MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 26R

EL PASO INTL (ELP)

APP CRS	Rwy Idg	TDZE	Apt Elev
257°	5499	3951	3959

GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.
ASR Straight-In Minimums NA at night.

MISSED APPROACH: Climbing right turn to 7500 direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

SC-3, 26 AUG 2010 to 23 SEP 2010

5388
6927
7192
(IAF) PIERS
6787
6900 189° (10.1)
Biggs AAF
6114
5610
4603
4118
4141
4130±
257°
RW26R
(FAF) HODAK
5200
268°
(6.7)
BUSEY
6900 282° (11.6)
(IAF) FABAN
282°
102°
4 NM
MSA RW26R 25 NM
9000
UNITED STATES
MEXICO

ELEV 3959 D

4056
4071
12020 X 150
0.3% DOWN
TDZE 3951
5499 X 75
0.4% UP
0.4% DOWN
9025 X 150
3946
TWR
4105
4022
4055±
257° to RW26R

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

7500 FABAN

1.2 NM to RW26R
HODAK
BUSEY
6900
3.03° TCH 40
268°
RW26R
257°
5200
Procedure Turn NA
1.2 NM
2.6 NM
6.7 NM

CATEGORY	A	B	C	D
LNAV MDA	4380-1 429 (500-1)		4380-1¼ 429 (500-1¼)	4380-1½ 429 (500-1½)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

VORTAC ELP 115.2 Chan 99	APP CRS 245°	Rwy Idg 9025 TDZE 3959 Apt Elev 3959

VOR RWY 26L

EL PASO INTL (ELP)

Circling NA for Cat E west of Rwy 4-22. Inoperative table does not apply to Cats C, D, and E. CINAG fix minimums: inoperative table does not apply to Cats D and E.

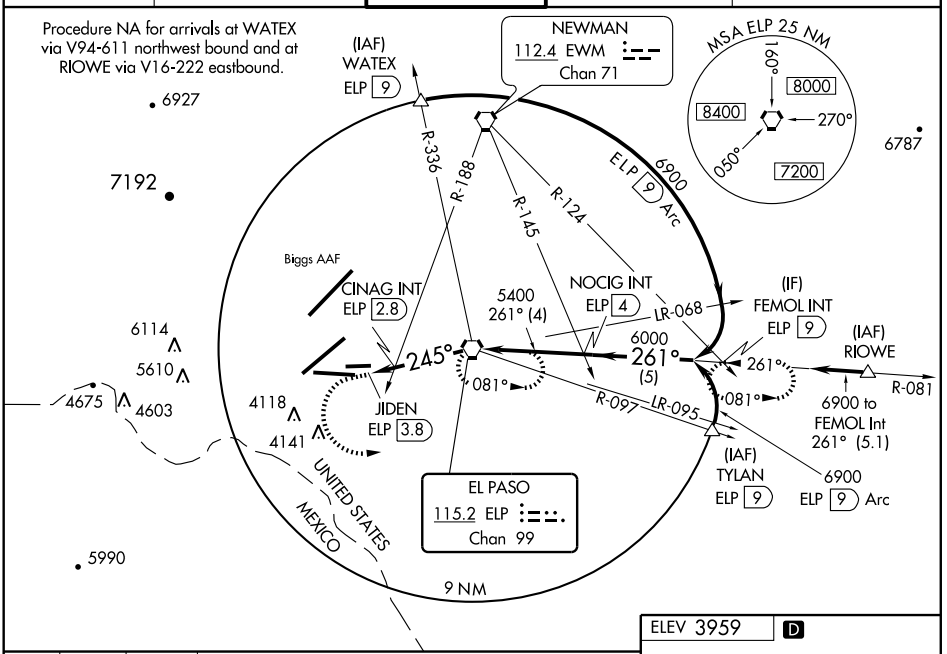
ASR

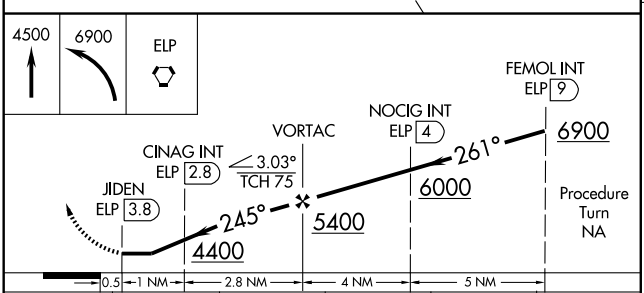
ODALS

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900 (TACAN aircraft climb to 4500 then climbing left turn to 6900 via heading 050° and ELP VORTAC R-081 to FEMOL/9 DME and hold east, left turn, 261° inbound.)

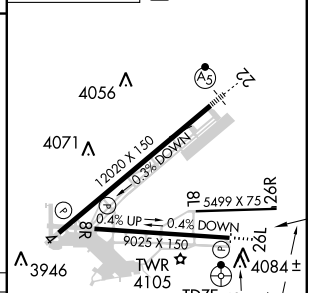
ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

SC-3, 26 AUG 2010 to 23 SEP 2010





CATEGORY	A	B	C	D	E
S-26L	4480-¾ 521 (600-¾)		4480-1½ 521 (600-1½)	4480-1¾ 521 (600-1¾)	
CIRCLING	4480-1 521 (600-1)		4480-1½ 521 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)
CINAG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-26L	4340-¾ 381 (400-¾)			4340-1¼ 381 (400-1¼)	
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

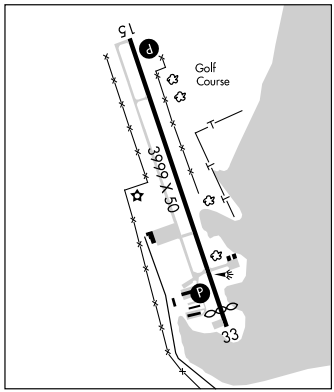


MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

HORIZON (T27) 11 SE UTC−7(−6DT) N31°43.19′ W106°14.22′ **EL PASO**
4007 B S2 **FUEL** 100LL, JET A, MOGAS TPA—4804(797) NOTAM FILE ABQ **H–4K, L–6F**
RWY 08–26: H6885X50 (ASPH–DIRT) S–12 LIRL (NSTD) **IAP**
RWY 08: Pole. Rgt tfc. **RWY 26:** Ground.
AIRPORT REMARKS: Attended Mon–Sat dawn–dusk, Sun dawn–0100Z‡. Sailplane and Ultralight ops on and invof arpt. Sailplane and Ultralights left tfc Rwy 08, rgt tfc Rwy 26. Parked acft obstruct primary surface Rwy 08–26. Rwy 08–26 NSTD LIRL. Thld lgts all green. Only 4035′ west end lgtd. ACTIVATE rotating bcn and NSTD LIRL Rwy 08–26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
EL PASO APP/DEP CON 119.15
RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.
EL PASO (H) VORTACW 115.2 ELP Chan 99 N31°48.95′ W106°16.91′ 146° 6.2 NM to fld. 4020/12E.

ENNIS MUNI (F41) 2 W UTC−6(−5DT) N32°19.78′ W96°39.83′ **DALLAS–FT. WORTH**
500 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW **L–17C, A**
RWY 15–33: H3999X50 (ASPH) S–18 MIRL 0.6% up NW **IAP**
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Tree. Rgt tfc.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Thld dsplcd 255′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs with major credit card. Parachute Jumping. Bumps north end of Rwy 15. Rwy 33 thld dsplcd 749′ indef. MIRL Rwy 15–33 preset low ints, to incr ints and ACTIVATE REIL and PAPI Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **RGNL APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 285° 24.3 NM to fld. 400/6E.



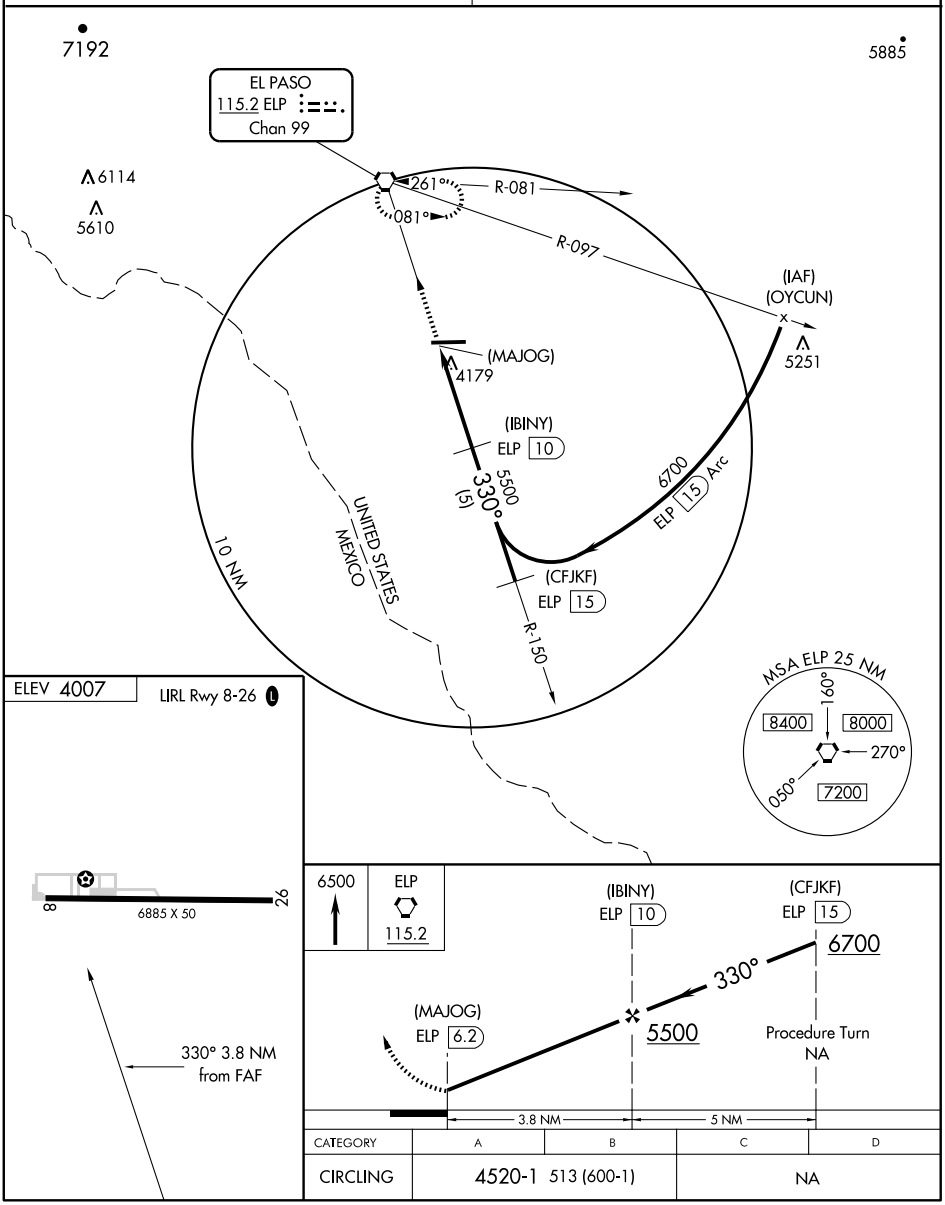
FABENS (E35) 1 NE UTC−7(−6DT) N31°30.94′ W106°08.83′ **EL PASO**
3679 B S4 **FUEL** 100LL NOTAM FILE ABQ **L–6F**
RWY 08–26: H4200X60 (ASPH) S–25 LIRL
RWY 08: Thld dsplcd 190′. Pole. **RWY 26:** Antenna.
RWY 16–34: H2300X35 (ASPH)
RWY 16: Brush. **RWY 34:** Thld dsplcd 100′. Bldg.
AIRPORT REMARKS: Attended 1500–0000Z‡. PAEW Rwy 08–26 dalgt hours. Rising terrain NE of Rwy 16–34 and E of Rwy 08–26. Rwy 34 dsplcd thld bar missing. ACTIVATE Rotating bcn and LIRL Rwy 08–26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.
EL PASO (H) VORTACW 115.2 ELP Chan 99 N31°48.95′ W106°16.91′ 147° 19.3 NM to fld. 4020/12E.

VORTAC ELP 115.2 Chan 99	APP CRS 330°	Rwy Idg N/A TDZE N/A Apt Elev 4007

VOR/DME or GPS-A

EL PASO/ HORIZON (T27)

NA Use El Paso Intl altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climb to 6500 direct ELP VORTAC and hold.
EL PASO APP CON 119.15	UNICOM 123.0 (CTAF) L

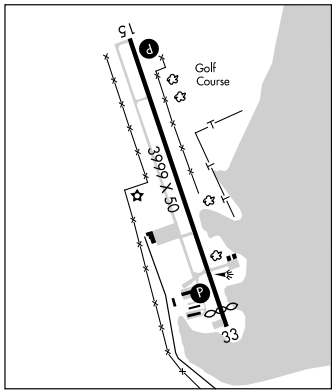


CATEGORY	A	B	C	D
CIRCLING	4520-1 513 (600-1)		NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HORIZON (T27) 11 SE UTC−7(−6DT) N31°43.19′ W106°14.22′ **EL PASO**
4007 B S2 **FUEL** 100LL, JET A, MOGAS TPA—4804(797) NOTAM FILE ABQ **H–4K, L–6F**
RWY 08–26: H6885X50 (ASPH–DIRT) S–12 LIRL (NSTD) **IAP**
RWY 08: Pole. Rgt tfc. **RWY 26:** Ground.
AIRPORT REMARKS: Attended Mon–Sat dawn–dusk, Sun dawn–0100Z‡. Sailplane and Ultralight ops on and invof arpt. Sailplane and Ultralights left tfc Rwy 08, rgt tfc Rwy 26. Parked acft obstruct primary surface Rwy 08–26. Rwy 08–26 NSTD LIRL. Thld lgts all green. Only 4035′ west end lgtd. ACTIVATE rotating bcn and NSTD LIRL Rwy 08–26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
EL PASO APP/DEP CON 119.15
RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.
EL PASO (H) VORTACW 115.2 ELP Chan 99 N31°48.95′ W106°16.91′ 146° 6.2 NM to fld. 4020/12E.

ENNIS MUNI (F41) 2 W UTC−6(−5DT) N32°19.78′ W96°39.83′ **DALLAS–FT. WORTH**
500 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW **L–17C, A**
RWY 15–33: H3999X50 (ASPH) S–18 MIRL 0.6% up NW **IAP**
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Tree. Rgt tfc.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Thld dsplcd 255′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs with major credit card. Parachute Jumping. Bumps north end of Rwy 15. Rwy 33 thld dsplcd 749′ indef. MIRL Rwy 15–33 preset low ints, to incr ints and ACTIVATE REIL and PAPI Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **RGNL APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 285° 24.3 NM to fld. 400/6E.



FABENS (E35) 1 NE UTC−7(−6DT) N31°30.94′ W106°08.83′ **EL PASO**
3679 B S4 **FUEL** 100LL NOTAM FILE ABQ **L–6F**
RWY 08–26: H4200X60 (ASPH) S–25 LIRL
RWY 08: Thld dsplcd 190′. Pole. **RWY 26:** Antenna.
RWY 16–34: H2300X35 (ASPH)
RWY 16: Brush. **RWY 34:** Thld dsplcd 100′. Bldg.
AIRPORT REMARKS: Attended 1500–0000Z‡. PAEW Rwy 08–26 dalgt hours. Rising terrain NE of Rwy 16–34 and E of Rwy 08–26. Rwy 34 dsplcd thld bar missing. ACTIVATE Rotating bcn and LIRL Rwy 08–26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ELP.
EL PASO (H) VORTACW 115.2 ELP Chan 99 N31°48.95′ W106°16.91′ 147° 19.3 NM to fld. 4020/12E.

VORTAC CQY 114.8 Chan 95	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 492

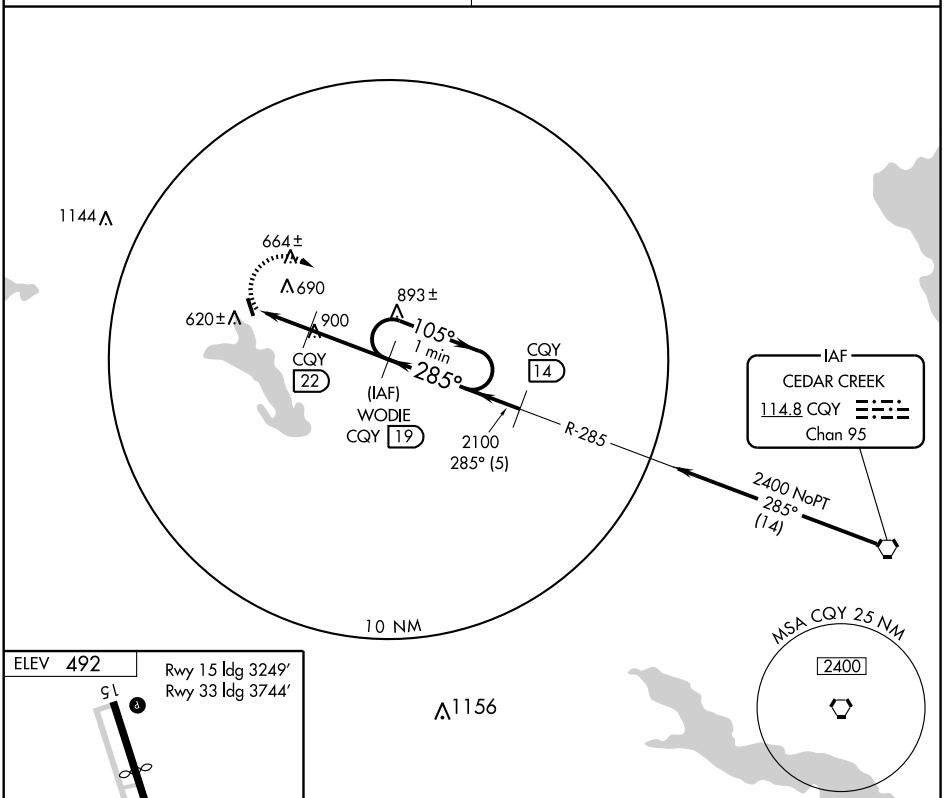
VOR/DME-A
ENNIS MUNI (F41)

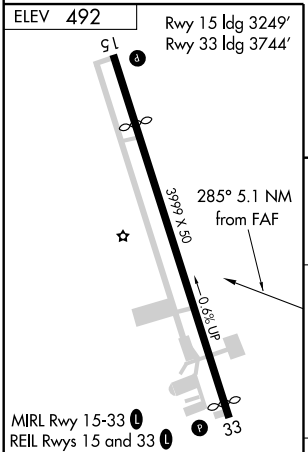
NA

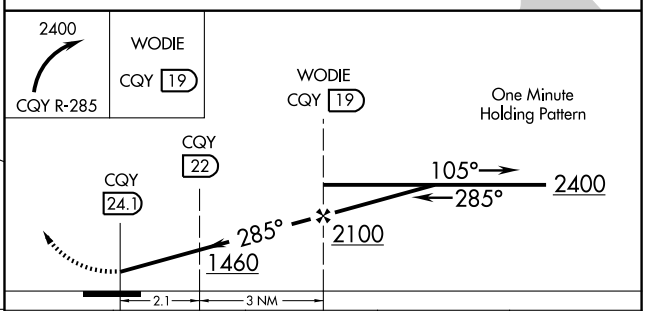
Use Dallas Love Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via CQY R-285 to WODIE/CQY 19 DME and hold.

REGIONAL APP CON	(CTAF)
125.2 343.65	122.9 L







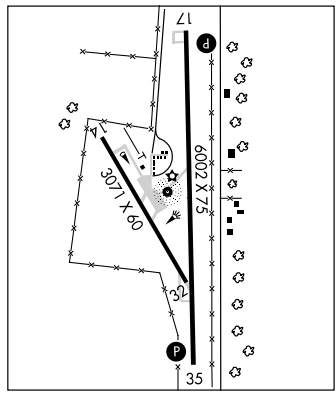
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1020-1 528 (600-1)	1080-1¼ 588 (600-1¼)	1080-1½ 588 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

FALFURRIAS

BROOKS CO (BKS) 2 SE UTC−6(−5DT) N27°12.36′ W98°07.26′ **BROWNSVILLE**
113 B **FUEL** 100LL, JET A NOTAM FILE BKS **H–7B, L–20H**
RWY 17–35: H6002X75 (ASPH) S–52, D–80 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 35: PAPI(P4L)—GA 3.0° TCH 45′.
RWY 14–32: H3071X60 (ASPH) S–4
RWY 14: Tree.
AIRPORT REMARKS: Attended Mar–Oct, Mon–Fri 1500–2200; Nov–Feb, dalgt hrs. For attendant after hrs call 361–325–2909. 9′ fence located approximately 900′ north of Rwy 17. Rwy 17–35 gross engineering weight 60,000 lbs. Extreme noise sensitive areas to the north, west and southwest of arpt along lake/residence area. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (361) 325–4055.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 212° 55.2 NM to fld. 60/9E. **HIWAS.**
NDB (MHW) 353 BKS N27°12.42′ W98°07.31′ at fld. NOTAM FILE BKS.



FARLY N31°59.28′ W102°19.51′ NOTAM FILE MAF. **SAN ANTONIO**
NDB (HW/LOM) 326 MA 104° 6.9 NM to Midland Intl. Unmonitored when twr clsd. **L–6H**

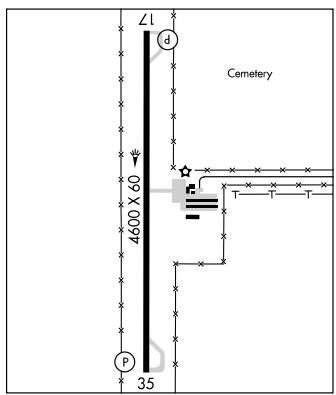
FAYETTE RGNL AIR CENTER (See LA GRANGE)

FEHMEL DUSTING SERVICE (See BAY CITY)

FERRIS RED OAK MUNI HELIPORT (12T) 4 N UTC−6(−5DT) N32°31.75′ W96°43.68′ **DALLAS–FT WORTH**
510 NOTAM FILE FTW **COPTER**
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. Helipad H1 6′ fence 80′ N, 165′ p–line 1635′ E, road 132′ S and 35′ p–line 730′ W and 40′ tree 480′ SE.
COMMUNICATIONS: CTAF 122.9

FISHER CO (See ROTAN/ROBY)

FLOYDADA MUNI (41F) 1 N UTC−6(−5DT) N34°00.09′ W101°19.82′ **DALLAS–FT. WORTH**
3187 B **FUEL** 100LL, JET A NOTAM FILE FTW **L–6H**
RWY 17–35: H4600X60 (ASPH) S–15 MIRL **IAP**
RWY 17: PAPI (P2L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 39′. Elevator. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Numerous agricultural acft operations spring, summer and fall.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LUBBOCK APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PVW.
PLAINVIEW (L) VORW/DME 112.9 PVW Chan 76 N34°05.17′ W101°47.41′ 091° 23.5 NM to fld. 3400/11E.



NDB BKS	APP CRS	Rwy Idg	6002
353	349°	TDZE	113
		Apt Elev	113

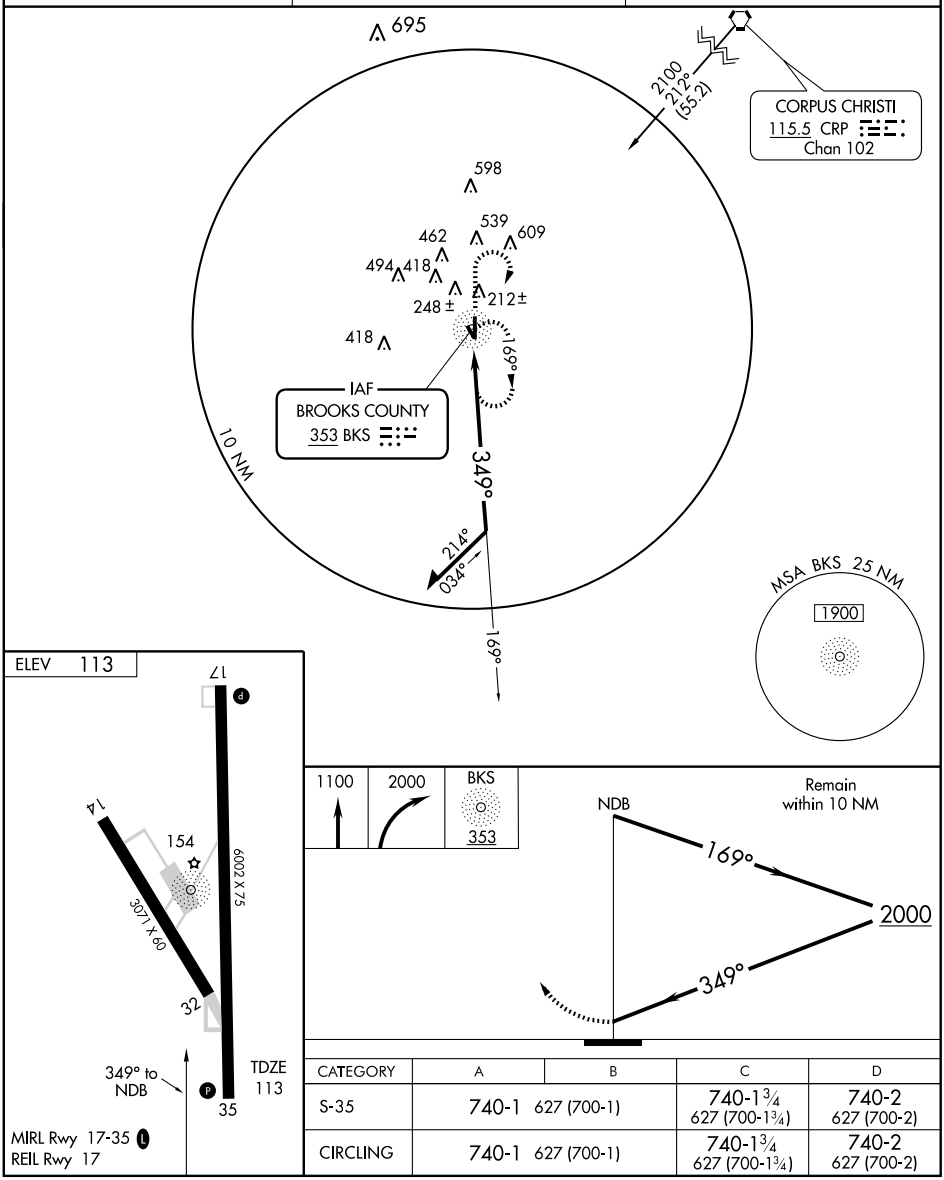
NDB RWY 35

FALFURRIAS/ BROOKS COUNTY (BKS)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cats C and D visibility ¼ mile. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct BKS NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	740-1 627 (700-1)		740-1¾ 627 (700-1¾)	740-2 627 (700-2)
CIRCLING	740-1 627 (700-1)		740-1¾ 627 (700-1¾)	740-2 627 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6002
174°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 17

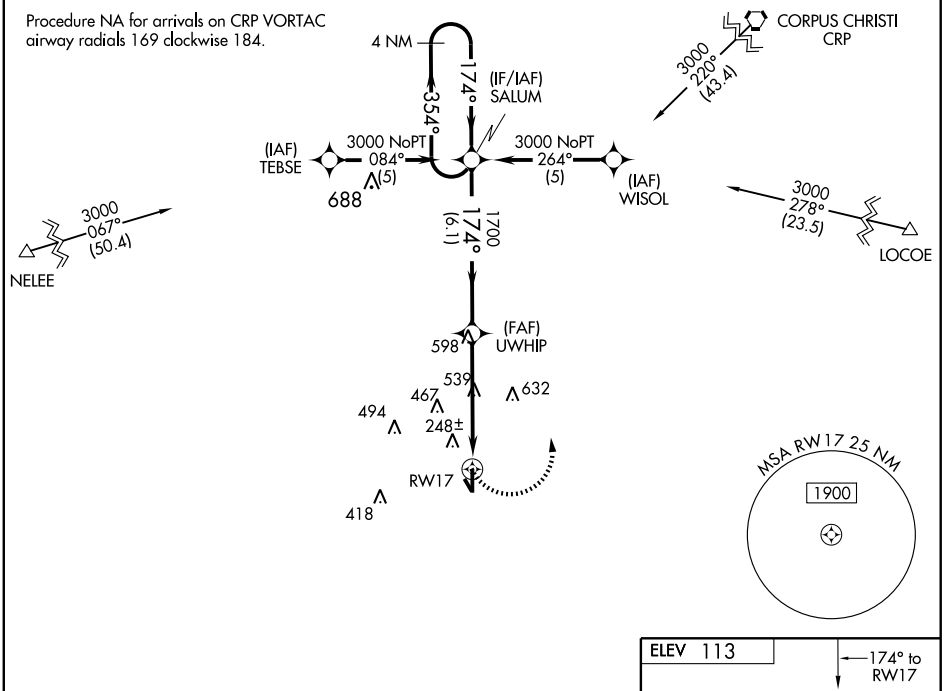
FALFURRIAS/ BROOKS COUNTY (BKS)

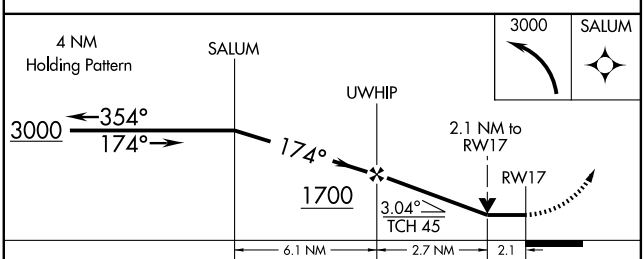
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cat B visibility ¼ mile, Cat C and D visiblity ½ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

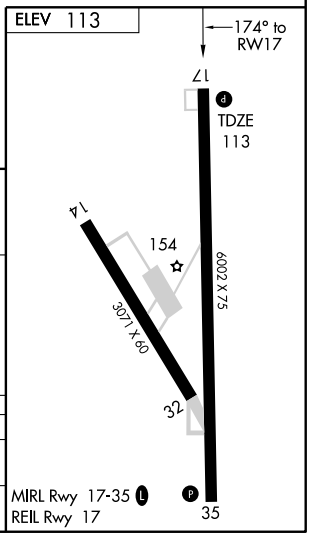
MISSED APPROACH: Climbing left turn to 3000 direct SALUM and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L

Procedure NA for arrivals on CRP VORTAC airway radials 169 clockwise 184.







CATEGORY	A	B	C	D
LNAV MDA	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6002
354°	TDZE	113
	Apt Elev	113

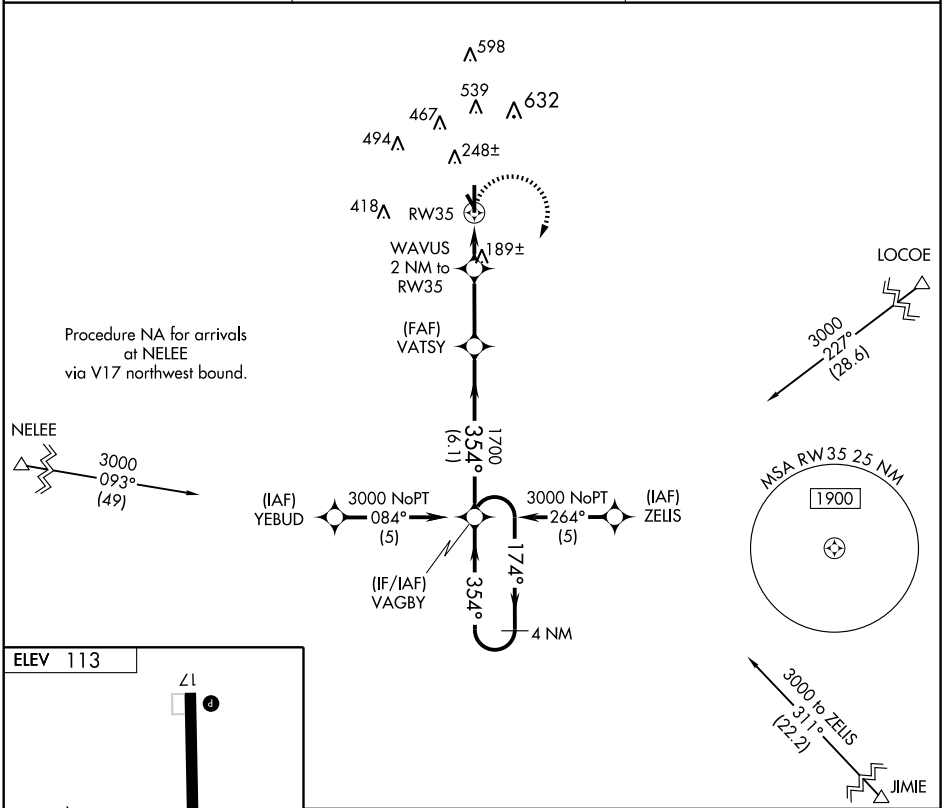
RNAV (GPS) RWY 35

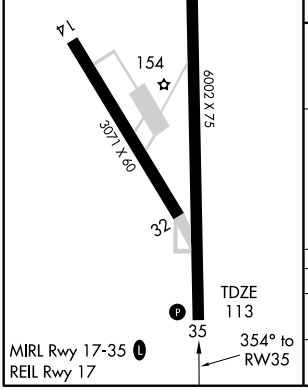
FALFURRIAS/BROOKS COUNTY (BKS)

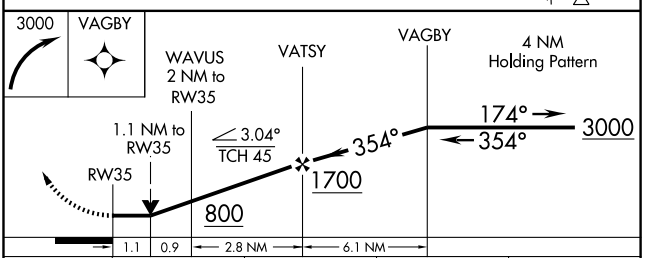
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and D visiblity ¼ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 3000 direct VAGBY and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L





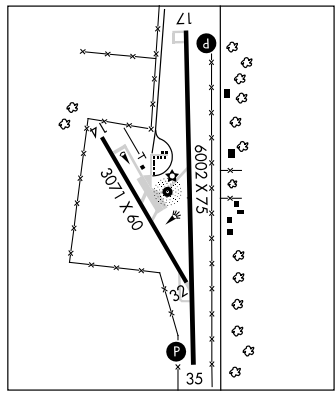


CATEGORY	A	B	C	D
LNAV MDA	520-1 407 (500-1)		520-1¼ 407 (500-1¼)	
CIRCLING	600-1 487 (500-1)		600-1½ 487 (500-1½)	680-2 567 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

FALFURRIAS

BROOKS CO (BKS) 2 SE UTC−6(−5DT) N27°12.36′ W98°07.26′ **BROWNSVILLE**
113 B **FUEL** 100LL, JET A NOTAM FILE BKS **H–7B, L–20H**
RWY 17–35: H6002X75 (ASPH) S–52, D–80 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 35: PAPI(P4L)—GA 3.0° TCH 45′.
RWY 14–32: H3071X60 (ASPH) S–4
RWY 14: Tree.
AIRPORT REMARKS: Attended Mar–Oct, Mon–Fri 1500–2200; Nov–Feb, dalgt hrs. For attendant after hrs call 361–325–2909. 9′ fence located approximately 900′ north of Rwy 17. Rwy 17–35 gross engineering weight 60,000 lbs. Extreme noise sensitive areas to the north, west and southwest of arpt along lake/residence area. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (361) 325–4055.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 212° 55.2 NM to fld. 60/9E. **HIWAS.**
NDB (MHW) 353 BKS N27°12.42′ W98°07.31′ at fld. NOTAM FILE BKS.



FARLY N31°59.28′ W102°19.51′ NOTAM FILE MAF. **SAN ANTONIO**
NDB (HW/LOM) 326 MA 104° 6.9 NM to Midland Intl. Unmonitored when twr clsd. **L–6H**

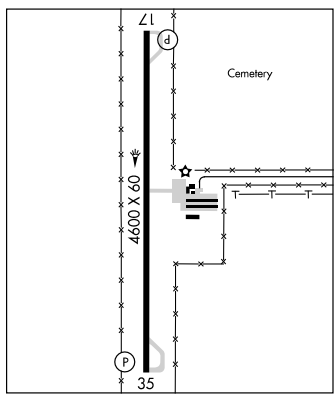
FAYETTE RGNL AIR CENTER (See LA GRANGE)

FEHMEL DUSTING SERVICE (See BAY CITY)

FERRIS RED OAK MUNI HELIPORT (12T) 4 N UTC−6(−5DT) N32°31.75′ W96°43.68′ **DALLAS–FT WORTH**
510 NOTAM FILE FTW **COPTER**
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. Helipad H1 6′ fence 80′ N, 165′ p–line 1635′ E, road 132′ S and 35′ p–line 730′ W and 40′ tree 480′ SE.
COMMUNICATIONS: CTAF 122.9

FISHER CO (See ROTAN/ROBY)

FLOYDADA MUNI (41F) 1 N UTC−6(−5DT) N34°00.09′ W101°19.82′ **DALLAS–FT. WORTH**
3187 B **FUEL** 100LL, JET A NOTAM FILE FTW **L–6H**
RWY 17–35: H4600X60 (ASPH) S–15 MIRL **IAP**
RWY 17: PAPI (P2L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 39′. Elevator. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Numerous agricultural acft operations spring, summer and fall.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LUBBOCK APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PVW.
PLAINVIEW (L) VORW/DME 112.9 PVW Chan 76 N34°05.17′ W101°47.41′ 091° 23.5 NM to fld. 3400/11E.



RNAV (GPS) RWY 17

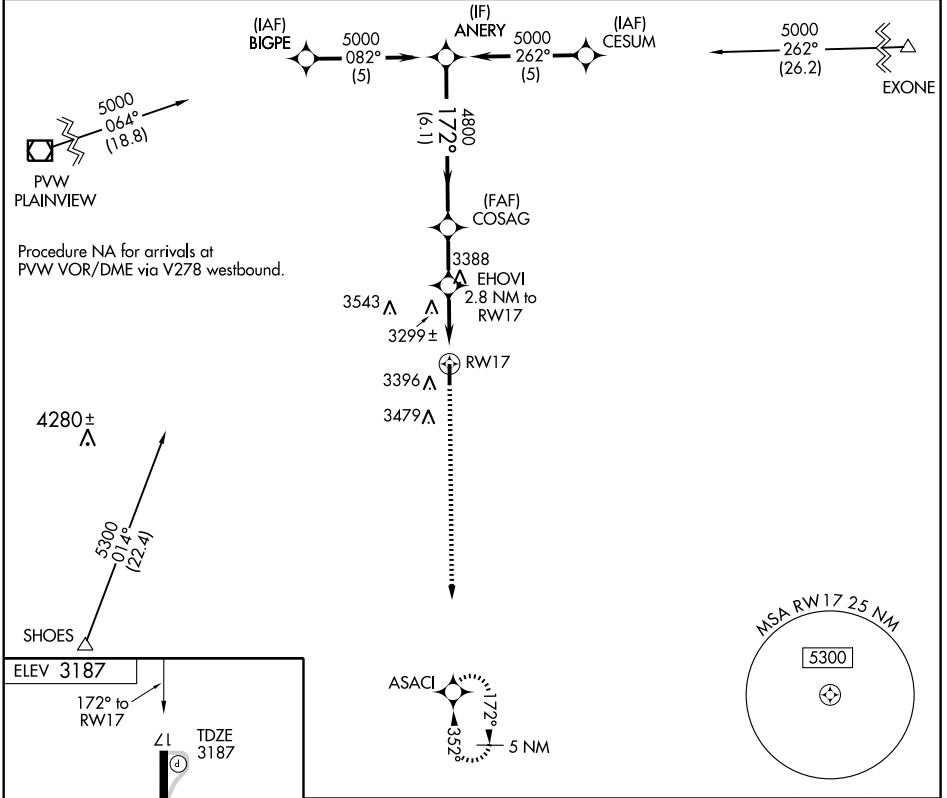
FLOYDADA MUNI (41F)

APP CRS	Rwy Idg	4600
172°	TDZE	3187
	Apt Elev	3187

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000 direct ASACI and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	3720-1 533 (600-1)		3720-1½ 533 (600-1½)	NA
CIRCLING	3840-1 653 (700-1)		3920-2 733 (800-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4600
352°	TDZE	3187
	Apt Elev	3187

RNAV (GPS) RWY 35

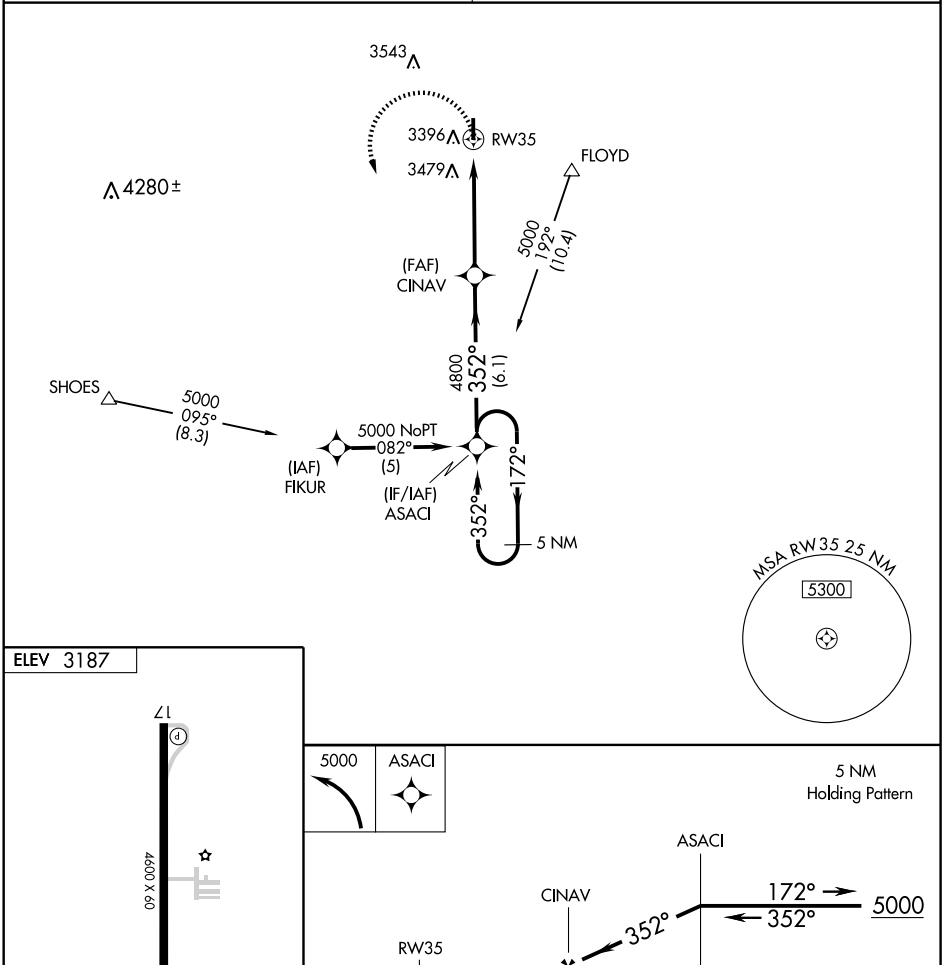
FLOYDADA MUNI (41F)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting and increase all MDA 20 feet, increase LNAV and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	3840-1	653 (700-1)	3840-1¾ 653 (700-1¾)	NA
CIRCLING	3840-1	653 (700-1)	3920-2 733 (800-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

FLUET N33°15.70′ W96°35.33′ NOTAM FILE TKI. **DALLAS–FT. WORTH**

NDB (LOM) 421 EF 176° 5.0 NM to Collin County Regional at McKinney.

FLUFY N31°13.13′ W94°49.51′ NOTAM FILE LFK.

NDB (LOM) 350 LF 071° 4.0 NM to Angelina Co. Unmonitored.

FLYIN' B (See HOUSTON)

FLYIN TIGER (See ANGLETON)

FLYING C (See SANGER)

FLYING H RANCH (See WHITES BORO)

FLYING V RANCH (See LOUISE)

FOLLETT/LIPSCOMB CO (T93) 1 E UTC−6(−5DT) N36°26.45′ W100°07.43′ **WICHITA**

2601 TPA—3601(1000) NOTAM FILE FTW **L–15C**

RWY 17–35: H4073X60 (ASPH) S–18 LIRL 1.7% up S **IAP**

RWY 17: P-line. **RWY 35:** Hill.

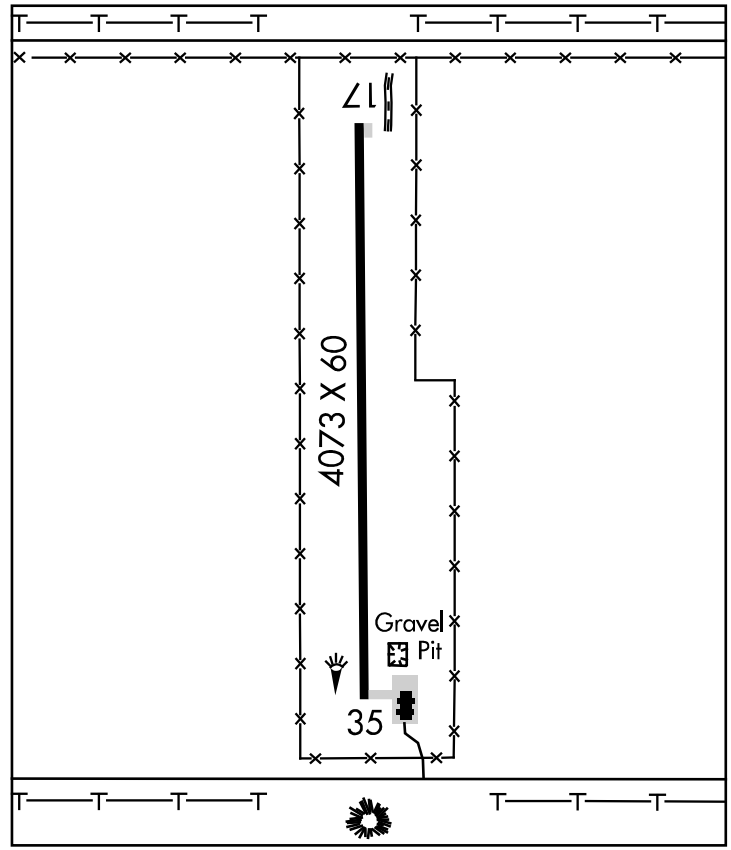
AIRPORT REMARKS: Unattended. Windsock lgts OTS indef. No line of sight between rwy ends. Rwy 17–35 13′ wide strip of pavement along W edge of rwy is spongy and will not support listed wheel weight.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62′ W99°52.81′ 286° 13.2 NM to fld. 2430/10E. **HIWAS.**



APP CRS	Rwy Idg	4067
354°	TDZE	2601
	Apt Elev	2601

RNAV (GPS) RWY 35

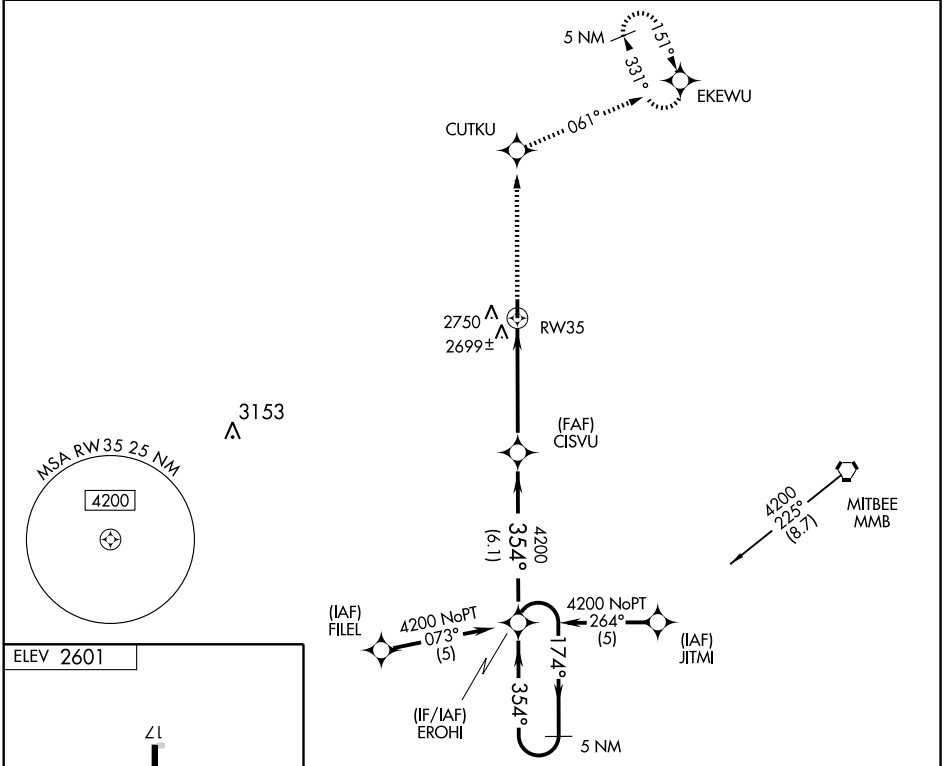
FOLLETT-LIPSCOMB COUNTY (T93)

DME/DME RNP-0.3 NA.
Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter seting and increase all MDA 20 feet.

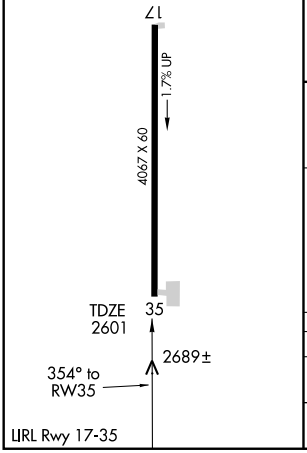
NA

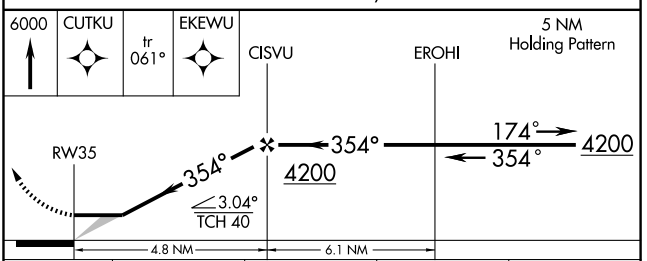
MISSED APPROACH: Climb to 6000 direct CUTKU and on track 061° to EKEWU and hold, continue climb-in-hold to 6000.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9



Procedure NA for arrival on MMB VORTAC airway radials 205 CW 245.





CATEGORY	A	B	C	D
LNAV MDA	3100-1 499 (500-1)		NA	
CIRCLING	3160-1 559 (600-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC MMB 115.6 Chan 103	APP CRS 286°	Rwy Idg N/A TDZE N/A Apt Elev 2601

VOR/DME-A

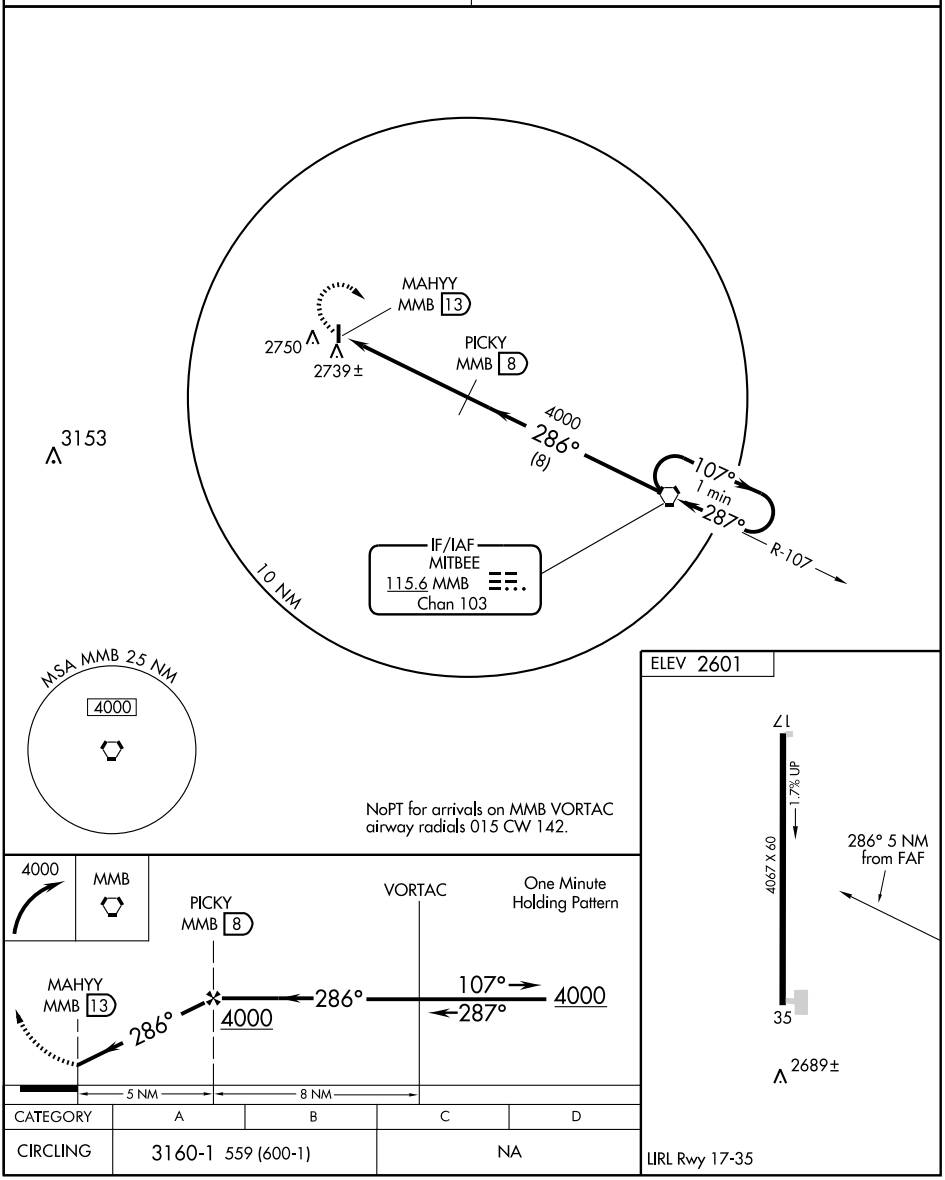
FOLLETT-LIPSCOMB COUNTY (T93)

Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter seting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing right turn to 4000 direct MMB VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9

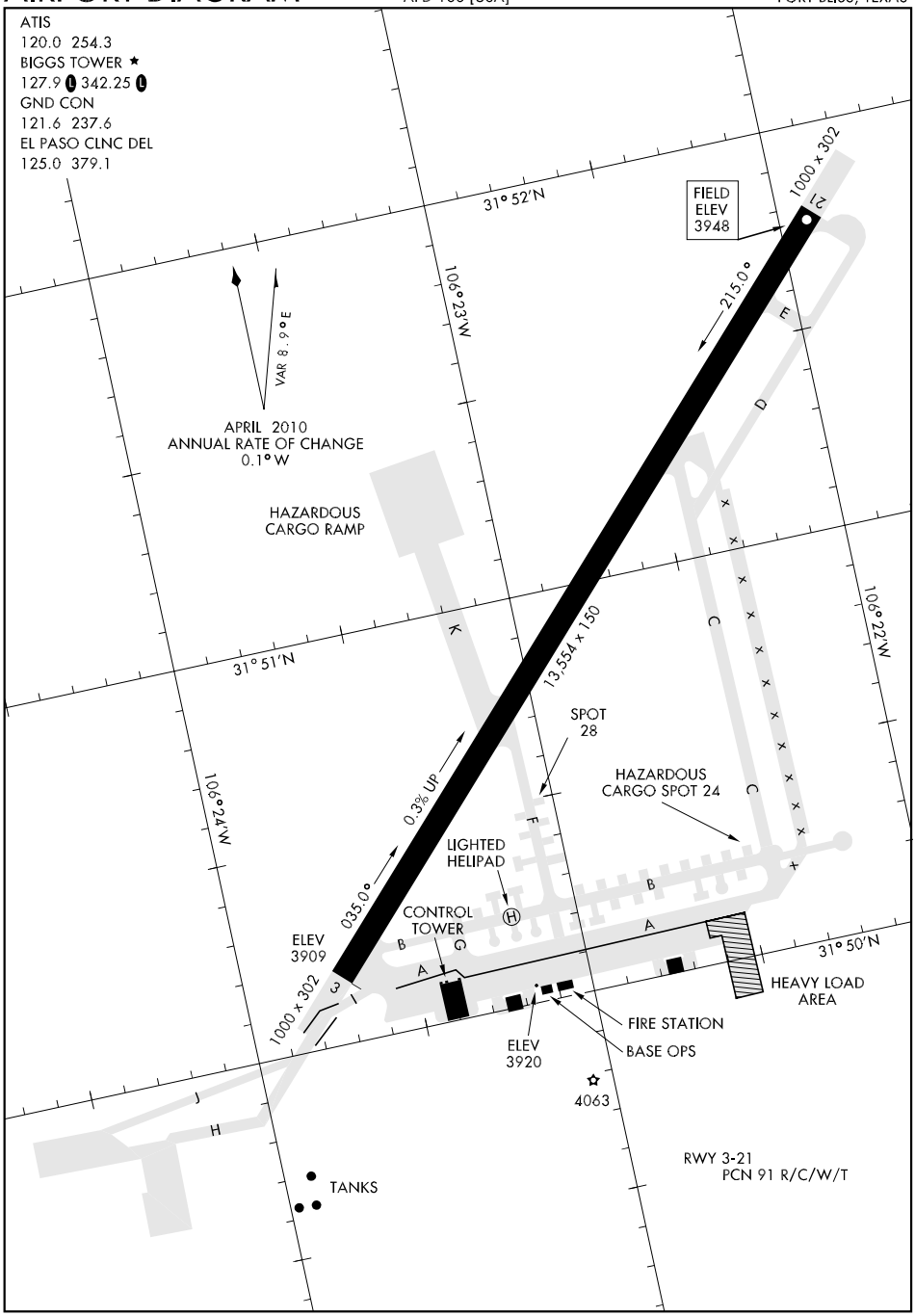


CATEGORY	A	B	C	D
CIRCLING	3160-1 559 (600-1)		NA	

LIRL Rwy 17-35

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

BELLVILLE

GRAWUNDER FLD (Ø6R) 1 SE UTC−6(−5DT) N29°56.51′ W96°14.76′ **HOUSTON**

289 NOTAM FILE CXO

RWY 15–33: H2480X30 (ASPH) S–4 LIRL (NSTD)

RWY 15: Tree. **RWY 33:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended continuously. 2′ electric fence around rwys for cattle guard. Rwy 15–33 south end 45′ lower than north end. Rwy 15 thld relocated 135′ for ngt ops. Rwy 33 thld relocated 126′ for ngt ops. 2219′ of rwy lgtd at night. Rwy 15–33 unmarked. Primary sfc obstructed by 20–30 ft trees at AER 33, 65 ft west of centerline, from thld to 250 ft and 90 ft east of centerline from thld to 400 ft. Rwy 15–33 NSTD LIRL North 135′ and South 126′ not lgtd.

COMMUNICATIONS: CTAF/UNICOM 123.0

BENGER AIR PARK (See FRIONA)

BERCLAIR

GOLIAD CO INDUSTRIAL AIRPARK (7T3) 5 N UTC−6(−5DT) N28°36.51′ W97°36.57′ **SAN ANTONIO**

324 NOTAM FILE SJT **H–7C, L–20H, 21A**

RWY 10–28: H8000X150 (ASPH–CONC)

RWY 10: Brush. **RWY 28:** Brush.

RWY 16–34: H8000X150 (ASPH)

RWY 16: Brush.

AIRPORT REMARKS: Unattended. Rwy 10–28 CLOSED indef. Rwy 10–28 first 1000′ each rwy end conc, middle section asph.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT

THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°07.03′ 070° 29.2 NM to fld. 270/8E.

BIGGS AAF (FORT BLISS) (BIF)(KBIF) A 5 NE UTC−7(−6DT) N31°50.97′ W106°22.80′ **EL PASO**

3946 B TPA—See Remarks NOTAM FILE ABQ Not insp. **H–4K, L–6F**

RWY 03–21: H13554X150 (PEM) PCN 91 R/C/W/T HIRL **DIAP, AD**

RWY 21: ALSF1. PAPI(P4L)—GA 3.0°. Rgt tfc. 0.3% down.

MILITARY SERVICE: LGT When unattended 3–step HIRL Rwy 03–21, A1 PAPI Rwy 21–127.9 **JASU** 4(A/M32A–86) 2(A/M32–95). **FUEL** A+ **FLUID** SP **TRANS ALERT:** 1300–0500Z‡ daily, exc holidays.

MILITARY REMARKS: Attended Mon–Sun 1300–0500Z‡, except holidays. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR all acft. 24 hr prior notice, ctc Airfield Ops DSN 621–8811/8330, C915–744–8811/8330. Twr and svcs avbl for all acft with PPR. PPR time valid +/− 1 hr. All acft ctc Afld Ops via PTD 30 min prior to arr. Twr and svcs unavbl before 1 hr prior to PPR sked arr. **CAUTION** El Paso Intl Rwy 22 2 NM SE can be mistaken for Rwy 21. Coyote hazard. **TFC PAT** Fixed Wing 5000(1054), Fixed Wing Category BCDE turbo prop 5500(1554), Rotary Wing 4500(554), Jet 6000(2054). **NS ABTMT** VFR west arr/dep via mountain pass 15 NM NW of Biggs AAF. Avoid VFR over flight of city. Fly 1500′ AGL, 1500′ horizontal distance from mountain dwellings. **MISC** Approval required for access to ramp. Temporary storage of classified material avbl at Afld Ops. Hangar space extremely limited for transient acft. Wx forecast avbl from 25th OWS, Davis Monthan AFB, DSN 228–6598/6599. Winds are established due to FMQ–13 wind sensors being accurate to within +/−4 knots. ATC/Wx will not include/relay wind corr into forecast/phraseology.

COMMUNICATIONS: ATIS 120.0 254.3 (C915–772–9412) **PTD** 122.7

EL PASO APP CON 119.15 353.5 (South of V16) 124.25 298.85 (North of V16)

TOWER 127.9 342.25 (Mon–Sun 1300–0500Z‡, except holidays). Advisory svc twr freq other times.

EL PASO DEP CON 121.3 263.0

EL PASO CLNC DEL 125.0 379.1

AIRSPACE: CLASS D svc Mon–Sun 1300–0500Z‡ except holidays other times Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

NEWMAN (L) VORTACW 112.4 EWM Chan 71 N31°57.10′ W106°16.34′ 210° 8.2 NM to fld. 4040/12E. DME portion unusable 220°–255° byd 25 NM blo 12,000′.

COMM/NAV/WEATHER REMARKS: Radar—See Terminal FLIP for Radar Minima.

RNAV (GPS) RWY 21

BIGGS AAF (KBIF)

APCH CRS	Rwy Idg	TDZE	Arpt Elev
212°	13,554	3948	3948

AL-133 [USA]

DME/DME RNP-0.3 NA.

ALSF-1

MISSED APPROACH: Climbing left turn to 7500 direct ELP VORTAC and hold, continue climb-in-hold to 7500.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 (L) 342.25 (L)	121.6 237.6	125.0 379.1	

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport.

Procedure NA for arrivals at PIERS via eastbound. Radar required when R-5103 in use.

HIMUP

5600 212° 6.0

.4105

6800 280° 7.5

4341

.5161

5729

(FAF) CULAC

212°

4102

4049

(IAF) PIERS

5026

6927

7192

5000

6810

6114

5014

5610

UNITED STATES

MEXICO

4071

EL PASO INTL

261°

081°

4309

MSA RW 21 25 NM

9300

EL PASO
115.2 ELP
Chan 99

7500 ELP

VGSI and descent angles not coincident.

HIMUP 6800

CULAC 212°

1.1 NM to RW21

RW21 5600

3.04° TCH 50

5.0 NM

ELEV 3948

212° to RW21

TDZE 3948

13,554 x 150

0.3% DOWN

4046

3995

4063

HIRL Rwy 3-21 (L)

CATEGORY	A	B	C	D
LNAV MDA	4360-½ 412 (500-½)		4360-¾ 412 (500-¾)	
CIRCLING	4360-1 412 (500-1)	4400-1 452 (500-1)	4400-1½ 452 (500-1½)	4500-2 552 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR or TACAN RWY 21

BIGGS AAF (KBIF)

EWM VORTAC 112.4 Chan 71	APCH CRS 210°	Rwy ldg 13,554 TDZE 3948 Arpt Elev 3948

AL-133 [USA]

* When ALS inop, increase CAT E vis to 1¾ miles.
** Circling Cat E NA W of Rwy 3-21.

ALSF-1

MISSED APPROACH: Climbing left turn to 8000 direct ELP VORTAC, then via ELP R-081 to GIFEN INT/ELP 7 DME and hold. Continue climb-in-hold to 8000.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 L 342.25 L	121.6 237.6	125.0 379.1	

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100′ 4 miles W of airport.

TACAN only equipped acft. Final apch from holding patten NA. Radar vector required to final approaach course. Radar required when R-5103 in use.

6927

7192

6810

6114

5014

5610

5000

UNITED STATES

MEXICO

EL PASO INTL

030°

210°

R-030

IAF
NEWMAN
112.4 EWM
Chan 71

210°

6500

351° (8.2)

R-131

5026

MSA EWM 25 NM

10,200

090°

8400

8000

R-081

GIFEN

261°

081°

EL PASO
115.2 ELP
Chan 99

ELEV 3948

210° 7.1 NM From VORTAC

TDZE 3948

13,554 x 150

0.3% DOWN

4046

3995

4063

8000 | ELP | GIFEN ELP 7

VGSI and descent angles not coincident.

VORTAC

030°

6500

210°

Descend in holding pattern

5.9

7.1

210°

7.1 NM

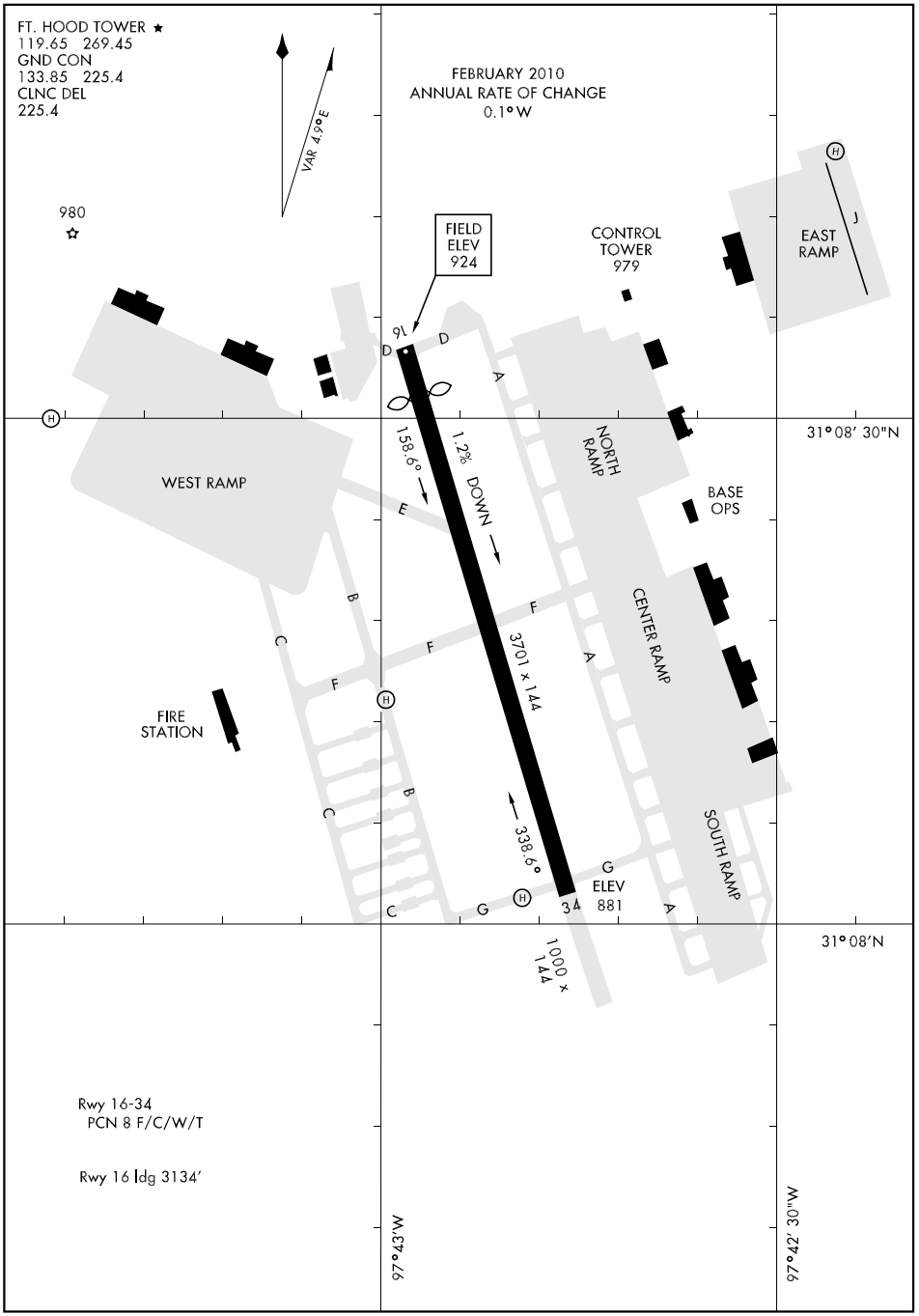
CATEGORY	A	B	C	D	E
S-21 *	4420-½ 472 (500-½)		4420-¾ 472 (500-¾)	4420-1 472 (500-1)	4420-1¼ 472 (500-1¼)
CIRCLING **	4420-1 472 (500-1)		4420-1½ 472 (500-1½)	4500-2 552 (600-2)	

HIRL Rwy 3-21 L

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

HOOD AAF (HLR)(KHLR) A 1 NE UTC−6(−5DT) N31°08.32′ W97°42.87′ **SAN ANTONIO**
924 B NOTAM FILE FTW Not insp. **L–19C, 21A**
RWY 16–34: H3701X144 (ASPH) PCN 8 F/C/W/T HIRL **DIAP, AD**
RWY 16: Thld dsplcd 567′.
MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 16–34—119.65 **OIL** SOAP **FUEL** J8(JP8) (No tran acft fuel). **TRAN ALERT** Limited transient parking.
MILITARY REMARKS: Attended Mon–Fri 1400–0600Z‡, except holidays. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Fixed Wing acft PPR all transient acft, C254–288–3811, DSN 738–3811. No Base OPS svc avbl at Hood AAF, ctc Robert Gray Base OPS, C254–288–9200, DSN 738–9200. Rapid refuel open daily 1500–0600Z‡ exc weekends and holidays. Rwy 16 dsplcd thld 3134′ remaining. **CAUTION** Instrument final apch course cross 1 NM SW Skylark Fld. Intense copter opr vicinity Fort Hood. Some acft opr in area without conspicuous markings and blend with terrain. R6302 located 1.1 NM N of afld. **MISC** Wx absn fully automated via ASOS. No terminal forecast issued for Hood AAF. For remote briefing svc ctc Robert Gray AAF. C254–288–9620, DSN 738–9620 or 26 OWS, Barksdale AFB, C318–456–4775, DSN 781–4775.
COMMUNICATIONS:
GRAY APP/DEP CON 120.075 323.15
TOWER 119.65 269.45 (Mon–Fri 1400–0600Z‡, except holidays other times ctc Robert Gray Twr 120.75 285.5 airborne; 133.85 225.4 on ground). **GND CON** 133.85 225.4 **CLNC DEL** 225.4
PMSV GRAY METRO 306.5 41.2 **RANGE CON** 30.45 38.30 **FORT HOOD FLT FOLLOWING** 143.1 357.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GRK.
GRAY (T) VORW/DME 111.8 GRK Chan 55 N31°01.97′ W97°48.83° 032° 8.1 NM to fld. 980/7E. Unmonitored.
NDB (MHW) 347 HLR N31°07.74′ W97°42.68′ at fld. NOTAM FILE SJT.

HOOVER DIANA HHV N26°56.35′ W94°41.32′ **L–20J, 21A, GOMW**
AWOS–3 119.075

HORIZON (See EL PASO)

HORIZON (See SAN ANTONIO)

HORSESHOE BAY RESORT (DZB) 0 N UTC−6(−5DT) N30°31.62′ W98°21.53′ **SAN ANTONIO**
1093 B NOTAM FILE SJT **H–7B, 6G, L–19C**
RWY 17–35: H5977X100 (ASPH) D–100 HIRL
RWY 35: Fence. Rgt tfc.
AIRPORT REMARKS: Attended 1400–0000Z‡. Attendant on call at night call 830–598–8600. Deer crossing rwy. Deer most frequently cross from one hour before sunrise to one hr after and one hr before sunset to one hr after. Rwy 35 rgt tfc not marked on ground. Rwy 17 descends to road at thld 50′. HIRL Rwy 17–35 preset low ints, to incr ints ACTIVATE—CTAF. Overnight parking fee.
WEATHER DATA SOURCES: AWOS–3 119.75 (830) 598–2059.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE T82.
STONEWALL (H) VORTAC 113.8 STV Chan 85 N30°12.41′ W98°42.35′ 035° 26.3 NM to fld. 1530/8E.

HORSESHOE BEND (See WEATHERFORD)

HOUSTON MCI N29°42.83′ W095°23.80′ **HOUSTON**
AWOS–3 119.575 **COPTER**
L–19E

HOUSTON N29°54.85′ W95°29.78′ **HOUSTON**
RCO 122.4 (MONTGOMERY COUNTY RADIO) **COPTER**
L–19G, 21A

COPTER NDB RWY 34

LOM	APCH CRS	Rwy ldg	TDZE	Arpt Elev
IL 278	353°	3701	914	924

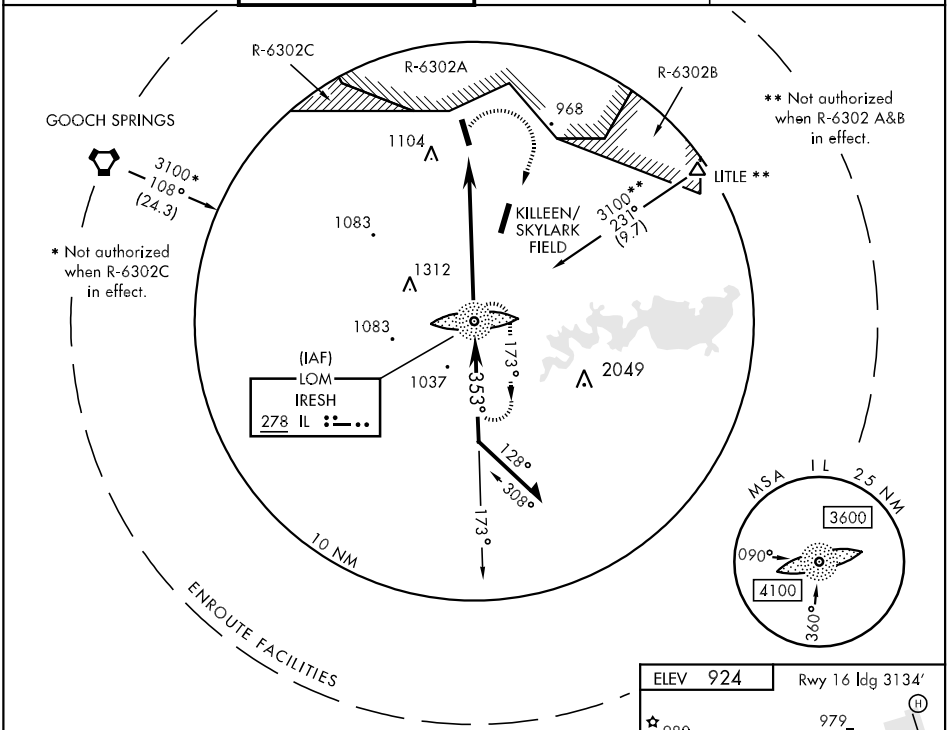
AL-5031 [USA]

HOOD AAF (KHLR)

NA

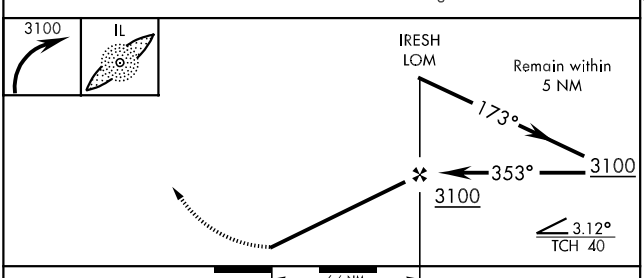
MISSED APPROACH: Climbing right turn to 3100 direct IL LOM and hold.

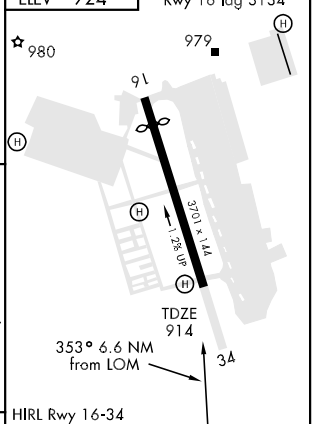
GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4



Limit all segments airspeed to 90 KIAS.

When local altimeter setting not received, use SKYLARK FIELD altimeter setting.





CATEGORY	COPTER
S-34	1400/40 486 (500-¾)

FAF to MAP 6.6 NM

Knots	45	60	75	90	105
Min:Sec	8:48	6:36	5:17	4:24	3:46

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

COPTER RNAV (GPS) RWY 34

APCH CRS	Rwy Idg	3701
338°	TDZE	914
	Arpt Elev	924

AL-5031 [USA]

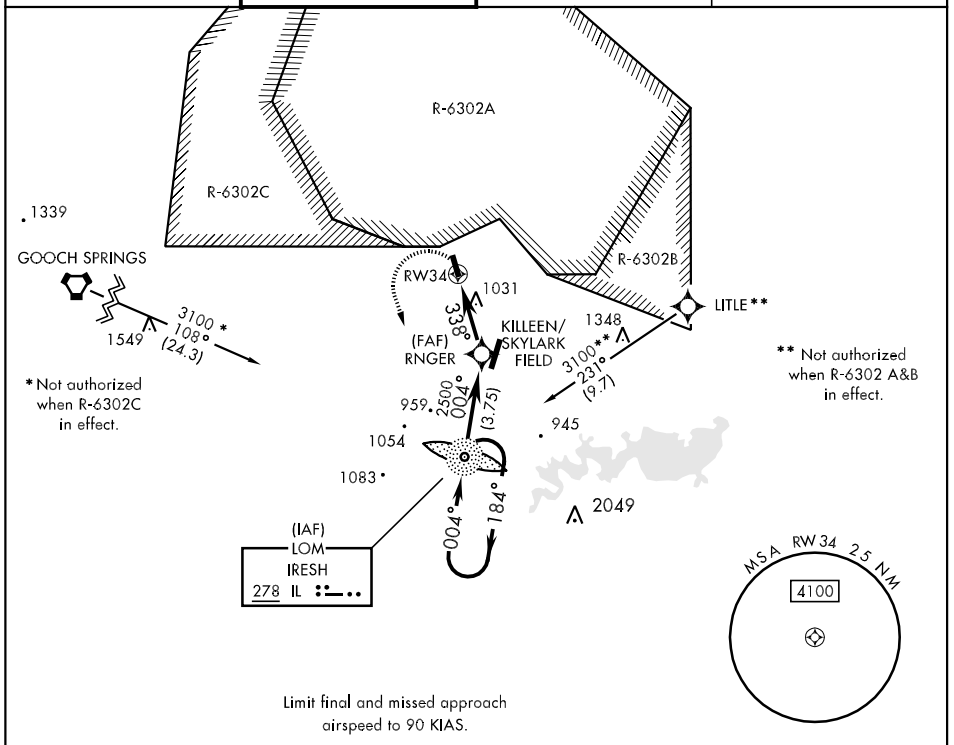
HOOD AAF (KHLR)

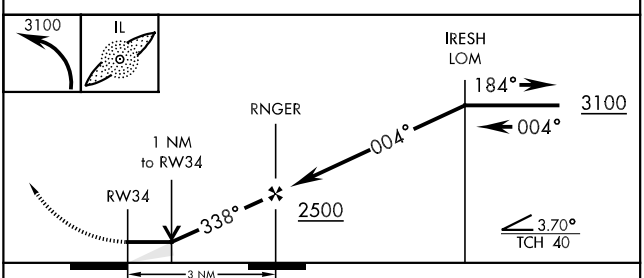
NA

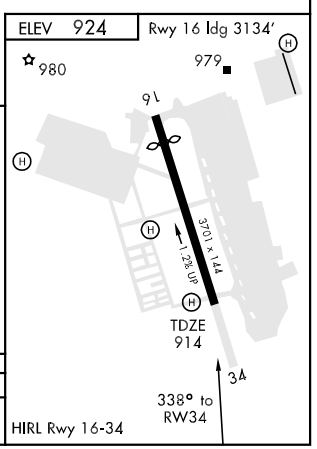
DME/DME RNP -0.3 NA

MISSED APPROACH: Climbing left turn to 3100 direct IRESH LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER		
LNAV MDA	1320/24	406	(500-½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

COPTER VOR 032°

VOR/DME GRK 111.8 Chan 55	APCH CRS 032°	Rwy ldg N/A TDZE N/A Arpt Elev 924

AL-5031 [USA]

HOOD AAF (KHLR)

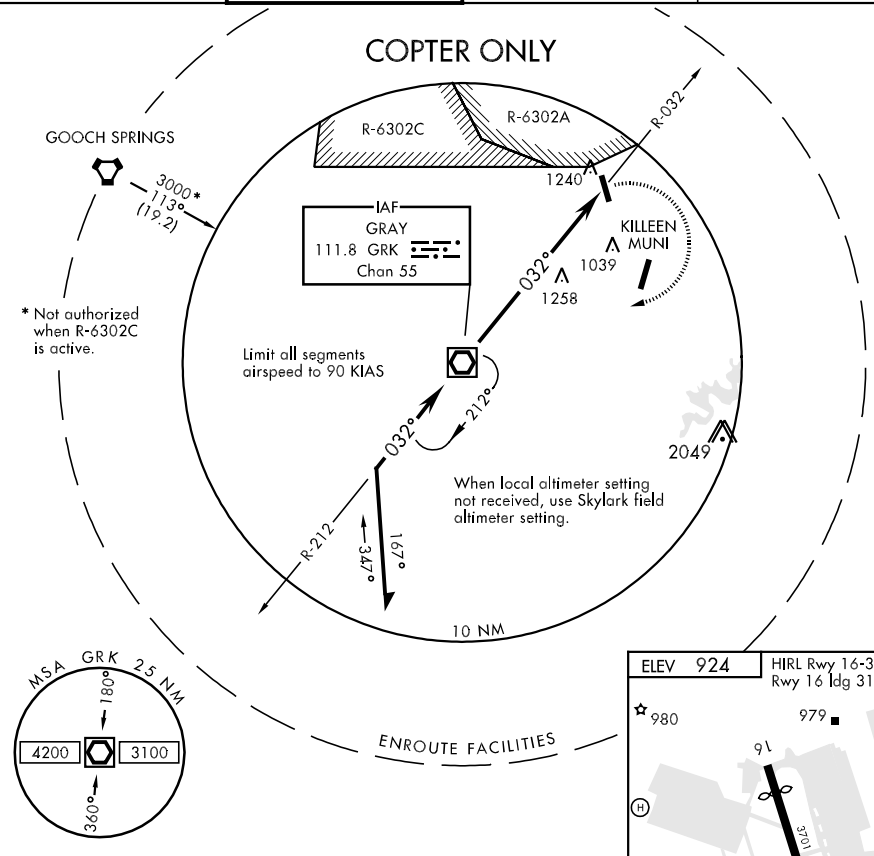
MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.

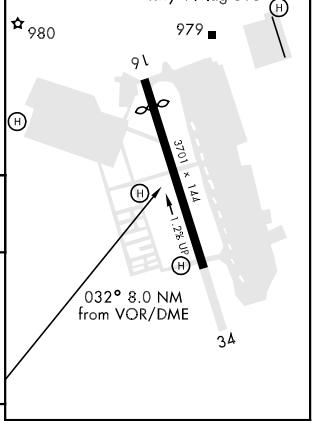
GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4

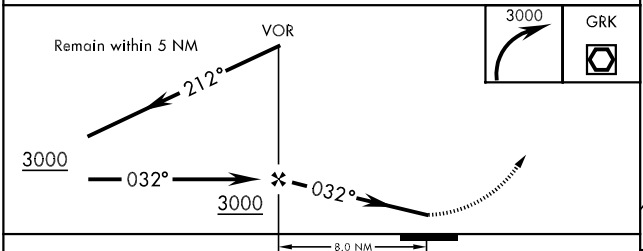
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

COPTER ONLY







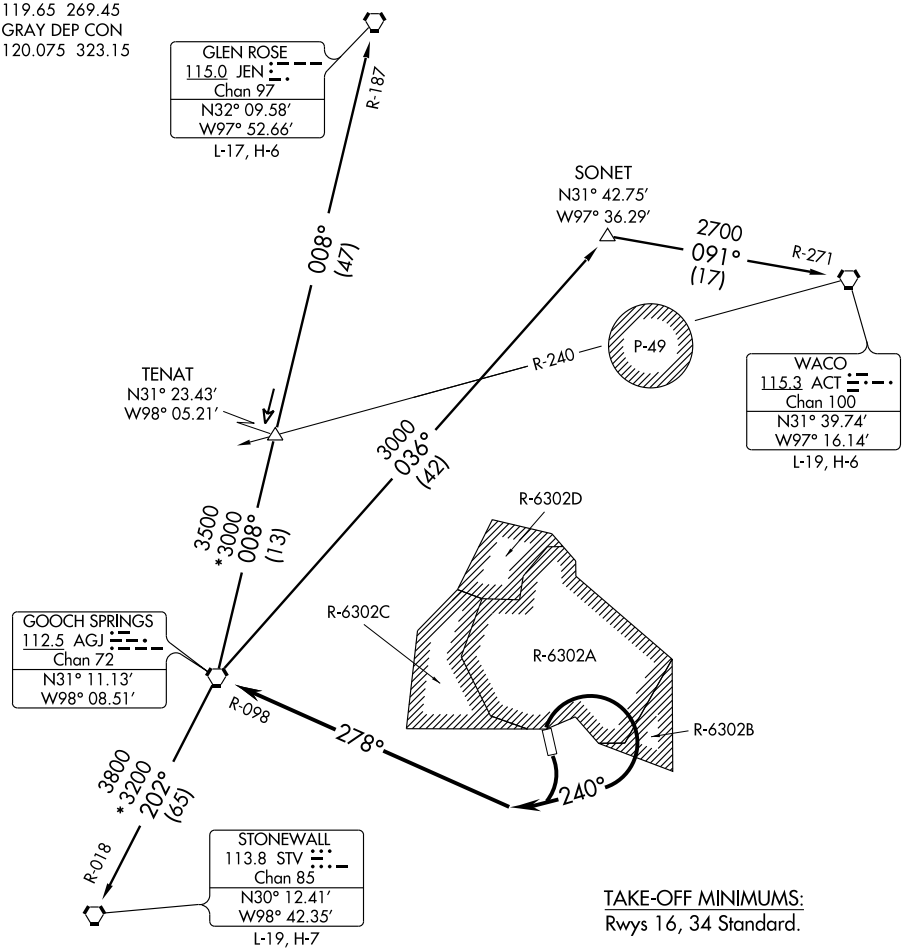
CATEGORY	COPTER
H-032°	1600- ¾ 676 (700- ¾)

FAF to MAP 8.0 NM					
Knots	45	60	75	90	105
Min:Sec	10:40	8:00	6:24	5:20	4:34

LAMPS FOUR DEPARTURE

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER★
119.65 269.45
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwys 16, 34 Standard.

TAKE-OFF OBSTACLES:

Rwy 16, Tree line 875′ from DER, 190′ right of centerline, 30′AGL/931′MSL.
Multiple poles beginning 457′ from DER, 130′ right to 68′ left of centerline. 40′ AGL/920′ MSL.
NDB 784′ from DER, 246′ left of centerline, 34′ AGL/914′ MSL.
Rwy 34, Tree 2, 199′ from DER, 987′ right of centerline, 30′ AGL/1029′ MSL.
Terrain beginning 2121′ from DER, 1014′ right of centerline, up to 0′ AGL/981′ MSL.
Vehicle on road 483′ from DER, 4′ right of centerline, 15′ AGL/935′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 16/34: Climbing right turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

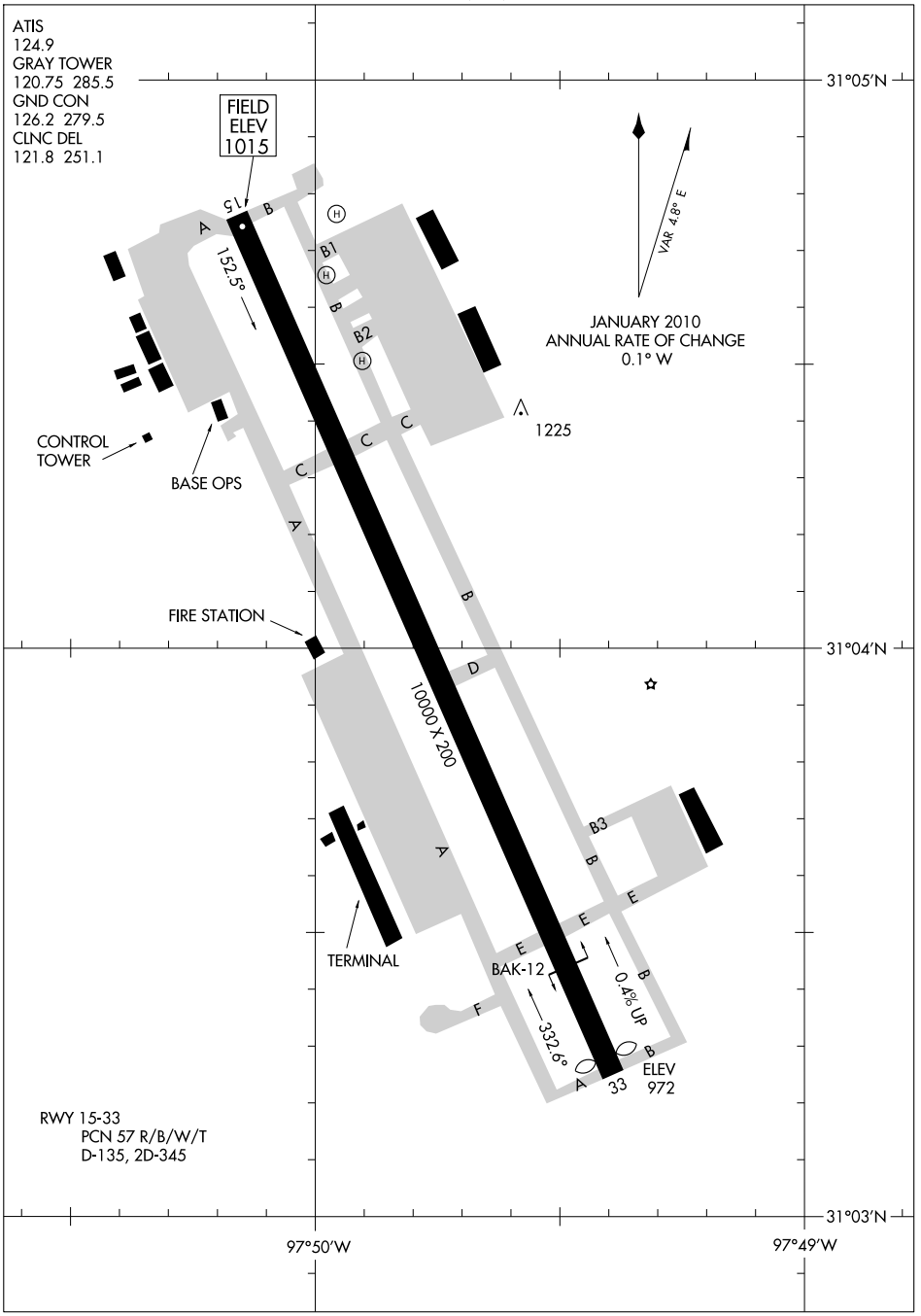
. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS
AL-906 (FAA)



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

FORT HOOD/KILLEEN, TEXAS
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

10210

FORT HOOD/KILLEEN

ROBERT GRAY AAF (FORT HOOD) (GRK)(KGRK) CIV/MIL A 6 SW UTC−6(−5DT) **SAN ANTONIO**
N31°04.04′ W97°49.74′ **H–6H, L–19C, 21A**
1015 B **FUEL** JET A TPA—See Remarks Class I, ARFF Index E NOTAM FILE GRK **AD**

RWY 15–33: H10000X200 (PEM) D–135, 2D–345 PCN 57 R/B/W/T HIRL

RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 71′.

RWY 33: MALSR. PAPI(P4L)—GA 2.8° TCH 52′. Thld dsplcd 194′. 0.4% up.

ARRESTING GEAR/SYSTEMS

HOOK BAK–12A(B) (1250′) **RWY 33**

MILITARY SERVICE: JASU 1(AM32–95) 4(A/M32A–86) 1(ESSEX B809) **FUEL** J8 PPR only. (NC–A, 1000–0230Z‡, other times C254–501–8750).

AIRPORT REMARKS: Attended continuously. PPR all civil acft 12,500 pounds or less ctc arpt manager at 254–501–8700.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. PPR all civil acft ctc arpt manager at 254–501–8704 or OPS 254–501–8750. **RSTD** PPR rqr DSN 738–9200/9209, C254–288–9200/9209. **CAUTION** Deer vicinity rwy. Extensive helicopter opr vicinity Fort Hood, some without conspicuous marks and blend with terrain. **TFC PAT** Tfc pat altitude left and rgt. TPA—Rotary Wing 1500(485), Fixed Wing 2500(1485), pure jet/overhead 3000(1985). **CSTMS/AG/IMG** CSTMS avbl. 24hr prior notice rqr. During normal duty hrs ctc Provost Marshal's office CSTMS DSN 737–1942, C254–287–1942, other times ctc base ops DSN 738–9200, C254–288–9200. **MISC** Ctc Gray twr for ldg/dep PAD 24. Ltd parking. Guard approval for ramp access. Clsd circuit TV opr. All inbound VIP acft ctc PTD 20 min prior ldg. Base OPS fax DSN 738–1930, C254–288–1930. Wx visibility obstruction rstd S through NW. Rwy 15 runway visual range touchdown avbl. Twy B (from Twy E to apch end Rwy 33) not authorized for DoD acft that rqr Class B rwy. Twy B (from Twy C to Twy E) rstd to acft with wingspan 200′ or less. Precision approach radar not avbl (Exc emergency) from 0500–1300Z‡.

COMMUNICATIONS: CTAF 120.75 **ATIS** 124.9 **PTD** 125.05

Ⓡ **GRAY APP/DEP CON** 120.075 323.15

TOWER 120.75 241.0 285.5 **GRAY GND** 126.2 279.5 **CLNC DEL** 121.8 251.1

PMSV GRAY METRO 306.5 (Full svc avbl 24 hrs) **RANGE CTL** 30.45 38.30 **FT HOOD FLT FLW** 143.1 357.9 38.75

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 109° 17.6 NM to fld. 1290/8E.

GRAY (T) VORW/DME 111.8 GRK Chan 55 N31°01.97′ W97°48.83′ 332° 2.2 NM to fld. 980/7E. NOTAM FILE GRK. Unmonitored.

STARN NDB (MHW/LOM) 323 GR N31°10.07′ W97°52.69′ 150° 6.5 NM to fld.

ILS 111.1 I–GRK Rwy 15. Class IT. LOM STARN NDB.

ILS/DME 109.35 I–BTJ Chan 30(Y) Rwy 33. Class IE.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. PMSV remote briefing svc avbl 26 Operational Weather Squadron Barksdale AFB, DSN 781–4775 C318–456–4775.

VOR/DME GRK	APP CRS	Rwy Idg	9806
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

COPTER VOR RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T
NA
ASR/PAR

MALSR

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

GOOCH SPRINGS
112.5 AGJ
Chan 72

3000
113°
(19.2)

R-6302A
R-6302C
R-6302B

1616
1549
1549
1341
1206
1215
1505
1194±

IAF
GRAY
111.8 GRK
Chan 55

153°
333°
5 NM
010°
081°
R-153

2049

3100
051°
(24.9)
10 NM
SLIMM

3600
303°
(24.6)
DARTE

ELEV 1015
1191
10000 X 200
0.4% UP
15
33
333° 1.4 NM from FAF
HIRL Rwy 15-33

MSA GRK 25 NM
180°
4200
3100
360°

3000
GRK
111.8

VOR/DME
153°
3000
333°
GRK 1.4
6.49°
TCH 52
2000
1.4 NM
Remain within 5 NM
VGSI and descent angles not coincident.

FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	COPTER
H-33	1460-¼ 465 (500-¼)

SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-GRK	APP CRS	Rwy Idg	10000
111.1	150°	TDZE	1015
		Apt Elev	1015

ILS or LOC RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

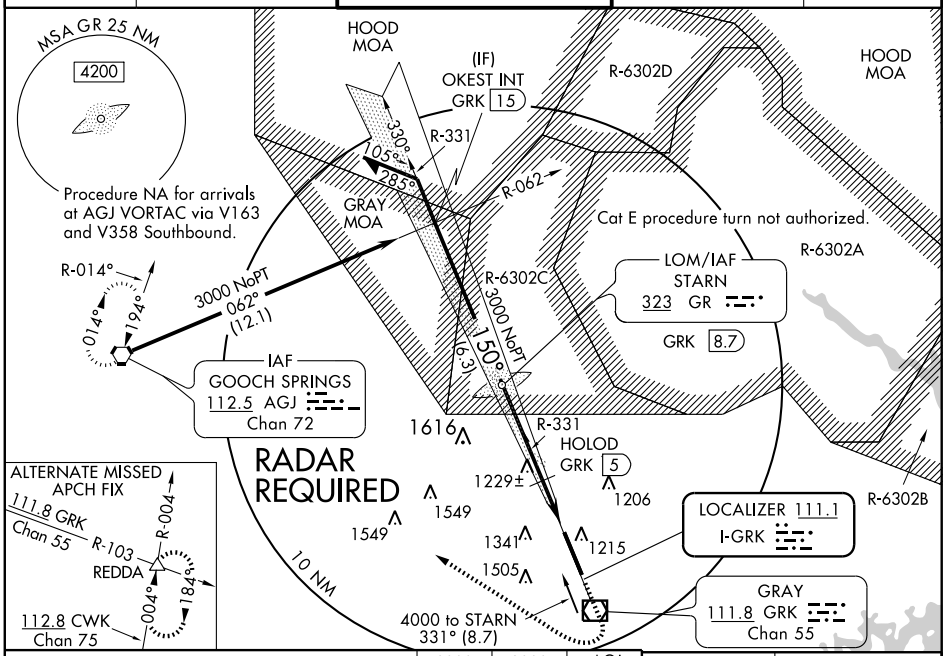
T A ASR/PAR

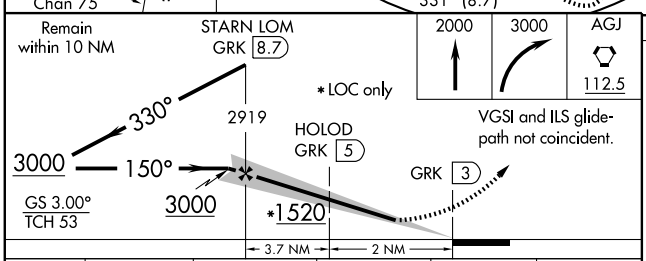
Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 15 Cat E visibility to RVR 4000, increase S-LOC 15 Cat E visibility ½ mile.

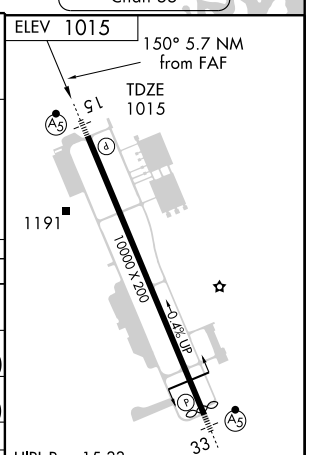
MALSR (A5)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-ILS 15	1217/24 202 (300-½)				
S-LOC 15	1520/24 505 (600-½)		1520/50 505 (600-1)		1520/60 505 (600-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)
HOLOD FIX MINIMUMS					
S-LOC 15	1480/24 465 (500-½)		1480/40 465 (500-¾)	1480/50 465 (500-1)	1480/60 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BTJ	APP CRS	Rwy Idg	9806
109.35	330°	TDZE	995
Chan 30 (Y)		Apt Elev	1015

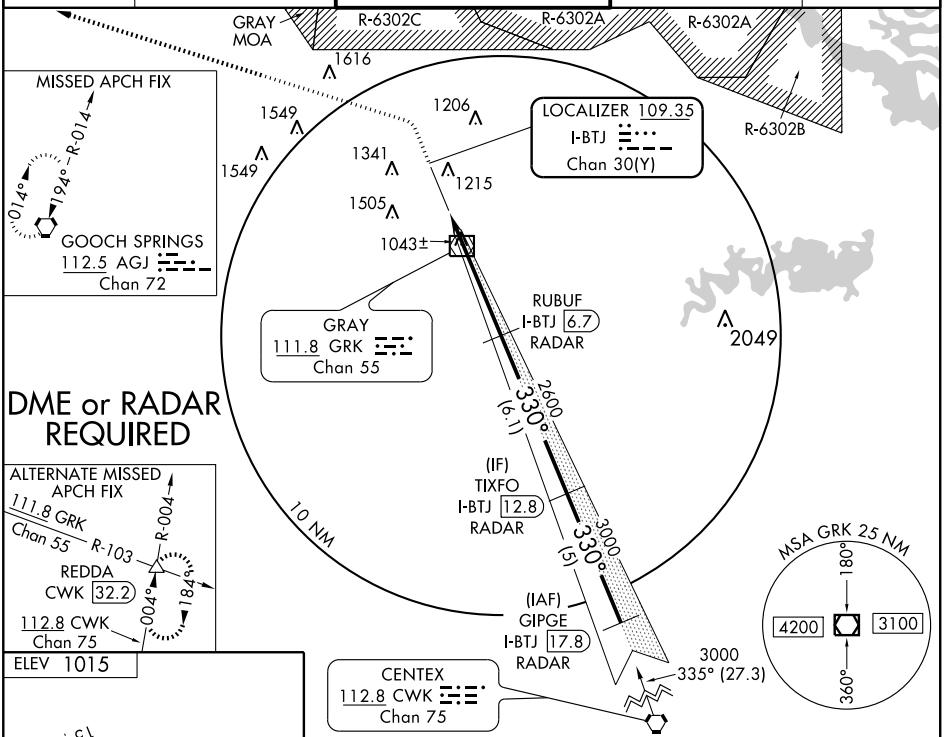
ILS or LOC RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 33 Cat E visibility ¼ mile and S-LOC 33 Cat E visibility ½ mile.

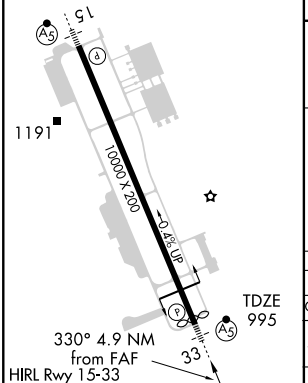
MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1



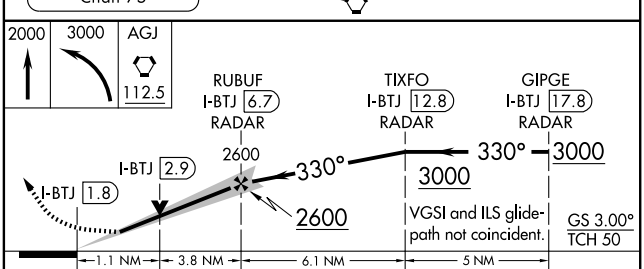
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

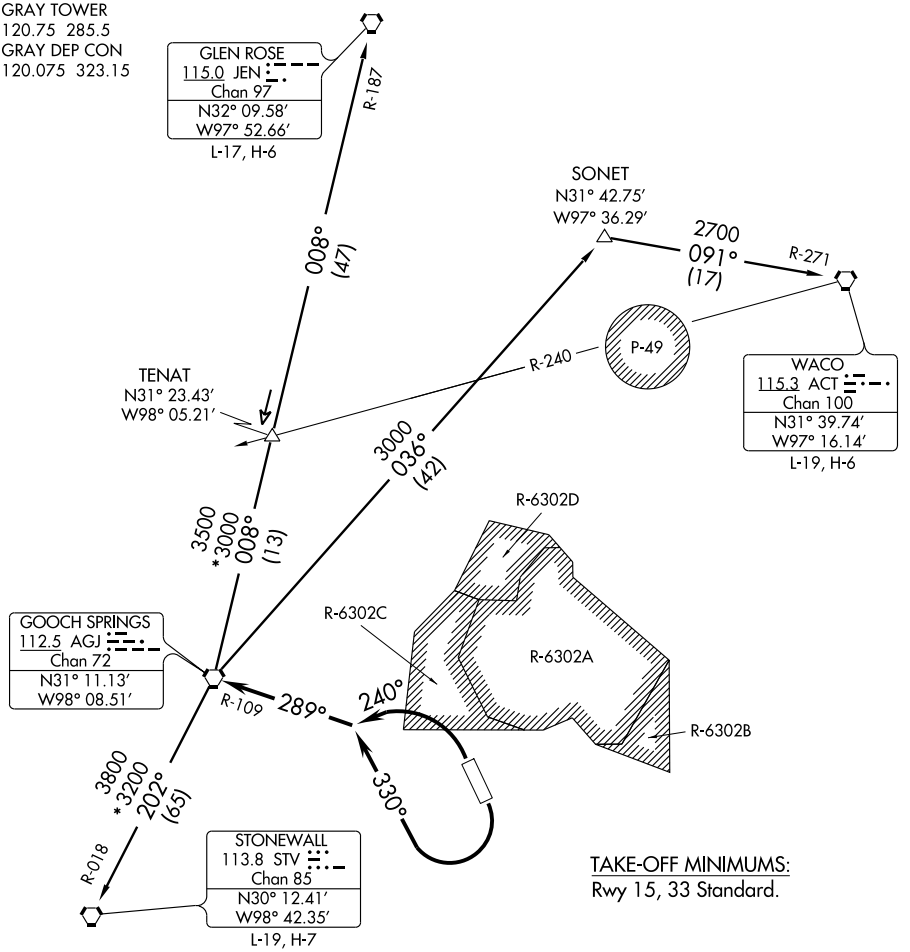


CATEGORY	A	B	C	D
CATEGORY	A	B	C	D	E
S-ILS 33	1195-½ 200 (200-½)				
S-LOC 33	1360-½ 365 (400-½)			1360-¾ 365 (400-¾)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

LAMPS FOUR DEPARTURE

ATIS 124.9
CLNC DEL
121.8 251.1
GND CON
126.2 279.5
GRAY TOWER
120.75 285.5
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 15, 33 Standard.

TAKE-OFF OBSTACLES:
Rwy 33, Pole 974′ from DER, 746′ left of centerline, 35′ AGL/1050′ MSL.
Pole 1121′ from DER, 746′ left of centerline, 33′ AGL/1048′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .
TAKE-OFF RWY 33: Climbing left turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	150°	TDZE	1015
Chan 55		Apt Elev	1015

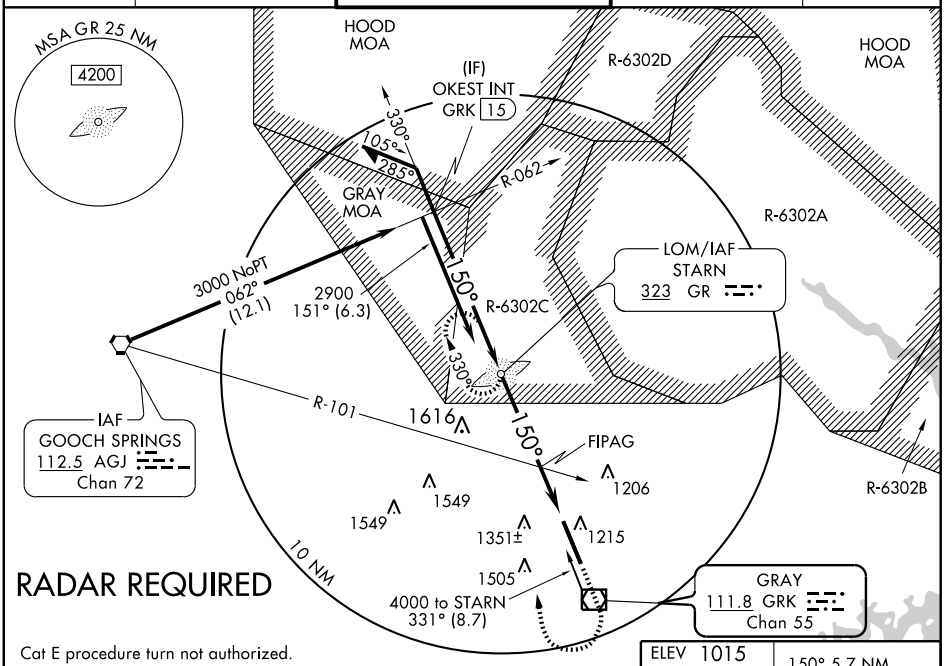
NDB RWY 15

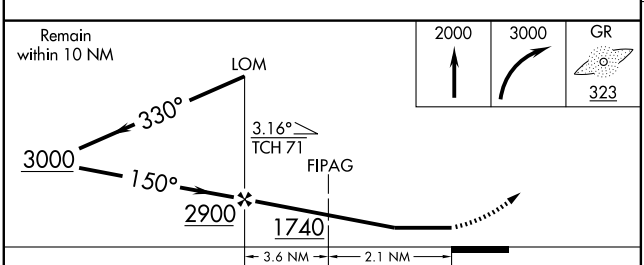
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

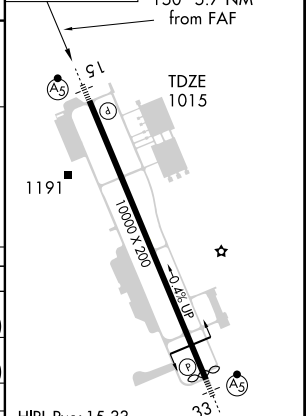
T A ASR/PAR — Inoperative table does not apply to S-15 Cat A, B and FIPAG fix minimums S-15 Cat A, B. Circling NA W of Rwy 15-33. For inoperative MALSR, increase all S-15 Cat D and E visibilities ¼ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct STARN LOM and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-15	1740/40	725 (800-¾)	1740-1½ 725 (800-1½)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)
CIRCLING	1740-1	725 (800-1)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)	1740-2½ 725 (800-2½)
FIPAG FIX MINIMUMS					
S-15	1660/40	645 (700-¾)	1660/60 645 (700-1¼)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)
CIRCLING	1660-1	645 (700-1)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 78099 W15A | APP CRS 150° | Rwy Idg 10000 | TDZE 1015 | Apt Elev 1015

RNAV (GPS) RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

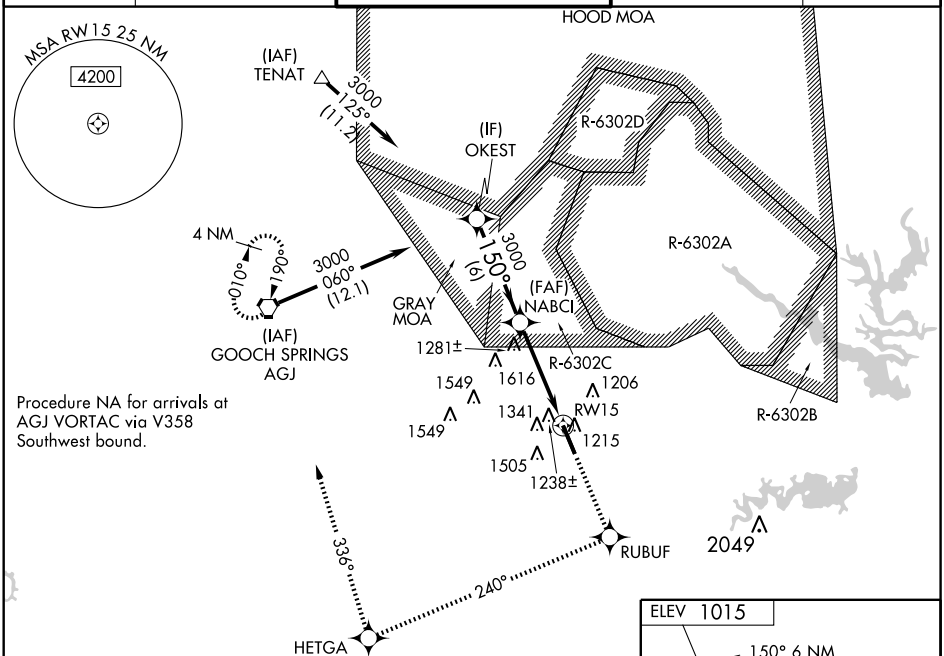
T A PAR/ASR

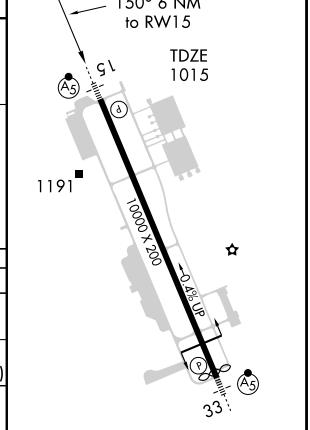
Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Inoperative table does not apply to LPV all Cats, and LNAV Cats A/B. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility ½ mile and LNAV Cat E visibility ½ mile.

MALSR (A5)

MISSED APPROACH: Climb to 3000 direct RUBUF and right turn via track 240° to HETGA and right turn via track 336° to AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

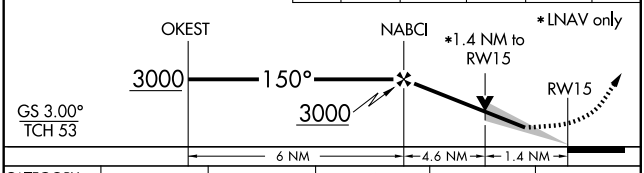




Procedure Turn NA

VGSI and RNAV glide-path not coincident.

3000 | RUBUF | trk 240° | HETGA | trk 336° | AGJ



CATEGORY	A	B	C	D	E
LPV DA	1271/24 256 (300-½)				
LNAV/VNAV DA	1547/60 532 (600-1¼)				1547-1½ 532 (600-1½)
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

HIRL Rwy 15-33

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9806
CH 82399	330°	TDZE	995
W33A		Apt Elev	1015

RNAV (GPS) RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

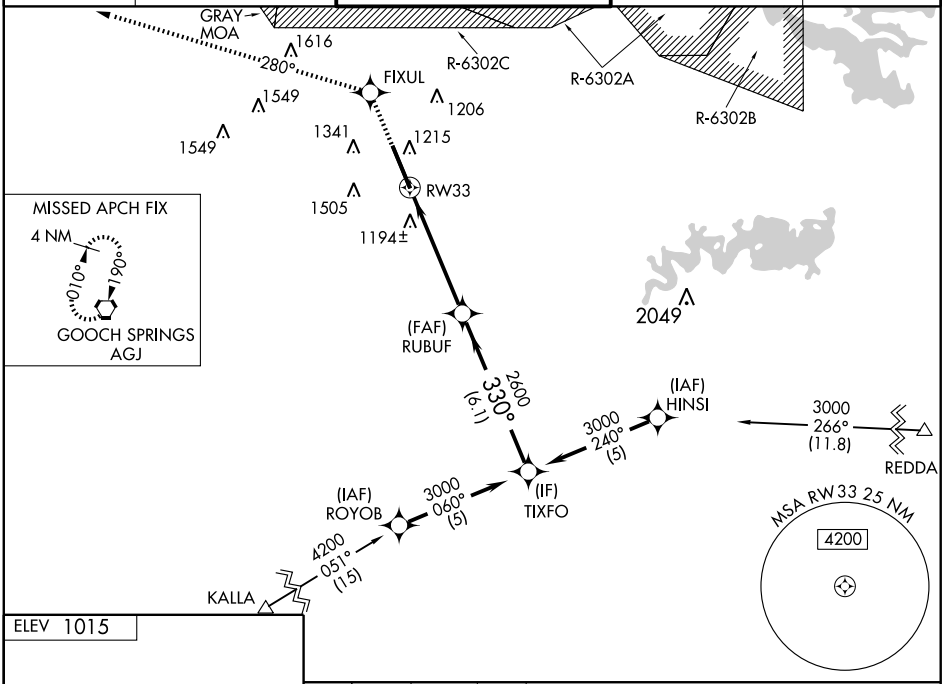
T A ASR/PAR

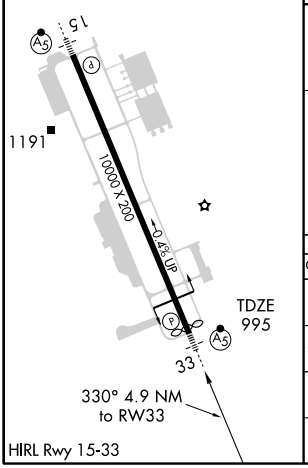
Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¼ mile and LNAV/VNAV and LNAV Cat E visibility ½ mile.

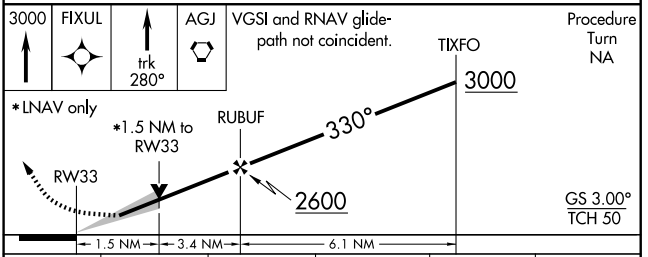
MALSR

MISSED APPROACH: Climb to 3000 direct FIXUL and via track 280° to AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
LPV DA	1195-½ 200 (200-½)				
LNAV/VNAV DA	1552-1½ 557 (600-1½)				
LNAV MDA	1460-½ 465 (500-½)		1460-¾ 465 (500-¾)	1460-1 465 (500-1)	1460-1¼ 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME GRK	APP CRS	Rwy Idg	N/A
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

VOR-A

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T
NA
ASR/PAR

Circling NA W of Rwy 15-33.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

GOOCH SPRINGS
112.5 AGJ
Chan 72

3000
113°
(19.2)

GRAY MOA

R-6302A

R-6302C

R-6302B

1616

1549

1549

1341

1206

1215

1505

1194±

IAF
GRAY
111.8 GRK
Chan 55

153°

333°

2049

10 NM

3100
051°
(24.9)

SLIMM

198°
018°

R-153

3600
303°
(24.6)

DARTE

ELEV 1015

15

1191

10000 X 200

0.4% UP

33

333° 1.4 NM
from FAF

HIRL Rwy 15-33

MSA GRK 25 NM

180°

4200

3100

360°

2000	3000	GRK 111.8

VOR/DME

Remain within 10 NM

153°

3000

333°

GRK 1.4

2100

1.4 NM

FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	152°	TDZE	1015
Chan 55		Apt Elev	1015

VOR/DME RWY 15

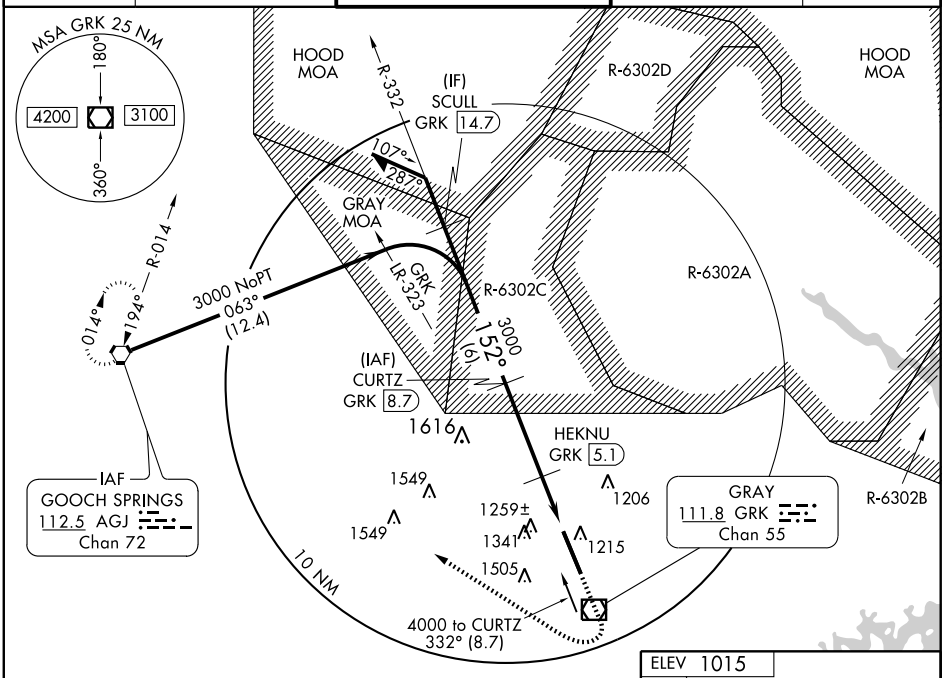
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T NA ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

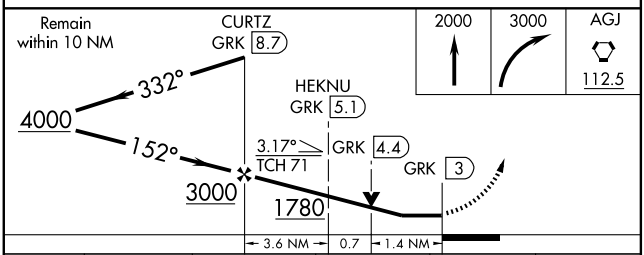
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1



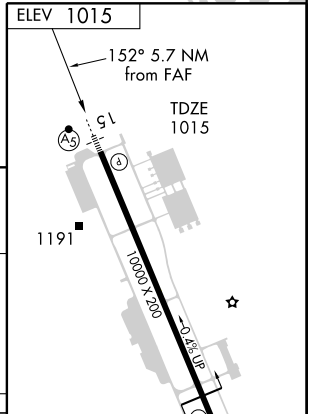
1616±

RADAR REQUIRED

Cat E procedure turn not authorized.



CATEGORY	A	B	C	D	E
S-15	1520/24 505 (600-½)		1520/50 505 (600-1)		1520/60 505 (600-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)



HIRL Rwy 15-33

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

FORT STOCKTON–PECOS CO (FST) 2 NW UTC−6(−5DT) N30°54.92′ W102°54.77′

SAN ANTONIO
H–6G, L–19A
IAP

3011 B S2 **FUEL** 100LL, JET A+ NOTAM FILE FST

RWY 12–30: H7508X100 (ASPH) S–24 MIRL 0.3% up SE

RWY 12: PAPI(P4R)—GA 3.0° TCH 45′. Brush.

RWY 30: PAPI(P4R)—GA 3.0° TCH 45′. Tree.

RWY 07–25: 4961X150 (TURF) 0.6% up SW

RWY 25: Brush.

RWY 03–21: H4400X60 (ASPH) MIRL 1.1% up SW

RWY 03: P–line. **RWY 21:** Tree.

RWY 16–34: 3981X150 (TURF) 1.0% up SE

RWY 34: Tree.

RWY 11–29: 3348X100 (TURF) 0.3% up SE

RWY 29: Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel and services after hours call 432–336–9900 or Unicom. 24 hr self service avbl with major credit card. 3210′ tower 2 miles northeast. MIRL Rwy 03–21 and Rwy 12–30 preset low ints, to incr ints ACTIVATE—CTAF. PAPI Rwy 12 and Rwy 30 oprs continuously. NOTE: See Special Notices—Model Aircraft Activity.

WEATHER DATA SOURCES: ASOS 118.525 (432) 336–7591. **HIWAS** 116.9 FST.

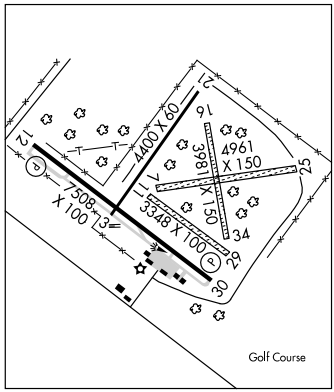
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.9T (SAN ANGELO RADIO)

Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 135.875

RADIO AIDS TO NAVIGATION: NOTAM FILE FST.

(H) VORTAC 116.9 FST Chan 116 N30°57.13′ W102°58.54′ 113° 3.9 NM to fld. 2893/11E. **HIWAS.**



FORT WORTH

BOURLAND FLD (5Ø0F) 17 SW UTC−6(−5DT) N32°34.91′ W97°35.45′

DALLAS–FT WORTH
COPTER
L–17C, A
IAP

873 B **FUEL** 100LL, JET A NOTAM FILE FTW

RWY 17–35: H4092X60 (ASPH) MIRL (NSTD) 0.9% up N

RWY 17: Thld dsplcd 392′. Road. **RWY 35:** VASI(V2L). Thld dsplcd 260′. Tree.

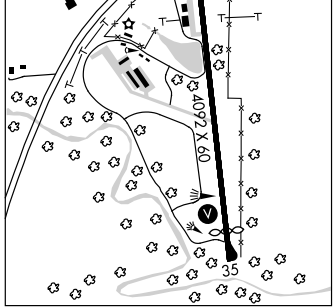
AIRPORT REMARKS: Attended dalgt hours. For svcs after hours call 817–512–3122. Arpt CLOSED to transient student training. Rwy 17–35 NSTD MIRL, lenses on thld and dsplcd thld clear lenses with solid color bulbs. ACTIVATE MIRL Rwy 17–35 and VASI Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **RGNL APP/DEP CON** 135.975

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.58′ W97°59.84′ 104° 22.3 NM to fld. 890/9E.



WAAS	APP CRS	Rwy Idg	7508
CH 78014	117°	TDZE	3002
W12A		Apt Elev	3011

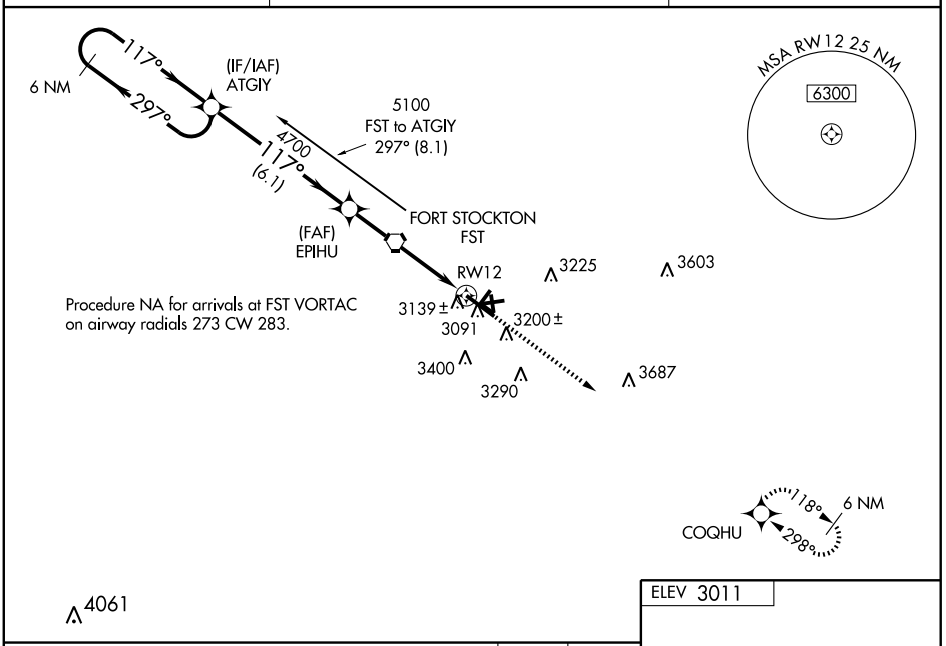
RNAV (GPS) RWY 12

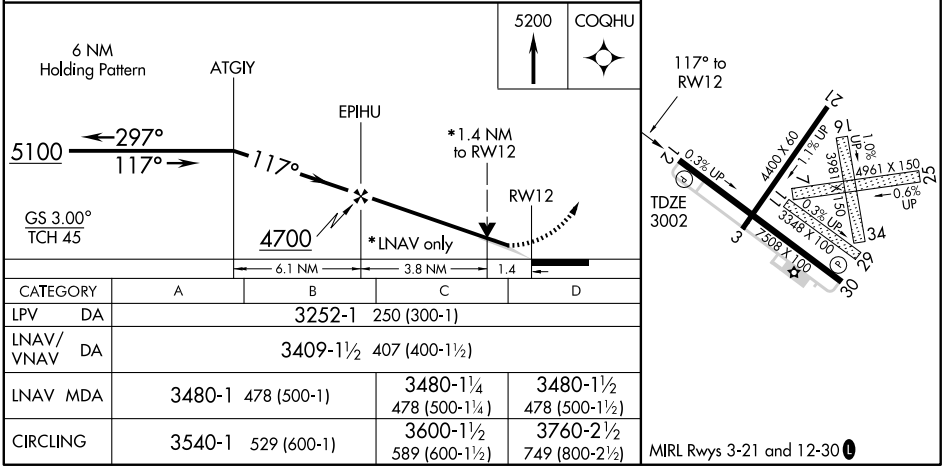
FORT STOCKTON-PECOS COUNTY (FST)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Pecos altimeter setting. Circling to Rwy 11-29, 7-25, 16-34 NA. Circling to Rwy 30 NA at night.

MISSED APPROACH: Climb to 5200 direct COQHU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3252-1 250 (300-1)			
LNAV/VNAV DA	3409-1½ 407 (400-1½)			
LNAV MDA	3480-1 478 (500-1)		3480-1¼ 478 (500-1¼)	3480-1½ 478 (500-1½)
CIRCLING	3540-1 529 (600-1)		3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7508
298°	TDZE	3011
	Apt Elev	3011

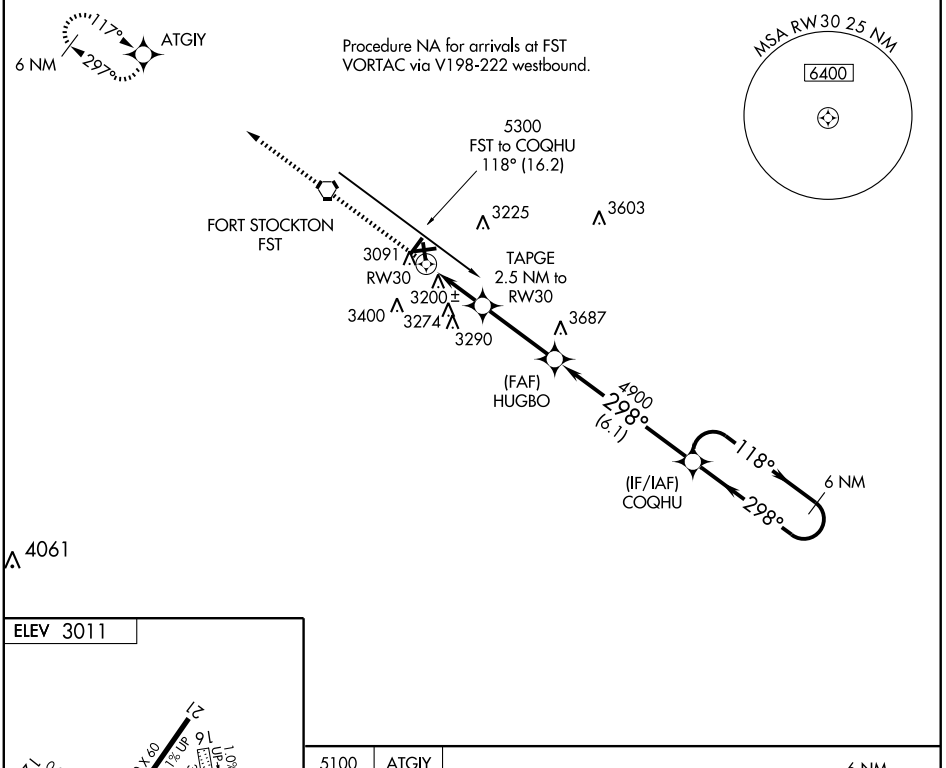
RNAV (GPS) RWY 30

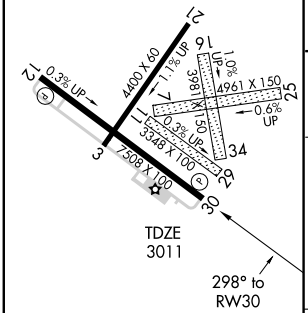
FORT STOCKTON-PECOS COUNTY (FST)

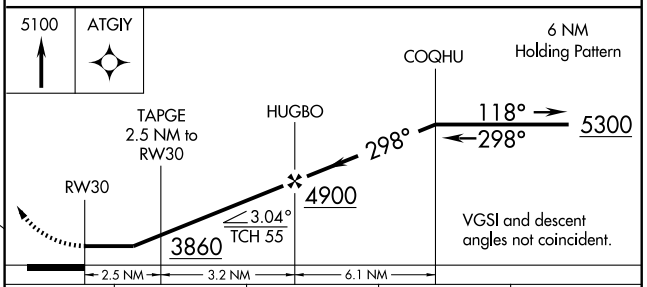
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling to Rwy 11-29, 7-25, 16-34 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3500-1	489 (500-1)	3500-1¼ 489 (500-1¼)	3500-1½ 489 (500-1½)
CIRCLING	3540-1	529 (600-1)	3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FST 116.9 Chan 116	APP CRS 296°	Rwy Idg 7508 TDZE 3011 Apt Elev 3011

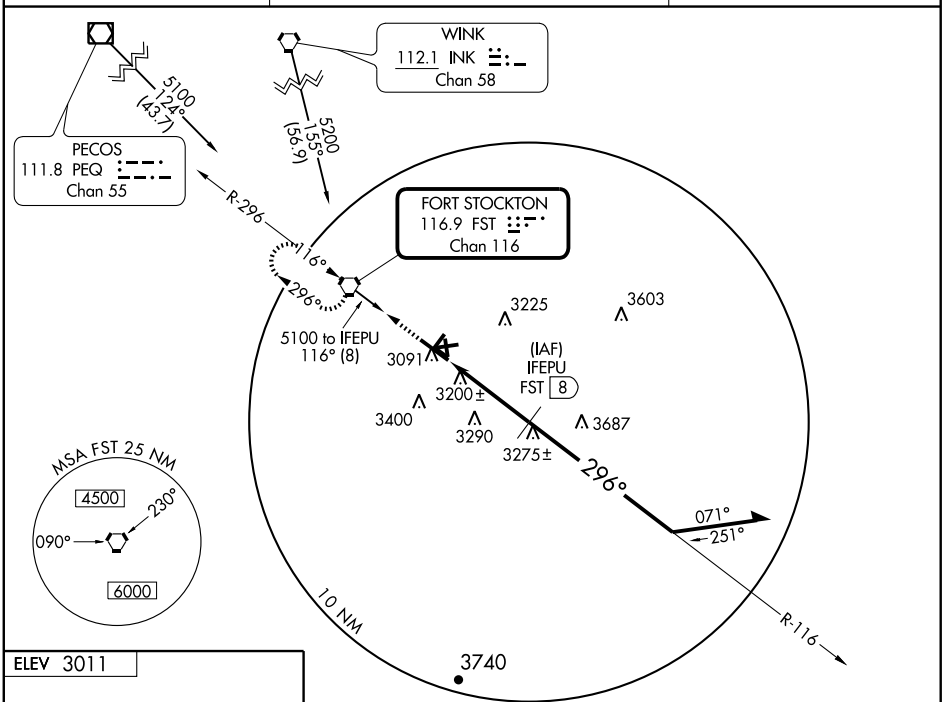
VOR/DME RWY 30

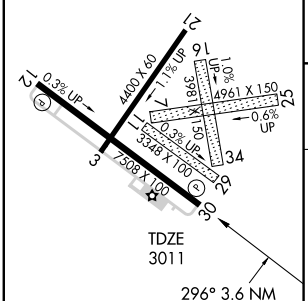
FORT STOCKTON-PECOS COUNTY (FST)

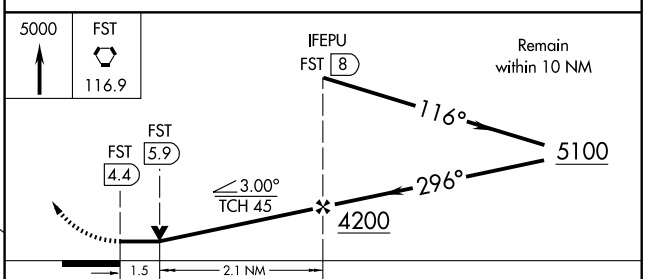
NA

MISSED APPROACH: Climb to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3540-1¾ 529 (600-1¾)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	116°	TDZE	3002
Chan 116		Apt Elev	3011

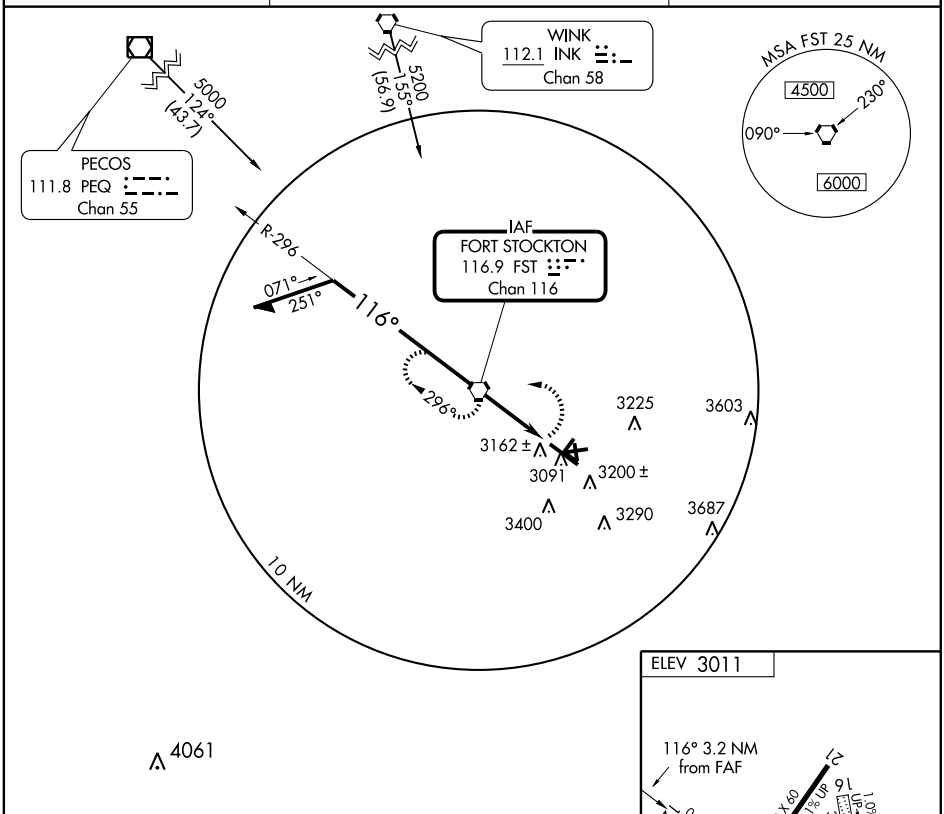
VOR RWY 12

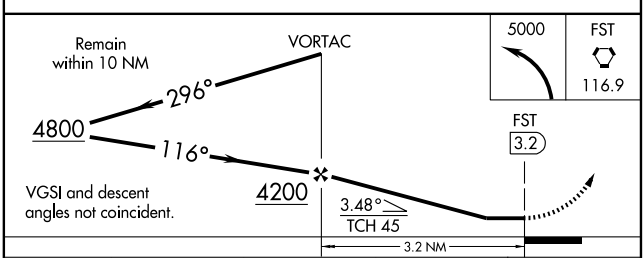
FORT STOCKTON-PECOS COUNTY (FST)

NA

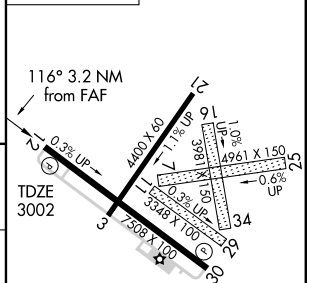
MISSED APPROACH: Climbing left turn to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3500-1	498 (500-1)	3500-1¼ 498 (500-1¼)	3500-1½ 498 (500-1½)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)



MIRL Rwys 3-21 and 12-30 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

FORT STOCKTON–PECOS CO (FST) 2 NW UTC−6(−5DT) N30°54.92′ W102°54.77′

SAN ANTONIO
H–6G, L–19A
IAP

3011 B S2 **FUEL** 100LL, JET A+ NOTAM FILE FST

RWY 12–30: H7508X100 (ASPH) S–24 MIRL 0.3% up SE

RWY 12: PAPI(P4R)—GA 3.0° TCH 45′. Brush.

RWY 30: PAPI(P4R)—GA 3.0° TCH 45′. Tree.

RWY 07–25: 4961X150 (TURF) 0.6% up SW

RWY 25: Brush.

RWY 03–21: H4400X60 (ASPH) MIRL 1.1% up SW

RWY 03: P–line. **RWY 21:** Tree.

RWY 16–34: 3981X150 (TURF) 1.0% up SE

RWY 34: Tree.

RWY 11–29: 3348X100 (TURF) 0.3% up SE

RWY 29: Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel and services after hours call 432–336–9900 or Unicom. 24 hr self service avbl with major credit card. 3210′ tower 2 miles northeast. MIRL Rwy 03–21 and Rwy 12–30 preset low ints, to incr ints ACTIVATE—CTAF. PAPI Rwy 12 and Rwy 30 oprs continuously. NOTE: See Special Notices—Model Aircraft Activity.

WEATHER DATA SOURCES: ASOS 118.525 (432) 336–7591. **HIWAS** 116.9 FST.

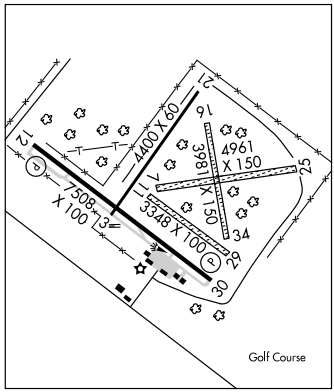
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 116.9T (SAN ANGELO RADIO)

Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 135.875

RADIO AIDS TO NAVIGATION: NOTAM FILE FST.

(H) VORTAC 116.9 FST Chan 116 N30°57.13′ W102°58.54′ 113° 3.9 NM to fld. 2893/11E. **HIWAS.**



FORT WORTH

BOURLAND FLD (5Ø0F) 17 SW UTC−6(−5DT) N32°34.91′ W97°35.45′

DALLAS–FT WORTH
COPTER
L–17C, A
IAP

873 B **FUEL** 100LL, JET A NOTAM FILE FTW

RWY 17–35: H4092X60 (ASPH) MIRL (NSTD) 0.9% up N

RWY 17: Thld dsplcd 392′. Road. **RWY 35:** VASI(V2L). Thld dsplcd 260′. Tree.

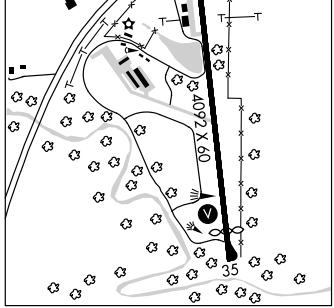
AIRPORT REMARKS: Attended dalgt hours. For svcs after hours call 817–512–3122. Arpt CLOSED to transient student training. Rwy 17–35 NSTD MIRL, lenses on thld and dsplcd thld clear lenses with solid color bulbs. ACTIVATE MIRL Rwy 17–35 and VASI Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **RGNL APP/DEP CON** 135.975

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.58′ W97°59.84′ 104° 22.3 NM to fld. 890/9E.



RNAV (GPS) RWY 17

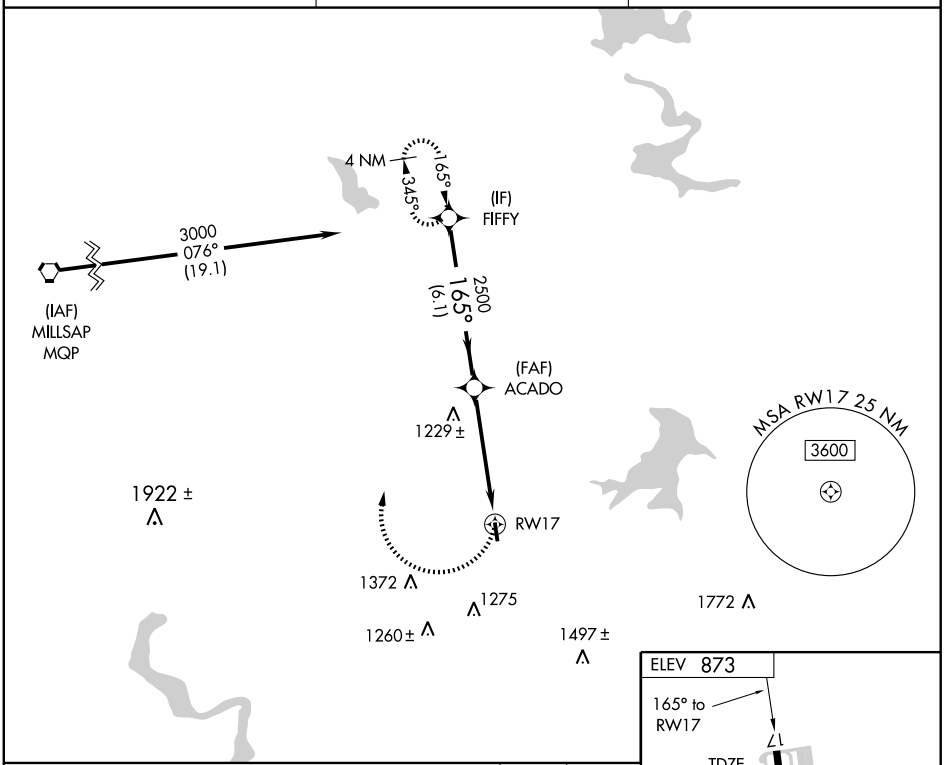
FORT WORTH/BOURLAND FIELD (5ØF)

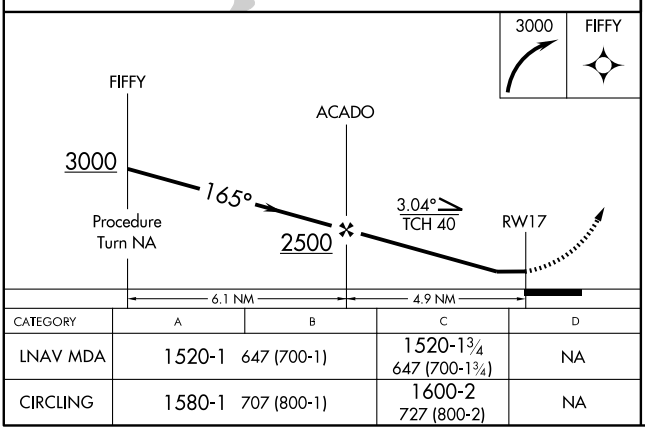
APP CRS	Rwy Idg	3700
165°	TDZE	873
	Apt Elev	873

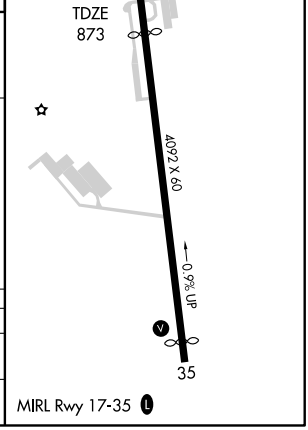
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 647 (700-1)		1520-1¾ 647 (700-1¾)	NA
CIRCLING	1580-1 707 (800-1)		1600-2 727 (800-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

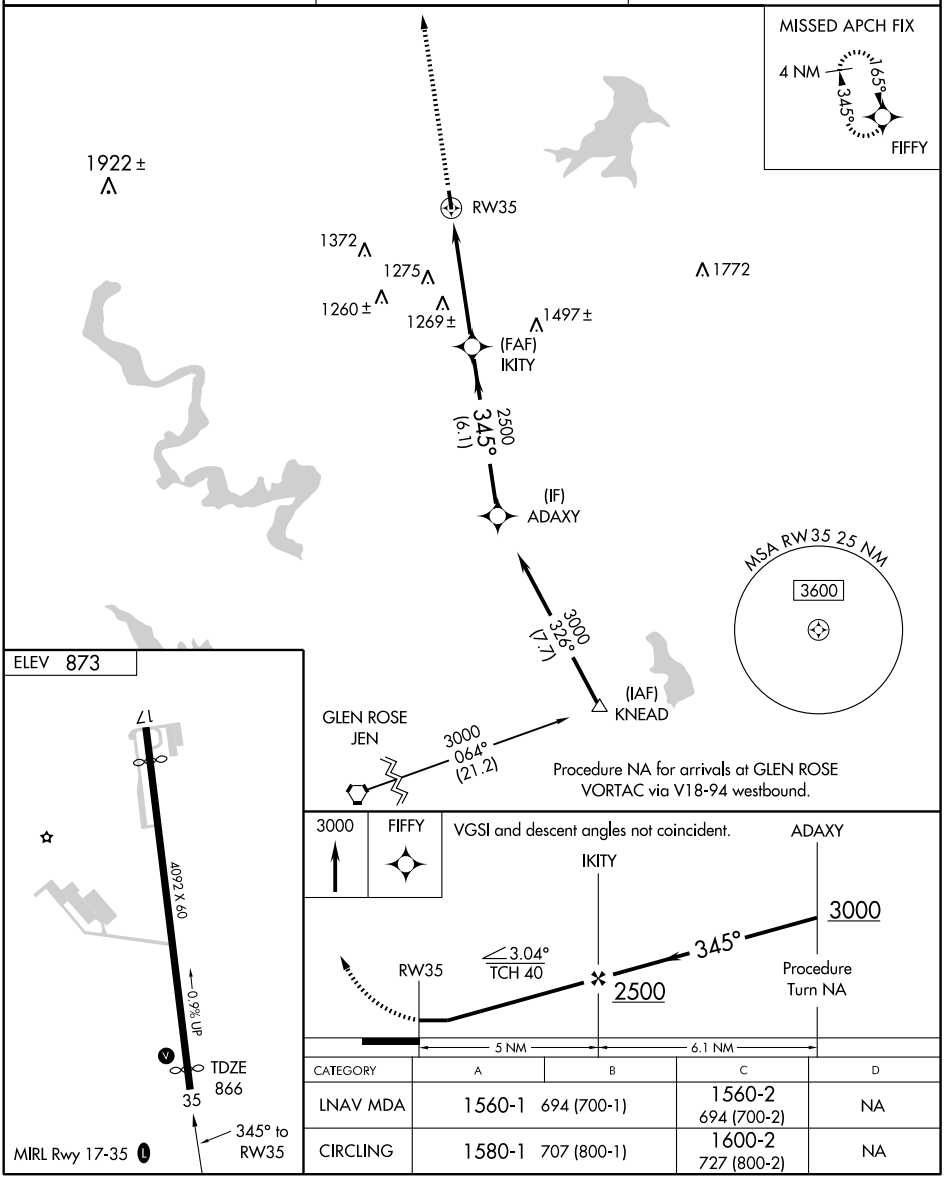
FORT WORTH/BOURLAND FIELD (5ØF)

APP CRS	Rwy Idg	3832
345°	TDZE	866
	Apt Elev	873

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet and increase circling Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1560-1	694 (700-1)	1560-2 694 (700-2)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC JEN 115.0 Chan 97	APP CRS 024°	Rwy Idg N/A TDZE N/A Apt Elev 873

VOR/DME-A

FORT WORTH/BOURLAND FIELD (5ØF)

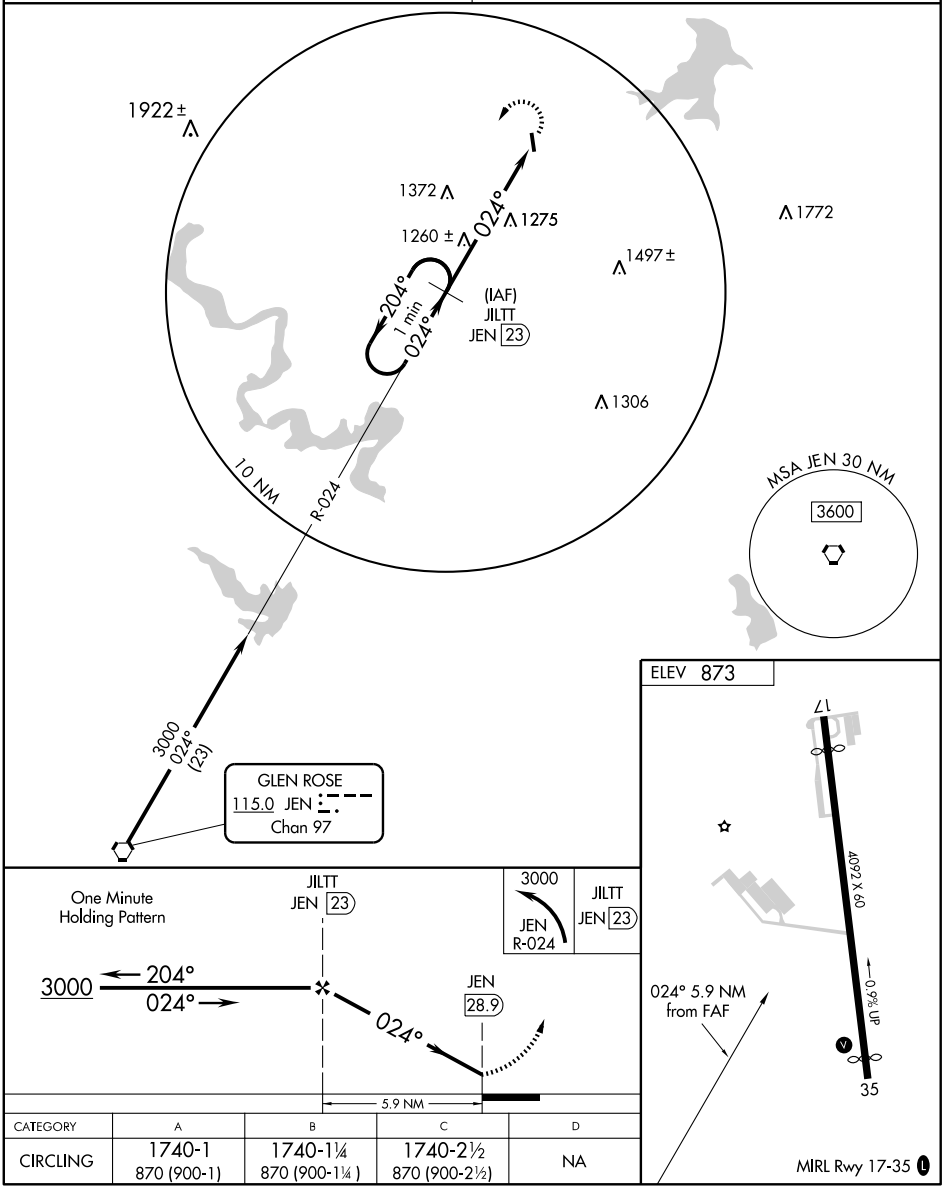
Use Fort Worth Meacham altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-024 to JILTT 23 DME and hold.

REGIONAL APP CON
135.975 379.9

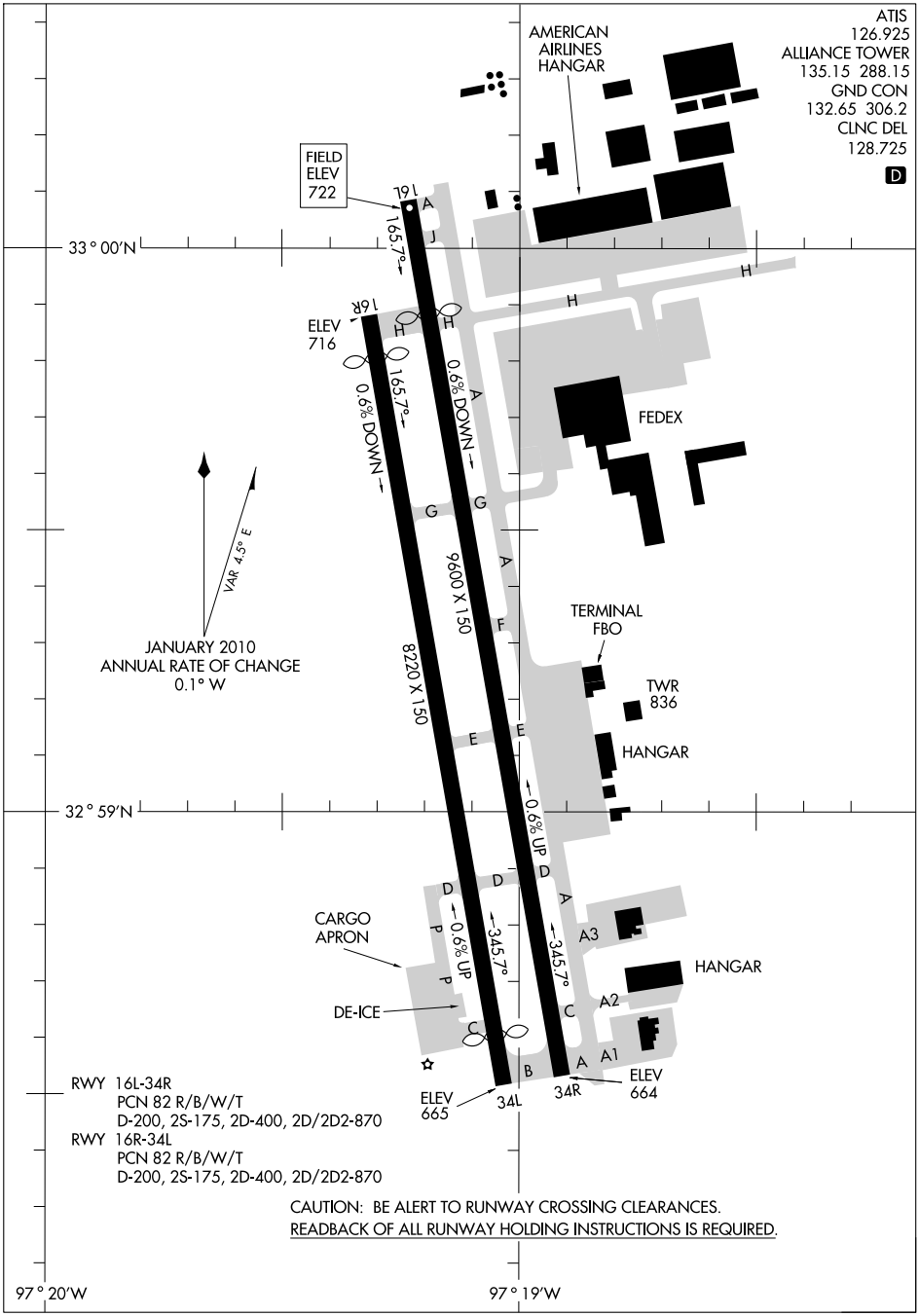
UNICOM
123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1740-1 870 (900-1)	1740-1¼ 870 (900-1¼)	1740-2½ 870 (900-2½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

FORT WORTH ALLIANCE (AFW) 14 N UTC−6(−5DT) N32°59.26′ W97°19.13′

722 B S4 **FUEL** 100LL, JET A1+ OX 4 LRA ARFF Index—See Remarks NOTAM FILE AFW

RWY 16L–34R: H9600X150 (CONC–GRVD) D–200, 2S–175, 2D–400, 2D/2D2–870 PCN 82 R/B/W/T HIRL CL

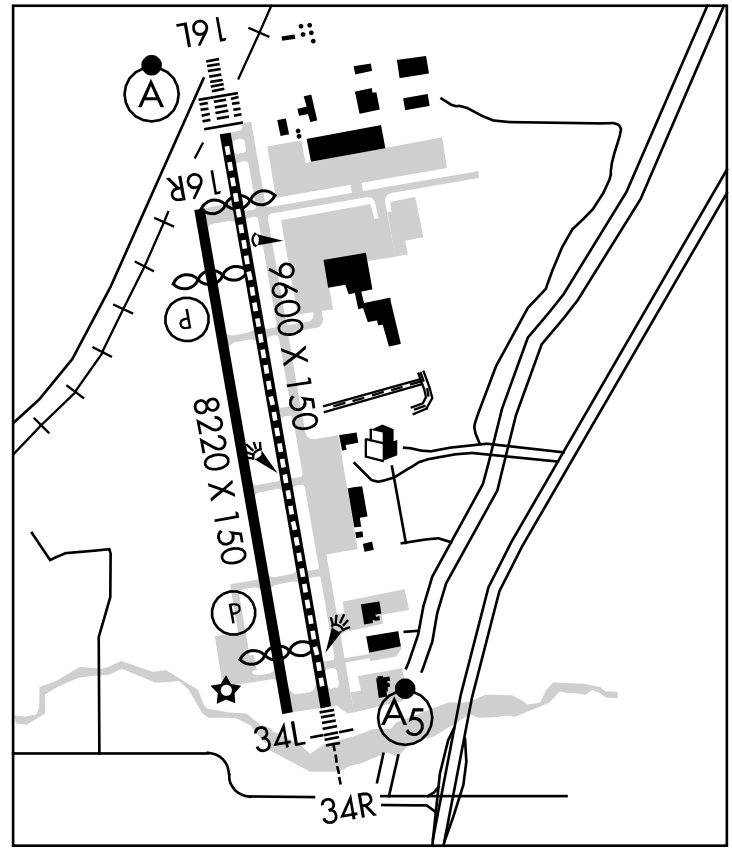
RWY 16L: ALSF2. TDZL. Thld dsplcd 1390′. 0.6% down. Rgt tfc.

RWY 34R: MALSR. P-line. 0.6% up.

RWY 16R–34L: H8220X150 (CONC–GRVD) D–200, 2S–175, 2D–400, 2D/2D2 870 PCN 82 R/B/W/T MIRL

RWY 16R: REIL. PAPI(P4R). Thld dsplcd 501′. Railroad. 0.6% down. Rgt tfc.

RWY 34L: REIL. PAPI(P4R). Thld dsplcd 601′. Fence. 0.6% up.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L: TORA–9600 TODA–9600 ASDA–9600 LDA–8210

RWY 16R: TORA–8220 TODA–8220 ASDA–7619 LDA–7118

RWY 34L: TORA–8220 TODA–8220 ASDA–7719 LDA–7118

RWY 34R: TORA–9600 TODA–9600 ASDA–8516 LDA–8516

AIRPORT REMARKS: Attended continuously. Class IV, ARFF Index A. ARFF Index E available. PPR for air carrier ops with more than 30 passenger seats, call 817–890–1000 or 800–318–9268. Last 1084′ Rwy 34R not available for accelerate stop and landings. Portions of Twy H movement area east of Twy A is not visible from twr. Rwy 16L and Rwy 34R runway visual range touchdown, midpoint and rollout avbl. Prior arrangements required for airframe or power plant repairs for design group III and above. U.S. Customs user fee arpt. Twy P closed indef. Twy D and Twy C closed west of Rwy 16R–34L indef. Rotating bcn OTS indef. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 126.925 (817) 491–8625.

COMMUNICATIONS: ATIS 126.925

RGNL APP/DEP CON 118.1

ALLIANCE TOWER 135.15 **CLNC DEL** 128.725 **GND CON** 132.65

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 304° 9.2 NM to fld. 637/6E.

ILS/DME 110.15 I–UPE Chan 38(Y) Rwy 16L. Class IIIE. LOC unusable byd 30° right of centerline.

ILS/DME 110.15 I–JVX Chan 38(Y) Rwy 34R. Class ID.

COMM/NAV/WEATHER REMARKS: Emerg frequency not available. ARINC frequency 129.75 avbl.

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

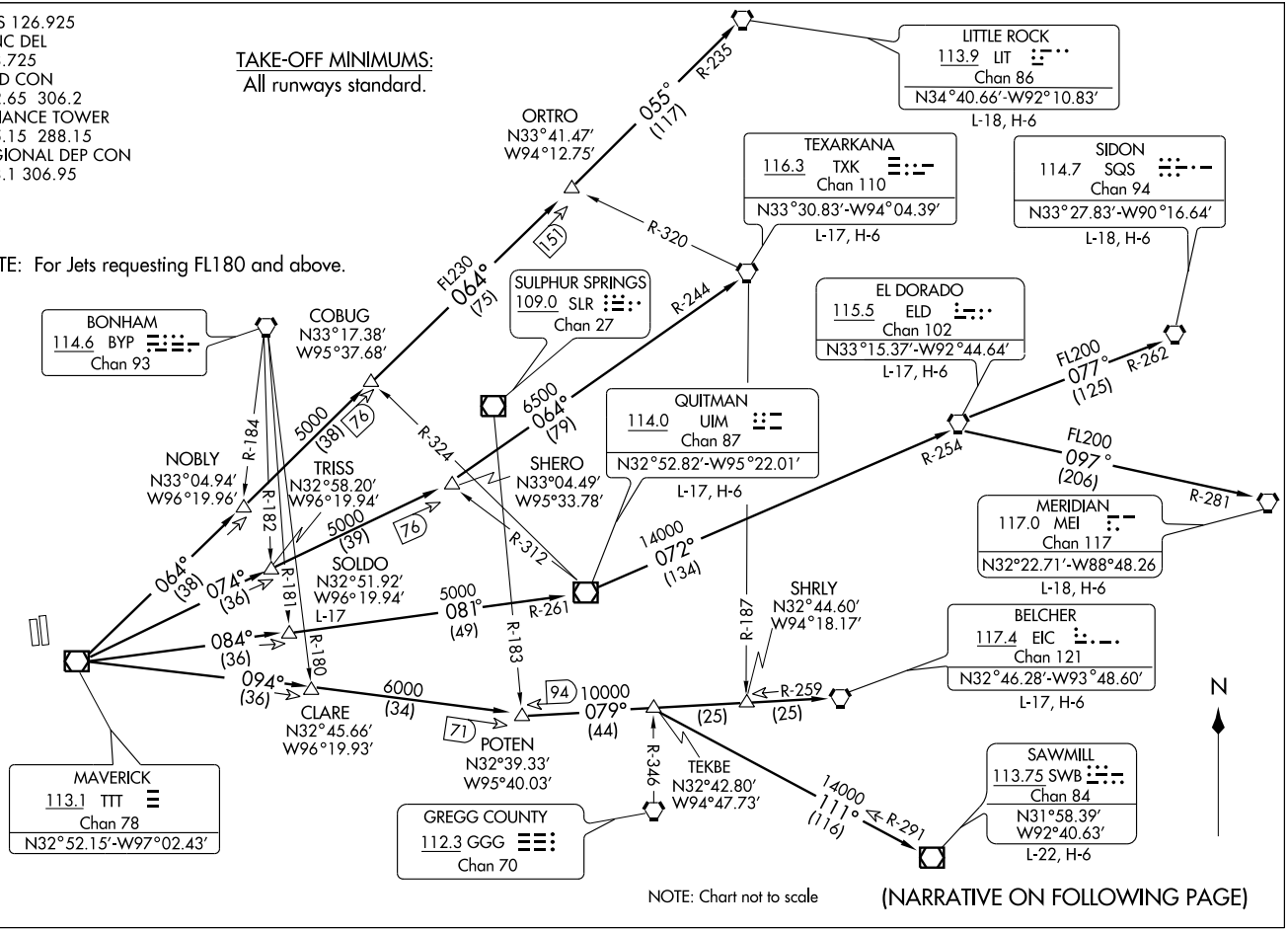
FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.



DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

SL-6918 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH, TEXAS
FORT WORTH ALLIANCE (AFW)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TAKE-OFF MINIMUMS:
Rwys 34 L/R: Standard.
Rwy 16R: 300-2¼ or standard with minimum climb of 210 feet per NM to 1100′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,500′ prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 feet per NM to 1100′, oralternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,400′ prior to departure end of runway.

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-181
R-182
R-184
R-203
R-221
R-244
R-261
R-279
R-303
R-312

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

DEPARTURE PROCEDURE:
Rwy16R: Climb heading 163° to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SI-6918 (FAA)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16R:
Fence 4' from departure end of runway, 250' right of centerline, 12'AGL/669' MSL.
Water tower 1.8 NM from departure end of runway, 2,521' right of centerline, 148' AGL/MSL. Tower 1.5 NM south of departure end of runway, 4,138' right of centerline, 203' AGL/1,002' MSL.
Rwy 16L:
Light pole 1,285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL.
Water tower 1.8 NM from departure end of runway, 3,122' right of centerline, 148' AGL/954' MSL.
Rwy 34L:
Fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL.
Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.
Rwy 34R:
Antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-UPE	APP CRS	Rwy 16L Idg	8210	Rwy 16R Idg	7118
110.15	163°	TDZE	715	TDZE	714
Chan 38 (Y)		Apt Elev	722	Apt Elev	722

ILS or LOC RWY 16L

FORT WORTH ALLIANCE (AFW)

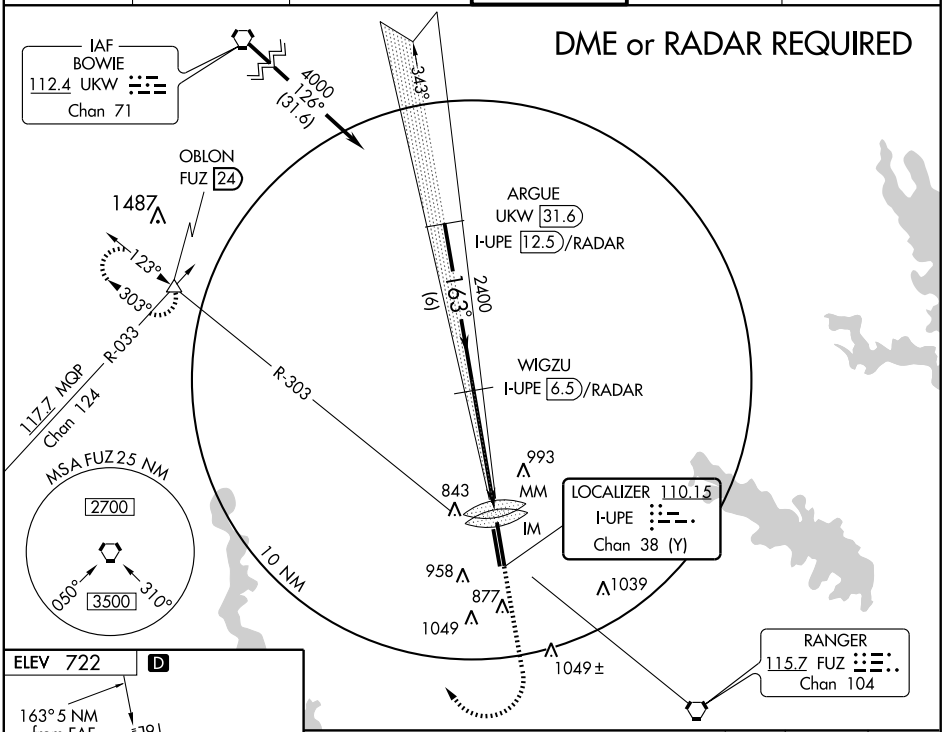
Circling not authorized east of runway 16L-34R.
For inperative ALSF-2, increase S-ILS-16L Cat E visibility to RVR 4000, increase S-LOC-16L Cat E visibility to 1½.

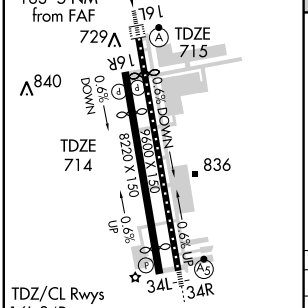
ALSF2 Rwy 16L

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

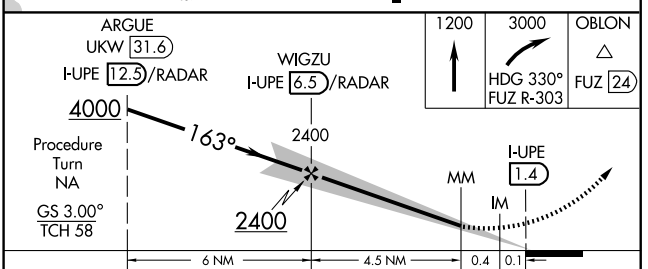
ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 16L	915/18 200 (200-½)				
S-LOC 16L	1120/24 405 (400-½)		1120/40 405 (400-¾)		1120/50 405 (400-1)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 16R	1120-1 406 (400-1)		1120-1½ 406 (400-1½)	1120-2 406 (400-2)	1120-2¼ 406 (400-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-JVX	APP CRS	Rwy 34R	Idg 8516	Rwy 34L	Idg 8220
110.15	343°	TDZE	681	TDZE	686
Chan 38 (Y)		Apt Elev	722	Apt Elev	722

ILS or LOC RWY 34R

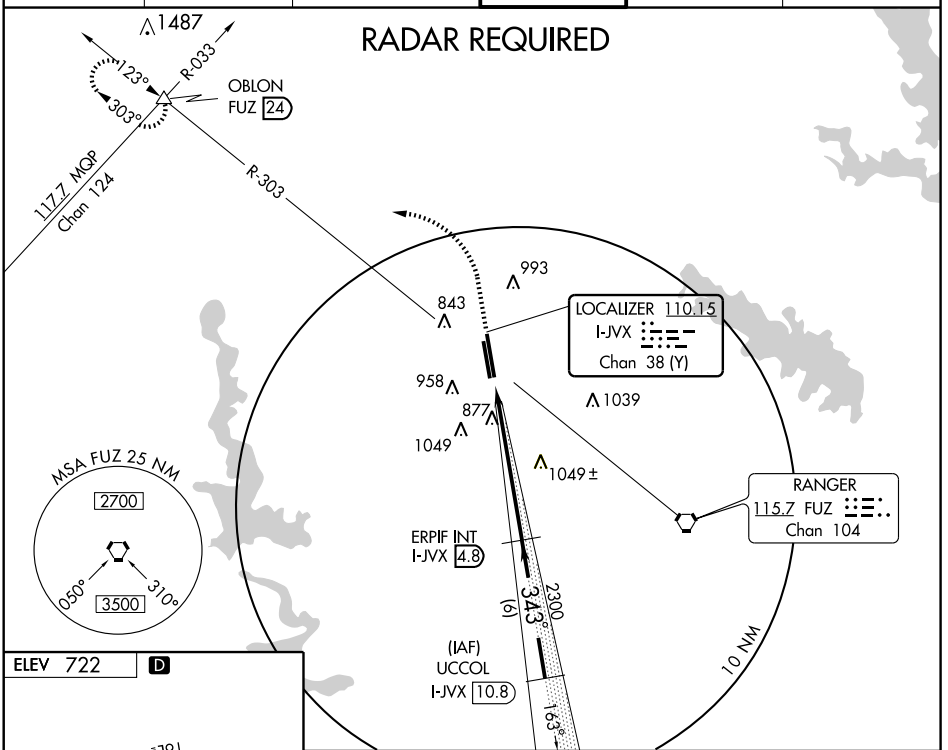
FORT WORTH ALLIANCE (AFW)

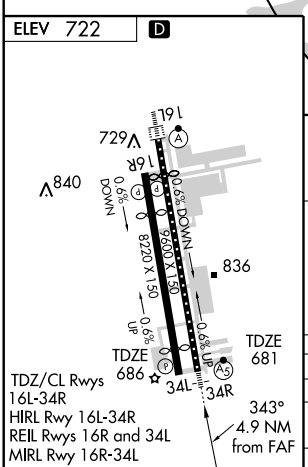
▼ Circling NA east of runway 16L-34R. Inoperative table does not apply to S-ILS 34R, all Cats. For inoperative MALSR, increase S-LOC 34R Cats A and B to RVR 5000, Cat E visibility to 1½.

MALSR Rwy 34R

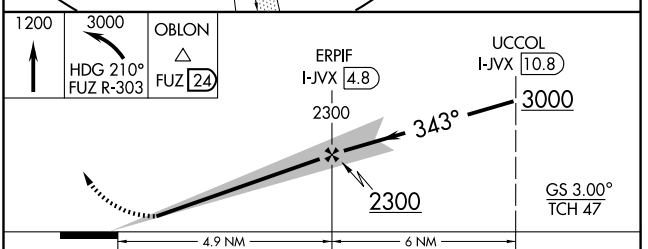
MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 210° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 34R	881/40 200 (200-¾)				
S-LOC 34R	1140/40 459 (500-¾)			1140/50 459 (500-1)	
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 34L	1140-1 459 (500-1)		1140-1½ 459 (500-1½)	1140-2 459 (500-2)	1140-2¼ 459 (500-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

AL-6918 (FAA)

ILS RWY 16L (CAT II)

FORT WORTH ALLIANCE (AFW)

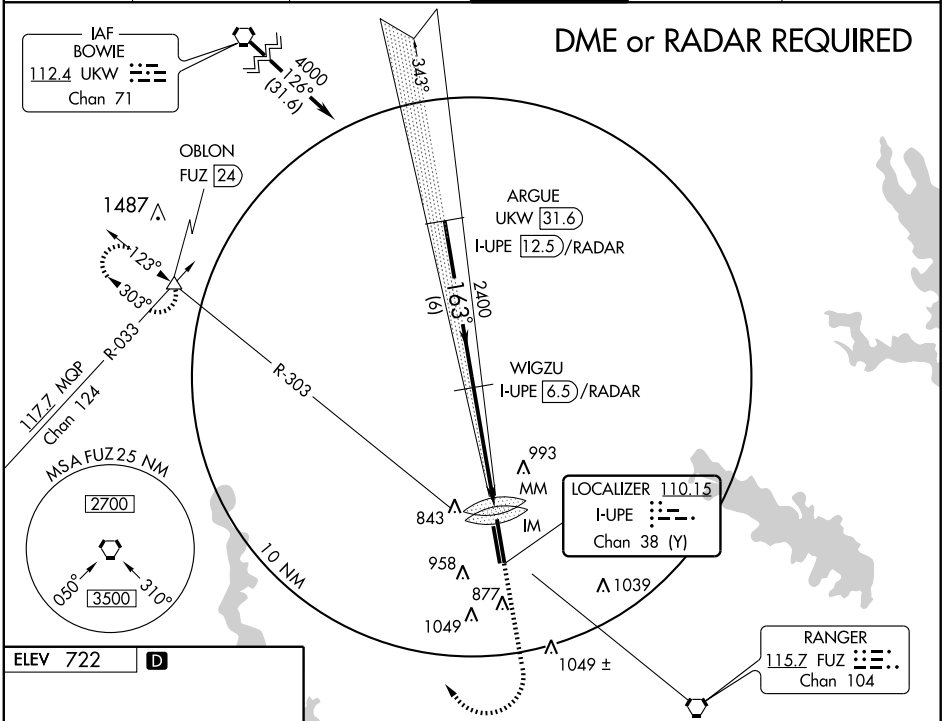
Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

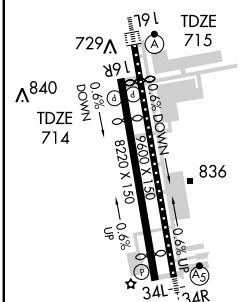
DME or RADAR REQUIRED



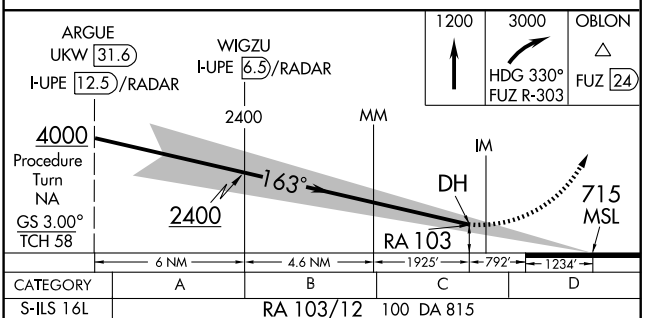
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	RA 103/12 100 DA 815			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

32°59′ N-97°19′ W

AL-6918 (FAA)

ILS RWY 16L (CAT III)

FORT WORTH ALLIANCE (AFW)

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5/RADAR

163°
(6)
2400

WIGZU
I-UPE 6.5/RADAR

MSA FUZ 25 NM
2700
3500
050°
310°

10 NM

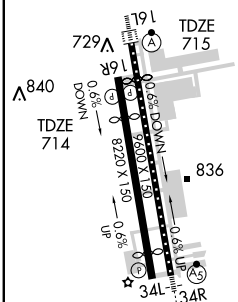
993
843
MM
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

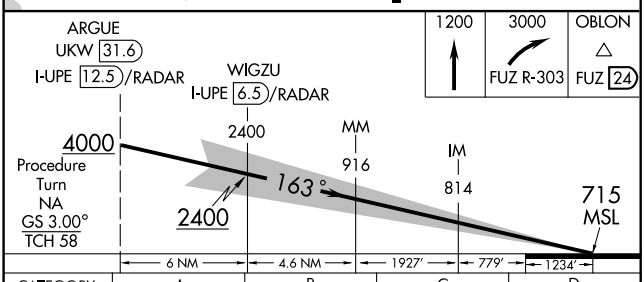
958
877
1049
1039
1049 ±

RANGER
115.7 FUZ
Chan 104

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIa RVR 07			
S-ILS 16L	CAT IIIb RVR 06			
S-ILS 16L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

32°59′N-97°19′W

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-6918 (FAA)

TAKE-OFF MINIMUMS:

Rwys 34L, 34R: Standard.

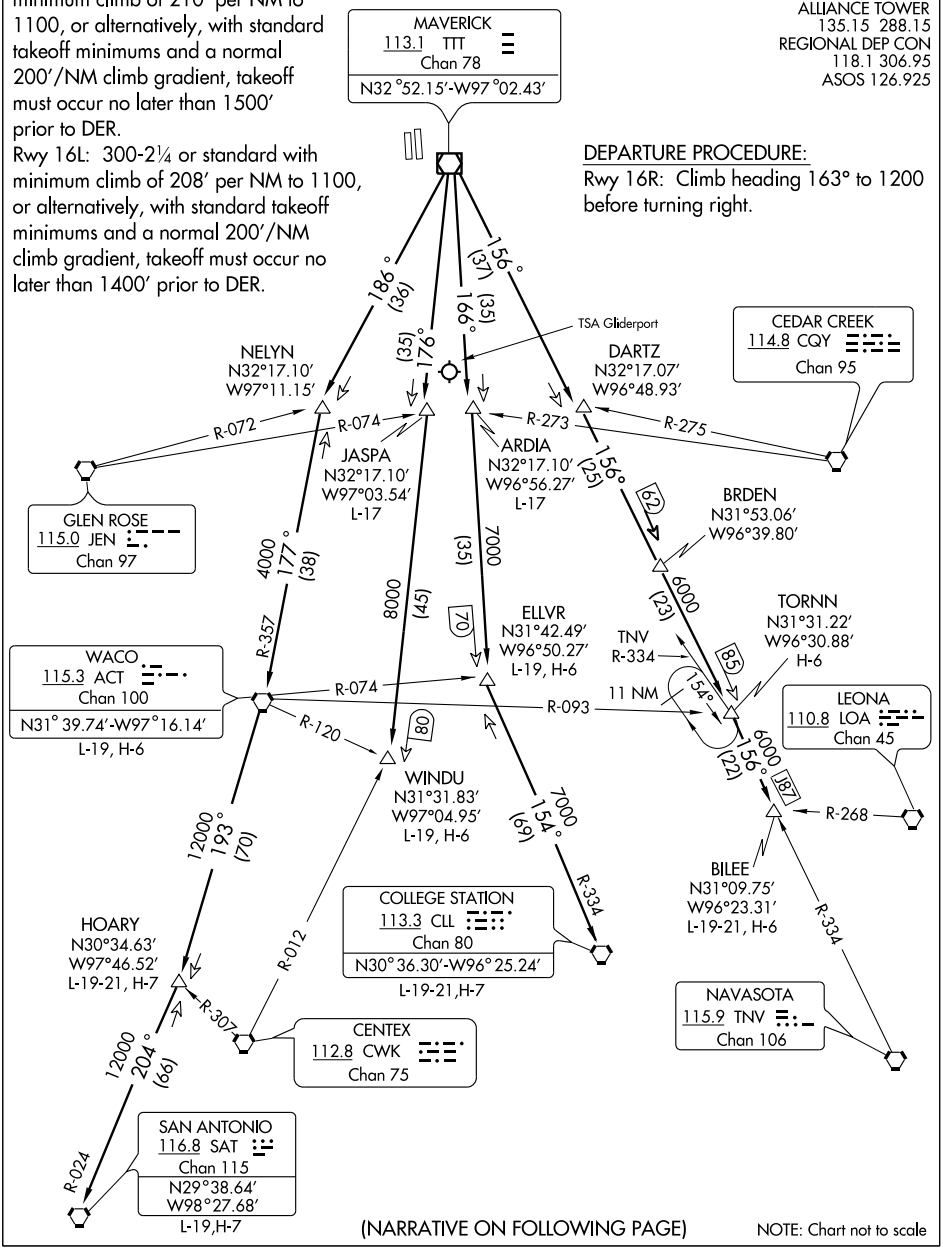
Rwy 16R: 300-2¼ or standard with minimum climb of 210′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

Rwy 16L: 300-2¼ or standard with minimum climb of 208′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to DER.

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

DEPARTURE PROCEDURE:

Rwy 16R: Climb heading 163° to 1200 before turning right.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

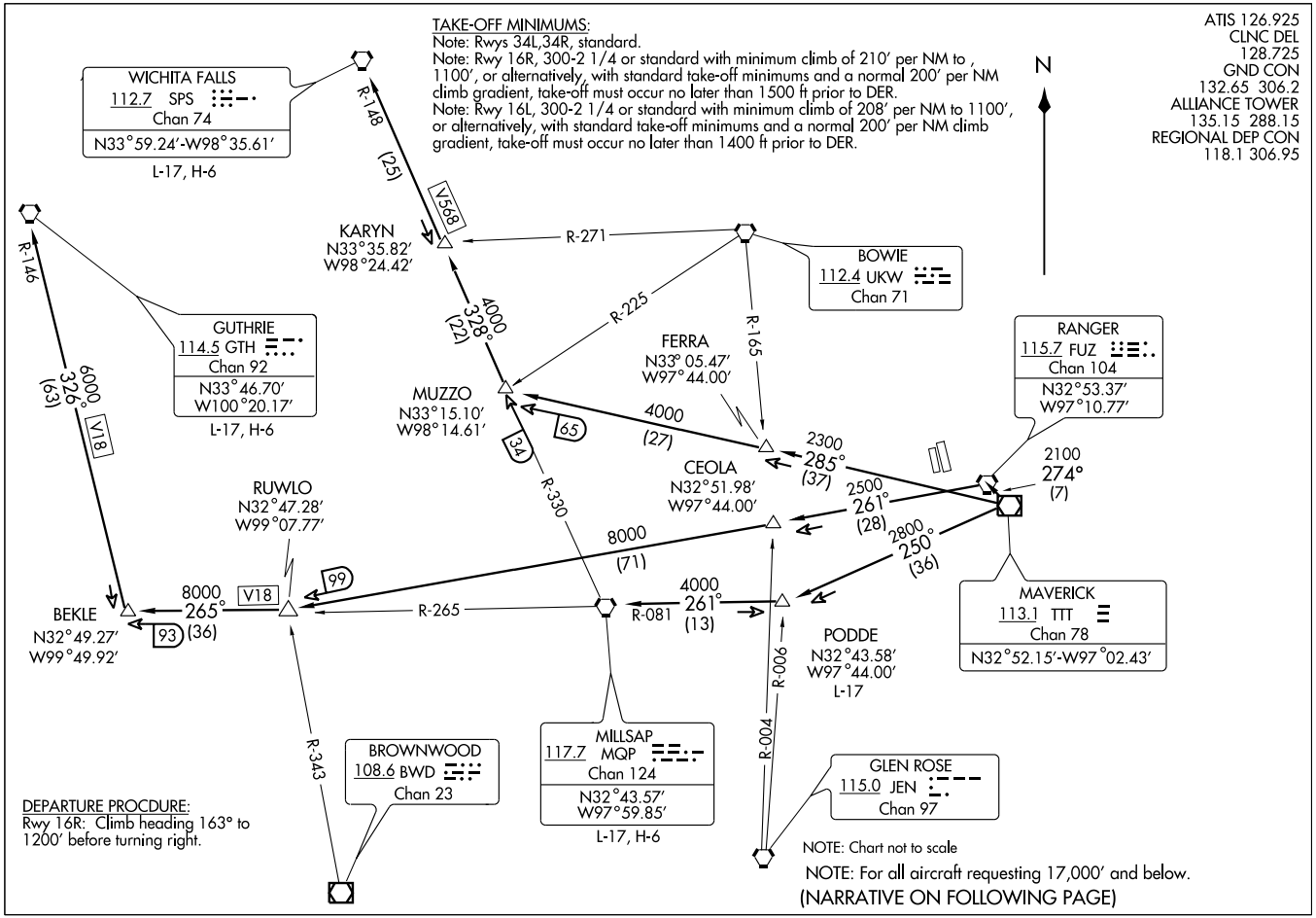
Rwy 16R: Fence 4′ from DER, 250′ right of centerline, 12′AGL/669′ MSL.
Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL.
Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Rwy 16L: Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL.
Water tower 1.8 NM from DER, 3122′ right of centerline, 148′ AGL/954′ MSL.
Rwy 34R: Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′ MSL.
Rwy 34L: Fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL.
Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS



KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213
FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES

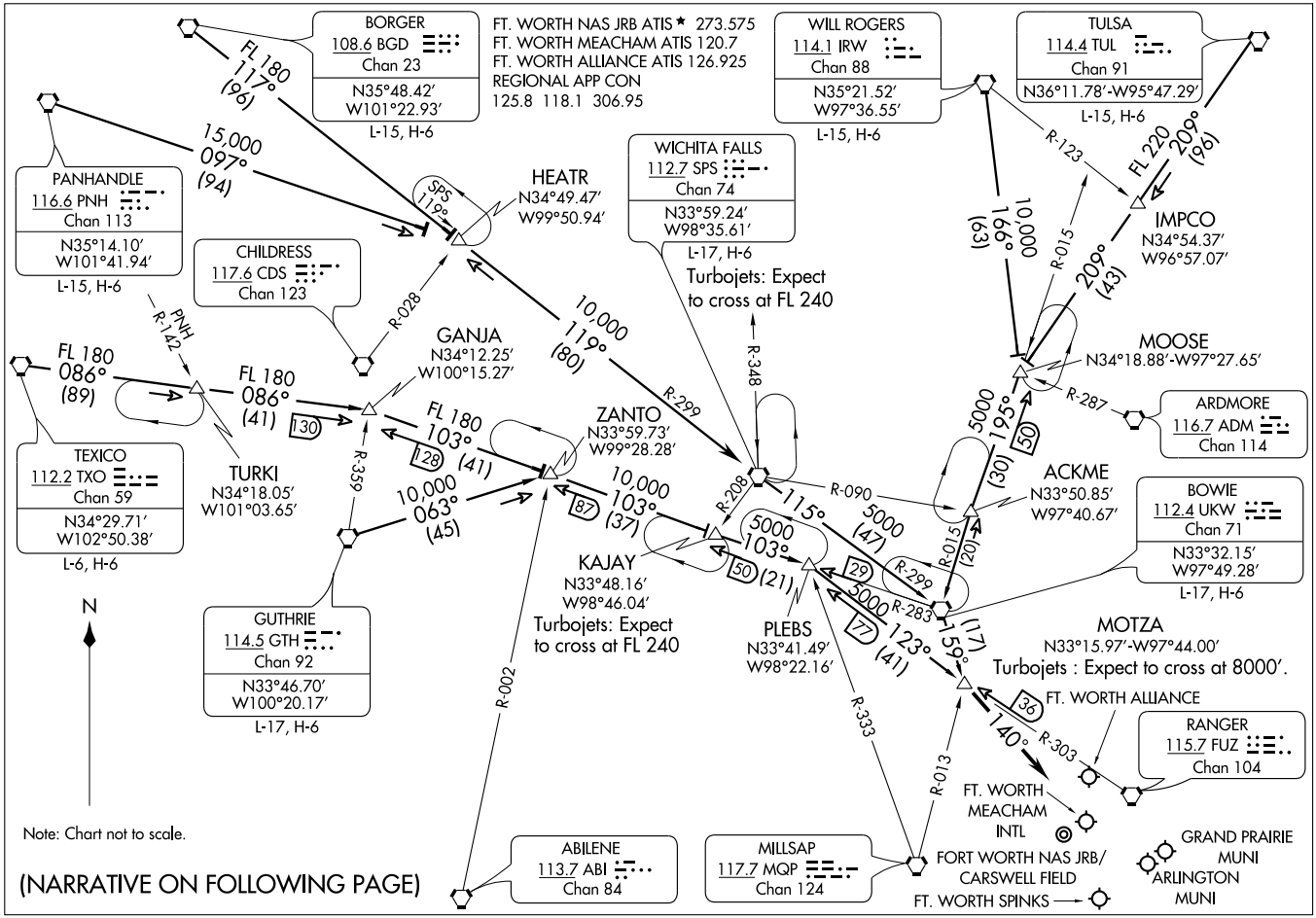
Note: Rwy 16L, Light pole 1285' from DER, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from DER, 3122' right of cenrerline, 148' AGL/954' MSL.
Note: Rwy 16R, Fence 4' from DER, 250' right of centerline, 12 AGL/669' MSL. Water tower 1.8 NM from DER, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of DER, 4138' right of centerline, 203' AGL/1002' MSL.
Note: Rwy 34L, fence 8' from DER, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from DER, 409' left of centerline, 23' AGL/738' MSL.
Note: Rwy 34R, Antenna 218' from DER, 146' left of centerline, 28' AGL/728'MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



Note: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
DALLAS-FT. WORTH, TEXAS

ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 16L

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	8210
163°	TDZE	715
	Apt Elev	722

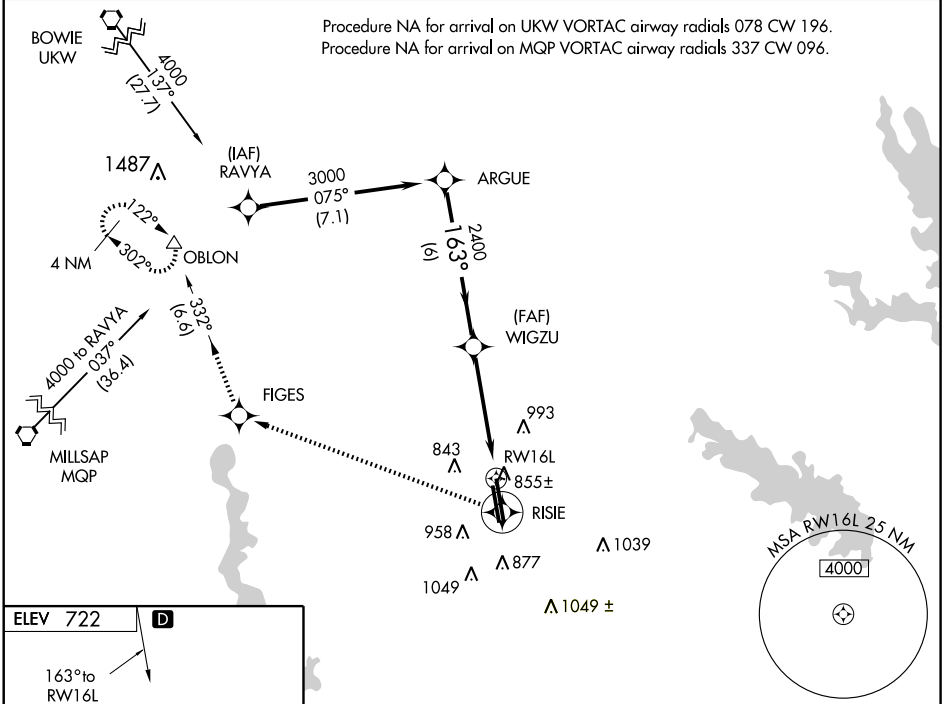
T A NA — DME/DME RNP-0.3 NA. GPS or RNP-0.3 REQUIRED. For inoperative ALSF2, increase LNAV/VNAV Cat E visibility to 1½. For inoperative ALSF2, increase LNAV Cat D visibility to 1¼ and Cat E to 1½. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

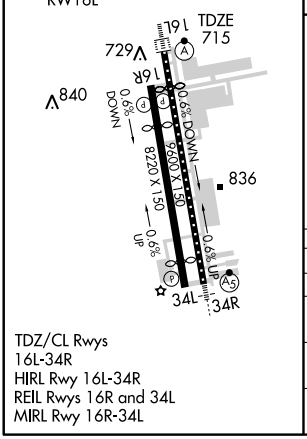
ALSF2

MISSED APPROACH: Climb to 3000 direct RISIE WP, direct FIGES WP and via 332° track to OBLON WP and hold.

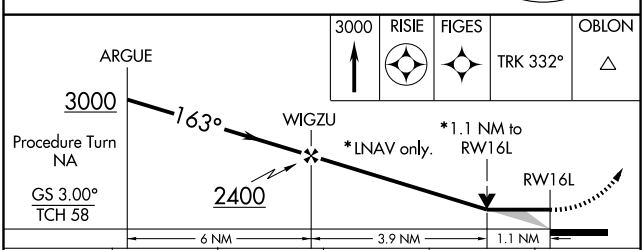
ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

Procedure NA for arrival on UKW VORTAC airway radials 078 CW 196.
Procedure NA for arrival on MQP VORTAC airway radials 337 CW 096.





TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1120-1 405 (400-1)				
LNAV MDA	1120/24 405 (400-½)		1120/40 405 (400-¾)	1120/50 405 (400-1)	
CIRCLING	1200-1½ 478 (500-1½)	1260-1½ 538 (600-1½)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34R

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	8516
343°	TDZE	681
	Apt Elev	722

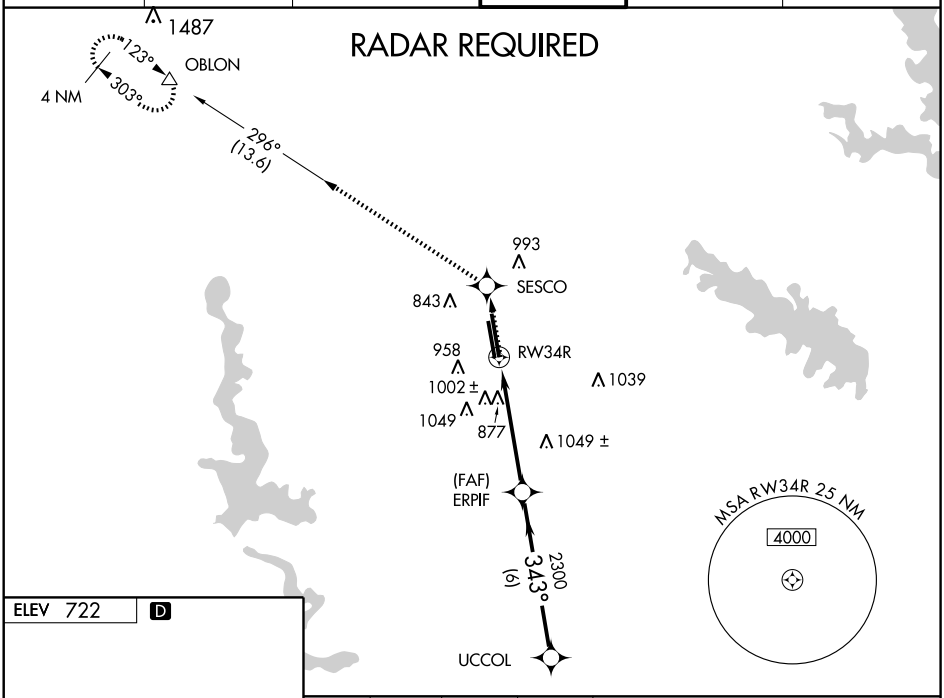
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000, and Cat E to 2 miles. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 2¾. When VGSI inoperative circling Rwy 34L not authorized at night. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

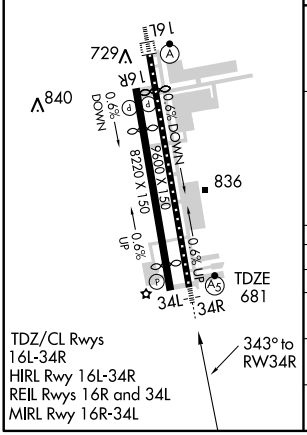
NA

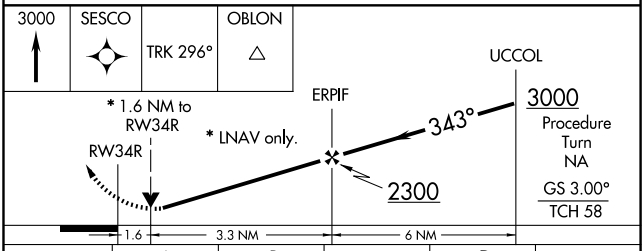
MALSR

MISSED APPROACH: Climb to 3000 direct SESCO WP and via 296° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725







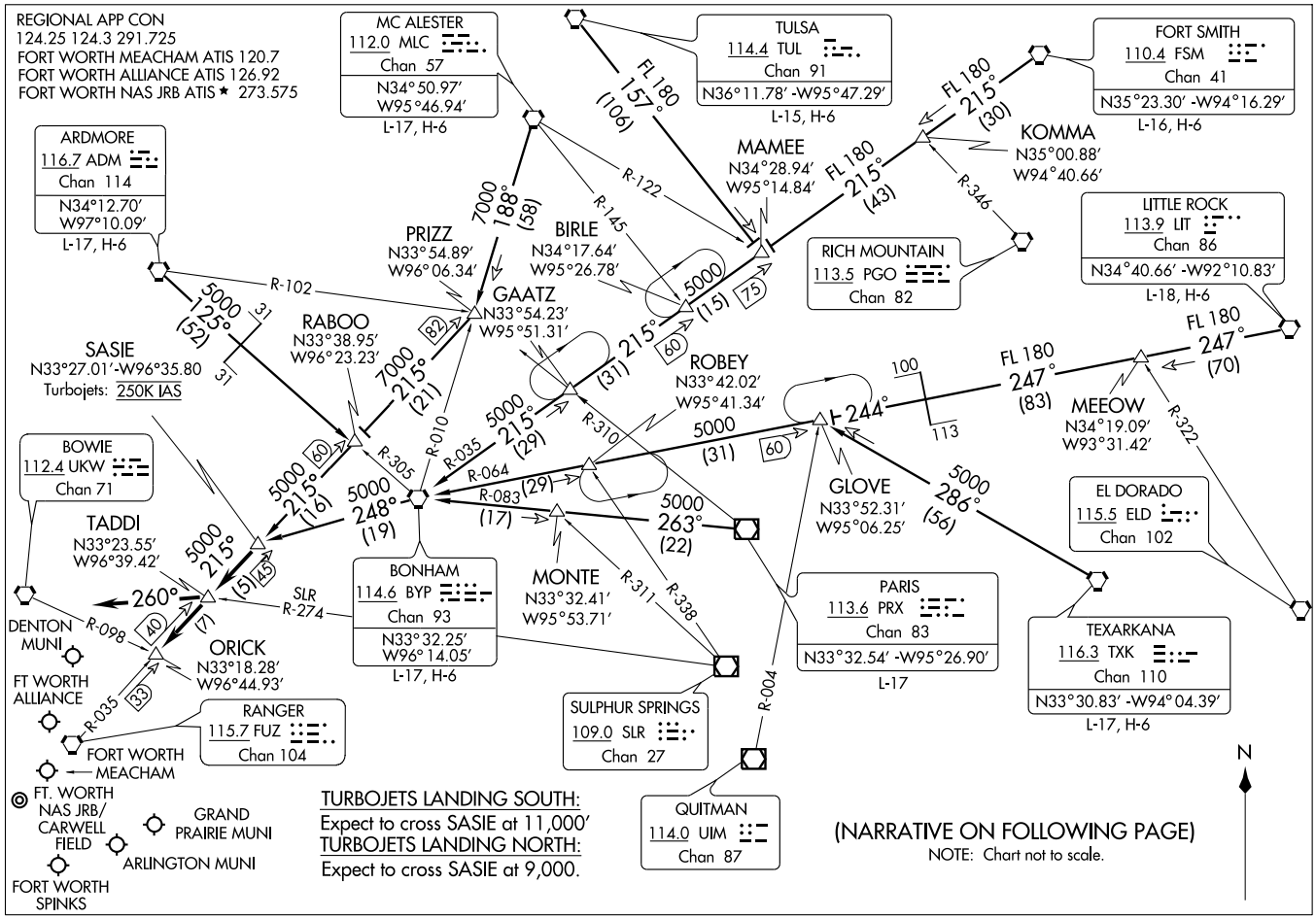
CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1420-2¼ 739 (700-2¼)				
LNAV MDA	1240/40 559 (600-¾)		1240/50 559 (600-1)	1240/60 559 (600-1¼)	1240-1½ 559 (600-1½)
CIRCLING	1240-2¾ 518 (600-2¾)	1260-2¾ 538 (600-2¾)	1320-2¾ 598 (600-2¾)	1380-2¾ 658 (700-2¾)	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)

FORT WORTH ALLIANCE
DENTON MUNI
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/ CARSWELL FIELD

MILLSAP
117.7 MQP
Chan 124

ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6

WINK
112.1 INK
Chan 58
N31°52.49'-W103°14.63'
L-6, H-6

RANGER
115.7 FUZ
Chan 104

LIKES
N32°35.22'
W97°34.50'

SLUGG
N32°28.14'
W97°43.69'
Turbojets: Expect to cross at 6000'

PHILS
N32°11.41'
W100°18.30'

GEENI
N32°12.33'
W98°57.18'

CADES
N32°11.64'
W98°39.73'

SICUM
N32°10.23'
W98°06.78'

SITNA
N32°12.55'
W99°03.07'

CHECK
N31° 55.69'
W97° 59.43'

BRIAN
N32°01.87'
W97°43.17'

JUMBO
N31° 32.17'
W98°10.81'
H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14'-W99°49.01'

BROWNWOOD
108.6 BWD
Chan 23
N31°53.55'
W98°57.45'

SAN ANGELO
115.1 SJT
Chan 98

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58'
W97°52.66'
L-17,H-6

WACO
115.3 ACT
Chan 100
N31°39.74'
W97°16.14'
L-19,H-6

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13'-W98°08.51'

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30°22.71'-W97°31.79'
L-19-21, H-7

FL190 071° (151)
130
46
254°
R-254 (25)
4000 082° (39)
(44) (5) 267°
55 087° (15)
4000 (40) (28)
R-267
12
R-197 (115)
R-128 (111)
FUZ R-202
JEN 308°
4000 305° (32)
R-285
4000 017° (25)
40
R-110
R-240
R-359
R-338
R-353
4000 099° (49)
R-218
R-181
R-102
R-129
38 3000 042° (11)
27
R-222
R-202
4000 042° (27)
4000 016° (20)
64
FL180 359° (114)
(21) 350°
R-142
FL180 321° (58)

N

NOTE: Chart not to scale.

SLUGG SIX ARRIVAL
(SLUGG.SLUGG6) 09351
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

MRMAC
N34°50.48′
W98°06.57′

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

TAKE-OFF MINIMUMS:
All runways STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

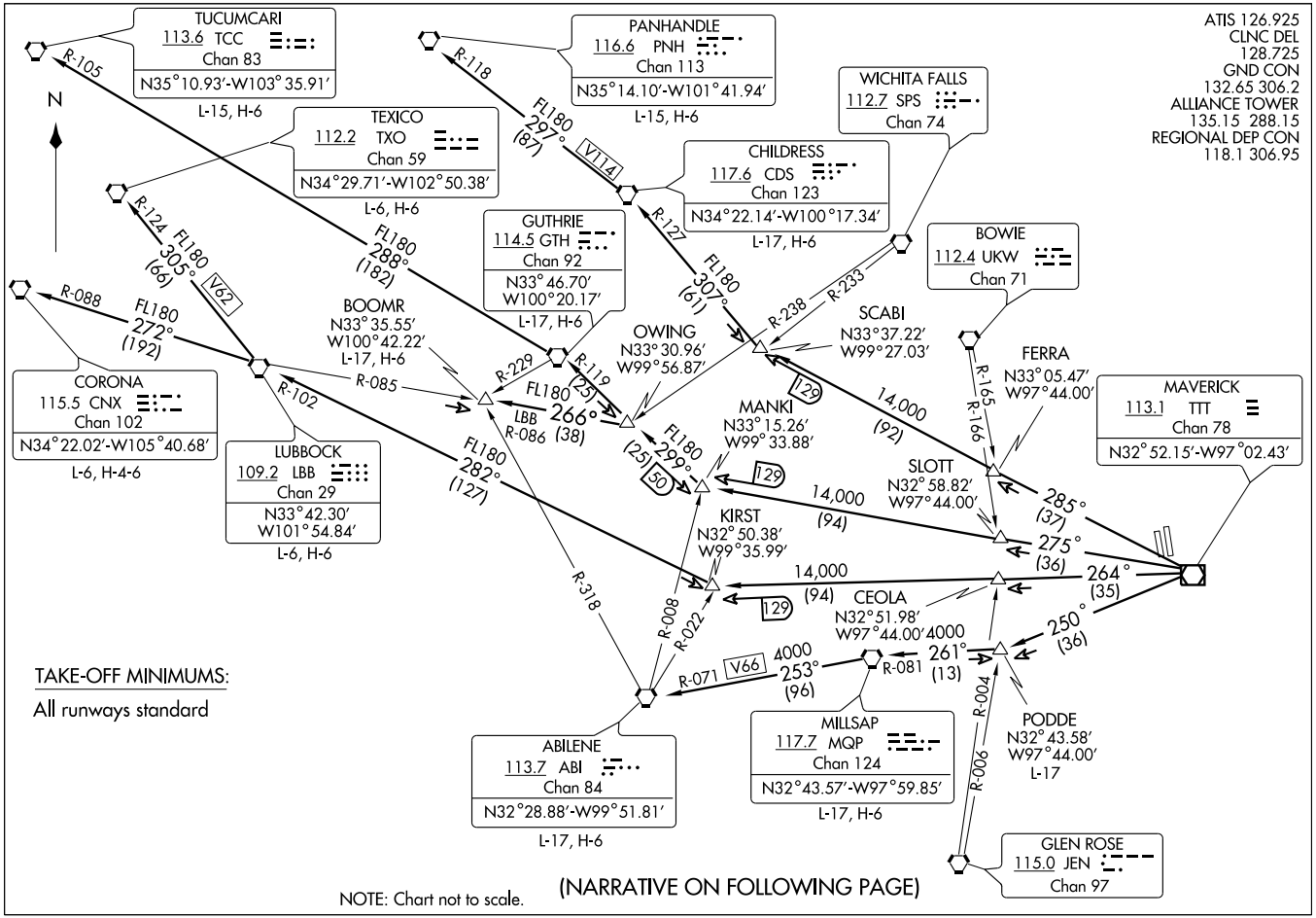
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

SL-6918 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

DEPARTURE PROCEDURE:
Rwy 16R: climb heading 163° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 34L/R: Standard
Rwy 16R: 300-2¼ or standard with minimum climb of 210 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47'
W94°12.75'

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

SHRLY
N32°44.60'
W94°18.17'

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70

FL230 055° (117) R-235
R-320
FL230 (75) 15
6500 064° (79) R-244
5000 (38) 76 R-324
R-184
R-182
R-181
R-180
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) 76
5000 081° (49) R-261
R-312
R-187
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
R-183
94 9000 079° (44)
5000 (34) 71
50 (25) (25) R-259
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SL-6918 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

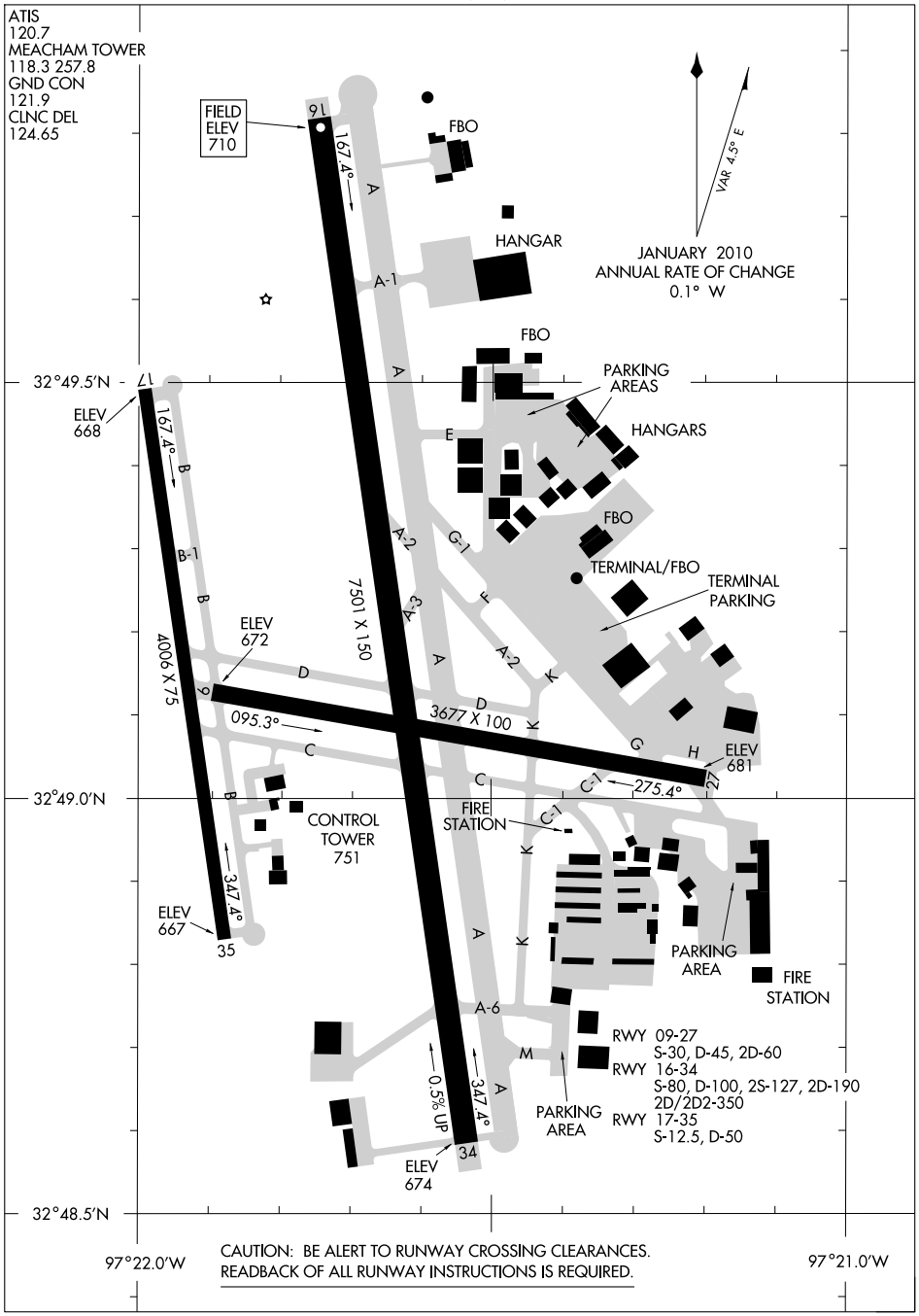
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL.
Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL.
Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.
Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.

AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

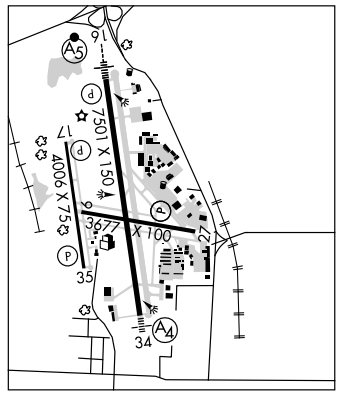
AIRPORT DIAGRAM

FORT WORTH, TEXAS
FORT WORTH MEACHAM INTL (FTW)

10210

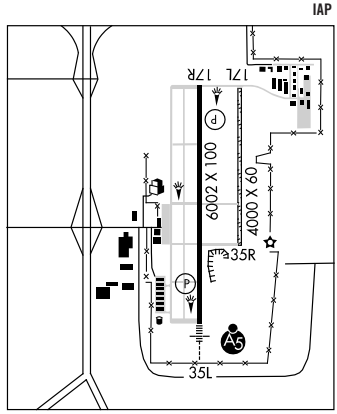
FORT WORTH MEACHAM INTL (FTW) 5 N UTC−6(−5DT) N32°49.19′ W97°21.75′ **DALLAS–FT. WORTH**
710 B S4 **FUEL** 100LL, JET A, A1+ OX 1, 3 TPA—(See Remarks) LRA **COPTER**
ARFF Index—See Remarks NOTAM FILE FTW **H–6H, L–17C, A**

RWY 16–34: H7501X150 (CONC–GRVD) S–80, D–100, 2S–127, 2D–190, 2D/2D2–350 HIRL 0.5% up N **IAP, AD**
RWY 16: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 56′. Pole.
RWY 34: REIL. MALS. Rgt tfc.
RWY 17–35: H4006X75 (ASPH) S–12.5, D–50 MIRL
RWY 17 PAPI(P2L)—GA 3.75° TCH 51′. Dam. Rgt tfc.
RWY 35 PAPI(P2L)—GA 3.25° TCH 40′.
RWY 09–27: H3677X100 (ASPH) S–30, D–45, 2D–60 MIRL
RWY 27: PAPI(P2R)—GA 3.0° TCH 40′. Pole.



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Class IV, ARFF Index A. ARFF Index B available all users all hrs. Rwy 17–35 and Rwy 09–27 Twys B, B1, C and D west of Rwy 16–34, Twys C and M east of Twy A, Twys H, J, K South of Rwy 09–27, Twy G SE of Twy K clsd to air carrier acft with more than 30 passenger seats. Rwy 09–27 has ravelling in cracks and block cracks spaced 5 ft apart or less. Twy K south of Rwy 09–27 clsd to acft weighing over 12,500 lbs. Tfc pattern altitude for Rwy 17–35 1300(590), all other rwys 1500(790). Landing fee for acft weighing over 70,000 lbs maximum landing weight.
WEATHER DATA SOURCES: ASOS (817) 626–5811.
COMMUNICATIONS: ATIS 120.7 **UNICOM** 122.95
RCO 122.6 (FORT WORTH RADIO)
Ⓡ **RGNL APP/DEP CON** 118.1 (North) 135.975 (South)
MEACHAM TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 124.65
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 240° 10.2 NM to fld. 637/6E.
MUFIN NDB (LOM) 365 FT N32°53.58′ W97°22.41′ 165° 4.4 NM to fld.
ILS/DME 109.9 I–FTW Chan 36 Rwy 16. Class IT. LOM MUFIN NDB. Back course unusable.
ILS/DME 109.9 I–UXT Chan 36 Rwy 34.

FORT WORTH SPINKS (FWS) 14 S UTC−6(−5DT) N32°33.91′ W97°18.49′ **DALLAS–FT. WORTH**
700 B S4 **FUEL** 100LL, JET A TPA—1700(1000) NOTAM FILE FWS **COPTER**
RWY 17R–35L: H6002X100 (ASPH) S–40, D–50, 2D–90 MIRL **H–6H, L–17C, A**
RWY 17R: PAPI(P4L)—GA 3.0° TCH 40′. P-line. Rgt tfc. **IAP**
RWY 35L: MALSR. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 17L–35R: 4000X60 (TURF)
RWY 35R: Ground Rgt tfc.



AIRPORT REMARKS: Attended 1400–0300Z‡. 24 hr FBO. 100LL self serve 24 hr with major credit card. Birds invof arpt. Rotorcraft opns rstd in self svc fuel areas. Unlgtd antenna array 212′ AGL 5 NM southeast of arpt. Rwy 17L–35R avbl only during dalgt/VFR and dry weather surface conditions. Rwy 17L–35R reflective markers 80′ apart outline rwy. Noise abatement procedure, avoid noise sensitive areas all quadrants of arpt, maintain altitudes at or above 1000′ AGL over these areas. ACTIVATE MALSR Rwy 35L—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (817) 426–4172.
COMMUNICATIONS: CTAF 124.625 **UNICOM** 122.7
Ⓡ **RGNL APP/DEP CON** 135.975
SPINKS TOWER 124.625 (1400–0300Z‡) **GND CON** 119.475
GCO 121.725 (FORT WORTH CLNC and FLIGHT SERVICES)
AIRSPACE: CLASS D svc 1400–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DFW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 193° 20.5 NM to fld. 637/6E.
ILS 110.95 I–JZW Rwy 35L. ILS unmonitored.

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

FORT WORTH MEACHAM INTL (FTTW)

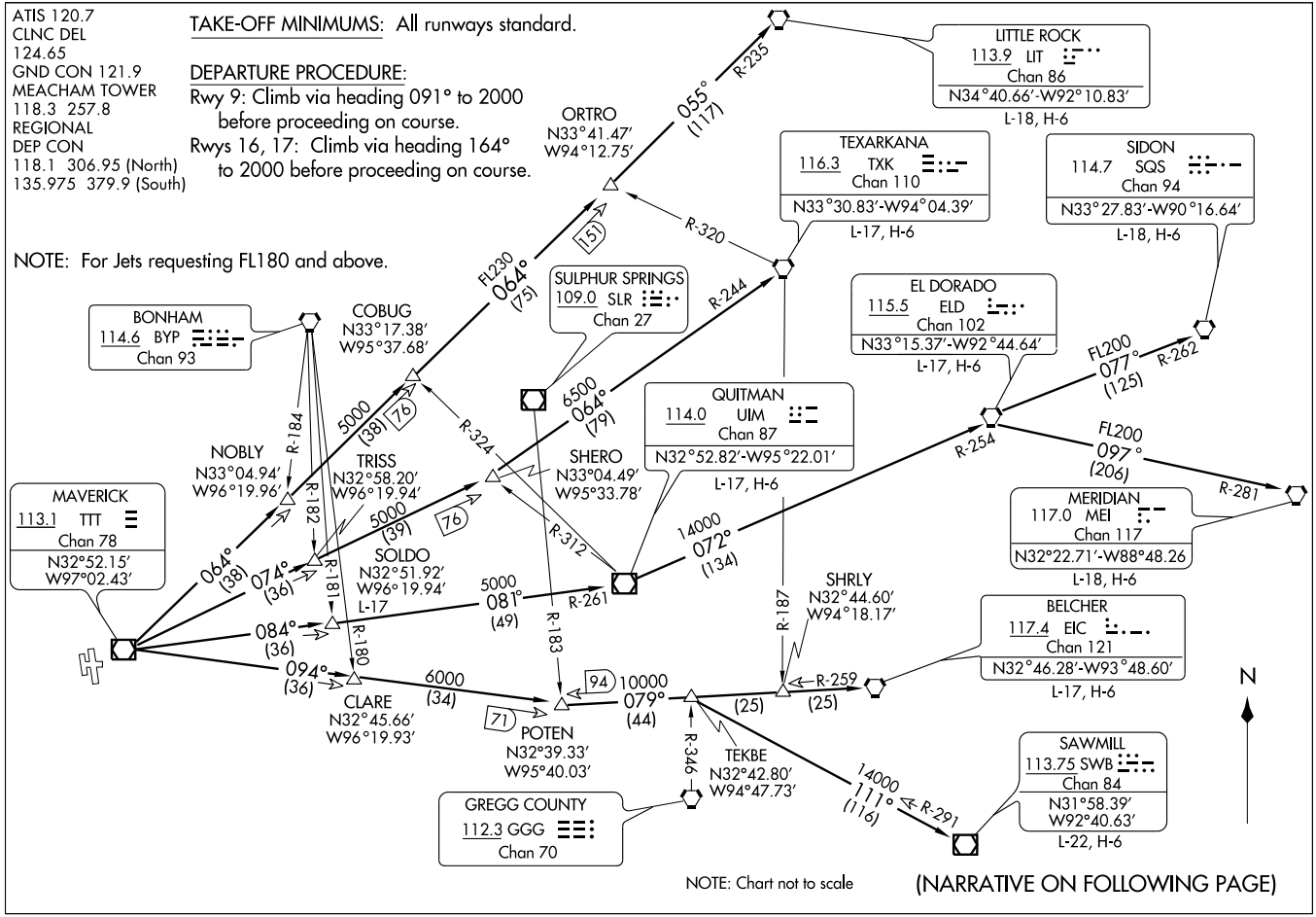
FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL
DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS: All runways standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceeding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceeding on course.

NOTE: For Jets requesting FL180 and above.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 34: Billboard 692' from departure end of runway, 686' right of centerline, 37' AGL/739' MSL.

Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE

SL-159 (FAA)

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS:
All Rwys standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 2000 before proceeding on course.
Rwy 16: Climb via heading 164° to 2000 before proceeding on course.
Rwy 17: Climb via heading 164° to 2000 before proceeding on course.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH, TEXAS
FORT WORTH MEACHAM INTL (FTW)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.
Rwy 34: Billboard 692' right of centerline, 37' AGL/739' MSL.

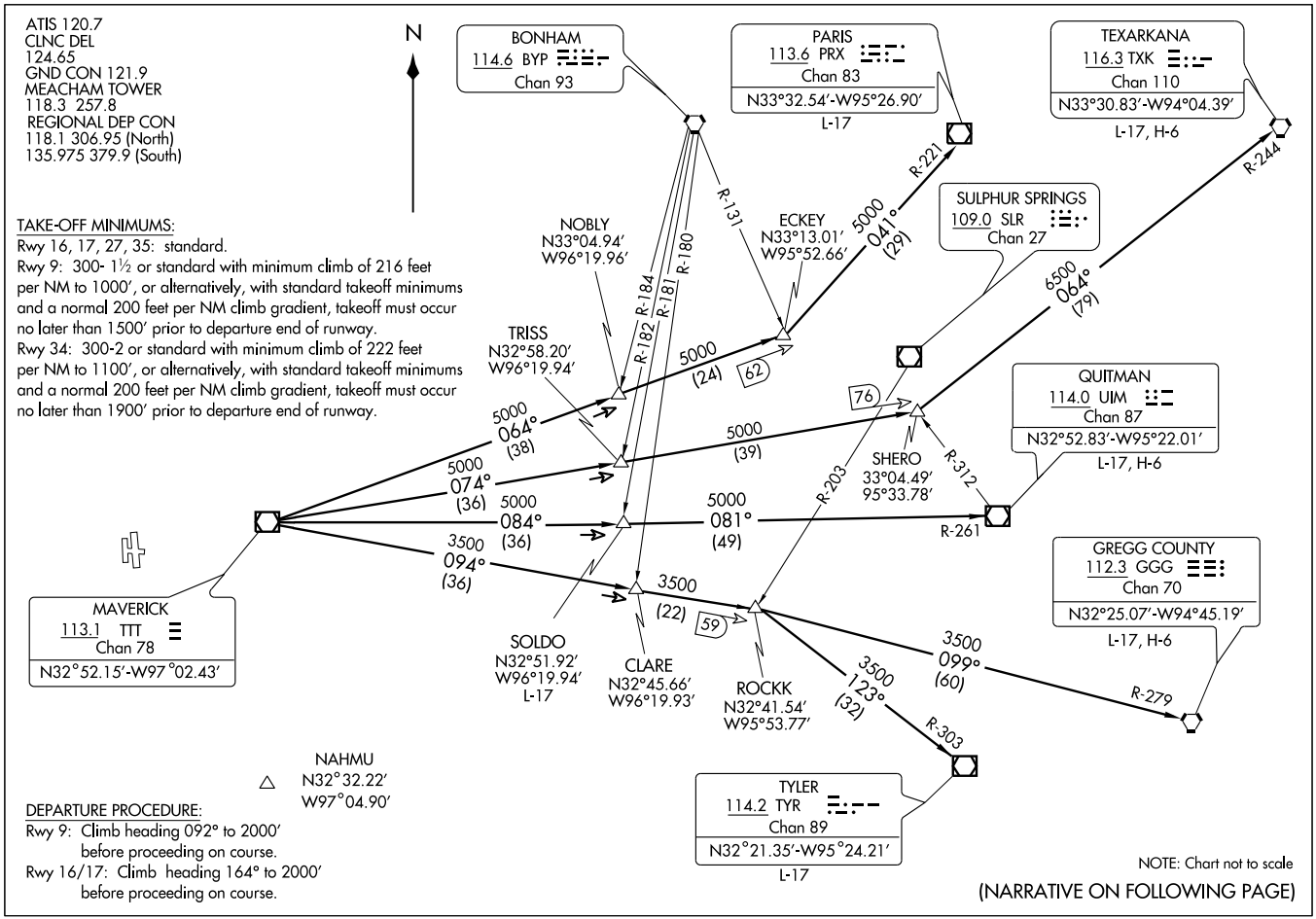
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS

SL-159 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 9:
Windsock 293′ from departure end of runway, 354′ left of centerline, 51′ AGL/721′ MSL. Sign of building 481′ from departure end of runway, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2,448′ from departure end of runway, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elevators beginning 7,085′ from departure end of runway, 2,191′ left of centerline, up to 229′ AGL/877′ MSL.
Rwy 27:
Tree 239′ from departure end of runway, 492′ left of centerline, 35′ AGL/685′ MSL.
Rwy 17:
Bush 13′ from departure end of runway, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from departure end of runway, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1,380′ from departure end of runway, 774′ left of centerline, 43′ AGL/703′ MSL.
Rwy 34:
Multiple trees 974′ from departure end of runway, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from departure end of runway, 2,775′ right of centerline, 254′ AGL/969′ MSL.
Rwy 35:
Tree 1′ from departure end of runway, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from departure end of runway, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from departure end of runway, 143′ left of centerline, 21′ AGL/681′ MSL. OL on Dam 1,359′ from departure end of runway, 1′ right of centerline, 46′ AGL/706′ MSL.

LOC I-FTW	APP CRS	Rwy Idg	7501
109.9	164°	TDZE	710
Chan 36		Apt Elev	710

ILS or LOC RWY 16

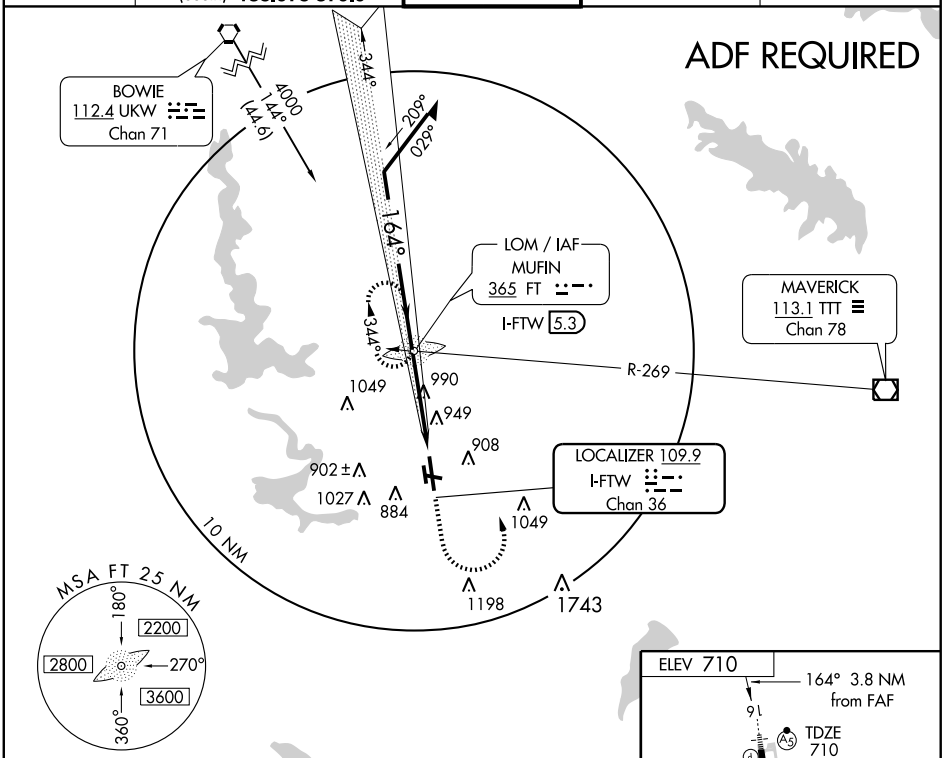
FORT WORTH MEACHAM INTL (FTW)

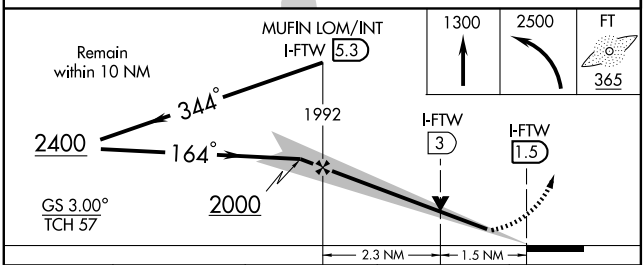
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

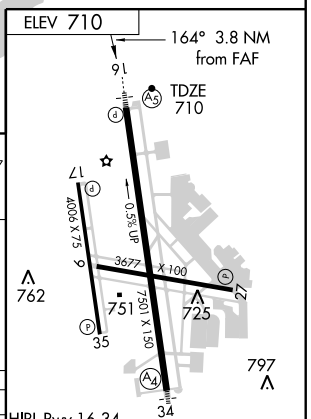
MALSR

MISSED APPROACH : Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







CATEGORY	A	B	C	D
S- ILS 16	* 910/24	200 (200-½)		
S- LOC 16	1240/24	530 (600-½)	1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260- 1	550 (600-1)	1280-1½ 570 (600-1½)	1300-2 590 (600-2)

HIRL Rwy 16-34
MIRL Rwys 9-27 and 17-35
REIL Rwys 16 and 34

FAF to MAP 3.8NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-UXT	APP CRS	Rwy Idg	7501
109.9	344°	TDZE	680
Chan 36		Apt Elev	710

ILS or LOC RWY 34

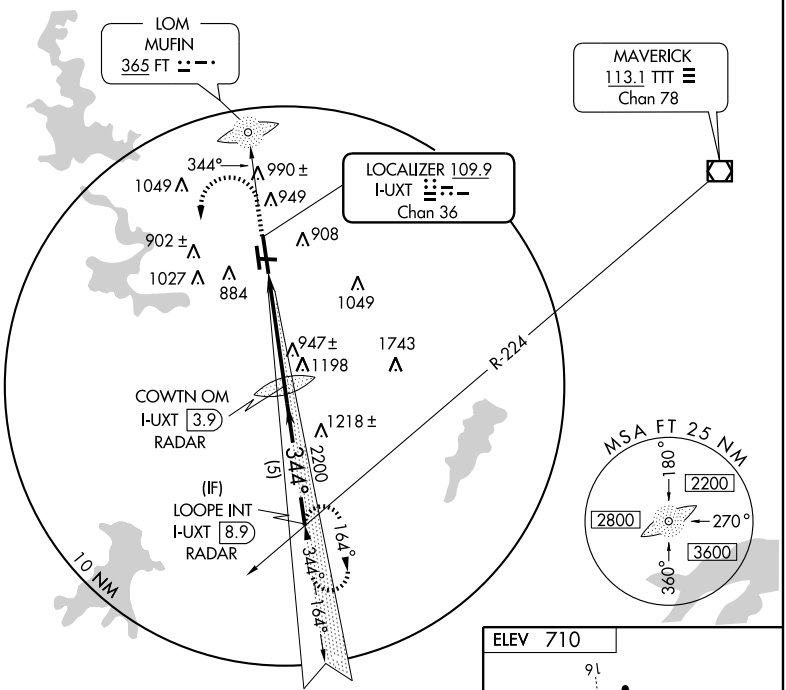
FORT WORTH MEACHAM INTL (FTW)

Inoperative table does not apply to S-LOC 34 Cat C.

MALS

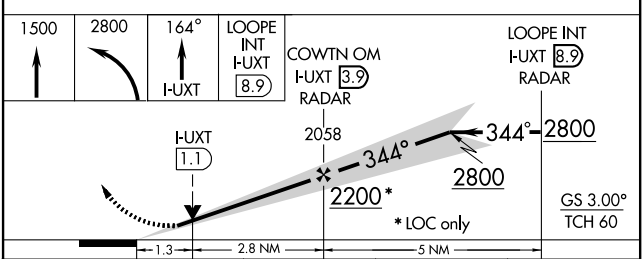
MISSED APPROACH : Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65



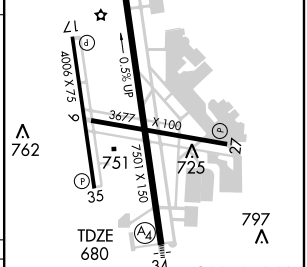
RADAR REQUIRED

1772



CATEGORY	A	B	C	D
S- ILS 34	880-¾ 200 (200-¾)			
S-LOC 34	1200-¾ 520 (500-¾)		1200-1½ 520 (500-1½)	1200-1¾ 520 (500-1¾)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

ELEV 710



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-159 (FAA)

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

TAKE-OFF MINIMUMS:
All runways standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 1800 before turning southbound.
Rwy 16/17: Climb via heading 164° to 1800 before proceeding on course.

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

CENTEX
112.8 CWK
Chan 75

NAVASOTA
115.9 TNV
Chan 106

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692' from DER, 686' right of centerline, 37' AGL/739' MSL.
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

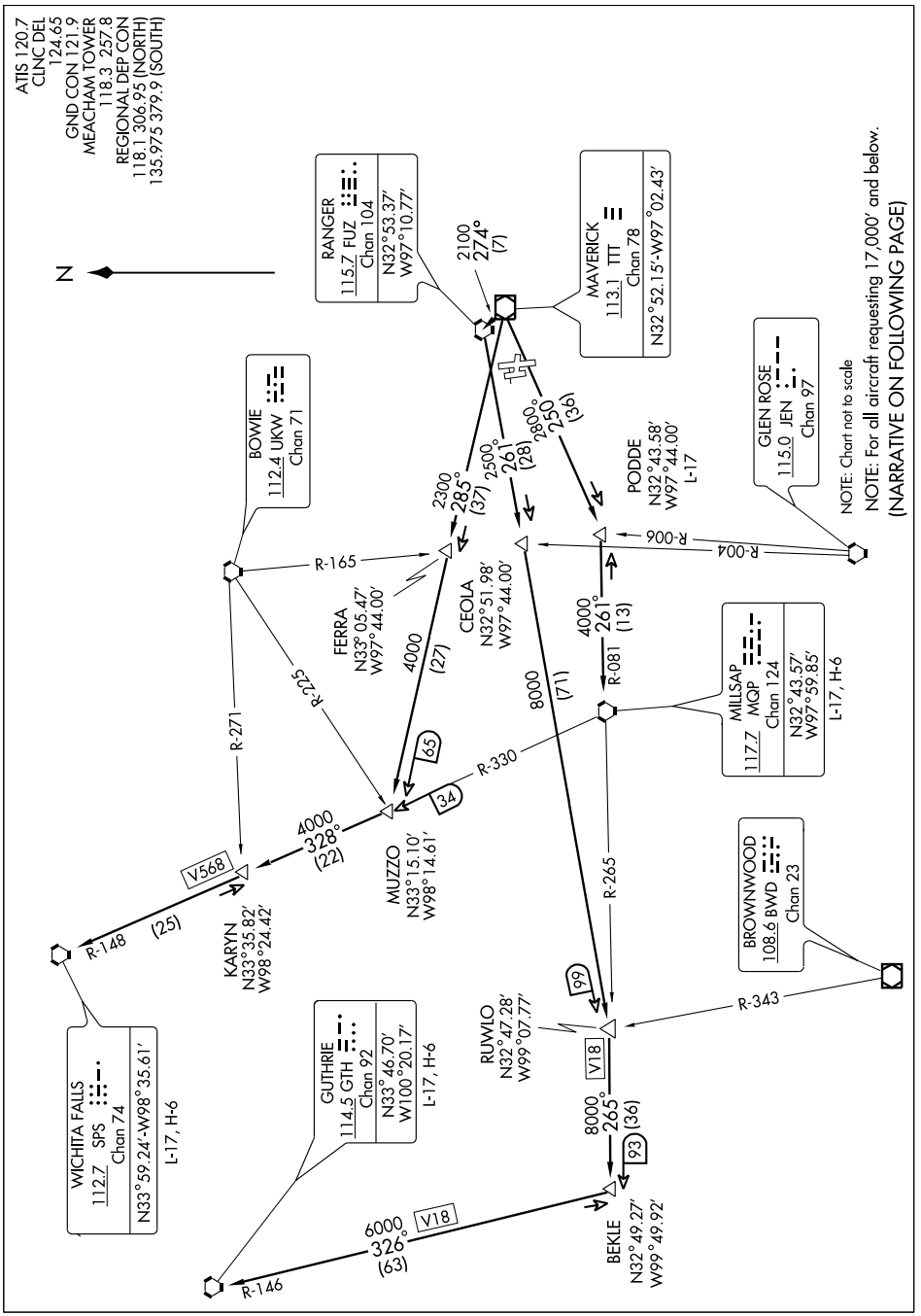
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF MINIMUMS:
Rwys 16, 17, 27, 35 standard.
Rwy 9, 300-1 1/2 or standard with minimum climb of 216′ per NM to 1000′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.
Rwy 34, 300-2 or standard with minimum climb of 222′ per NM to 1100′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000′ before proceeding on course.
Rwy 16: Climb heading 164° to 2000′ before proceding on course.
Rwy 17: Climb heading 164° to 2000′ before proceding on course.

TAKE-OFF OBSTACLES:

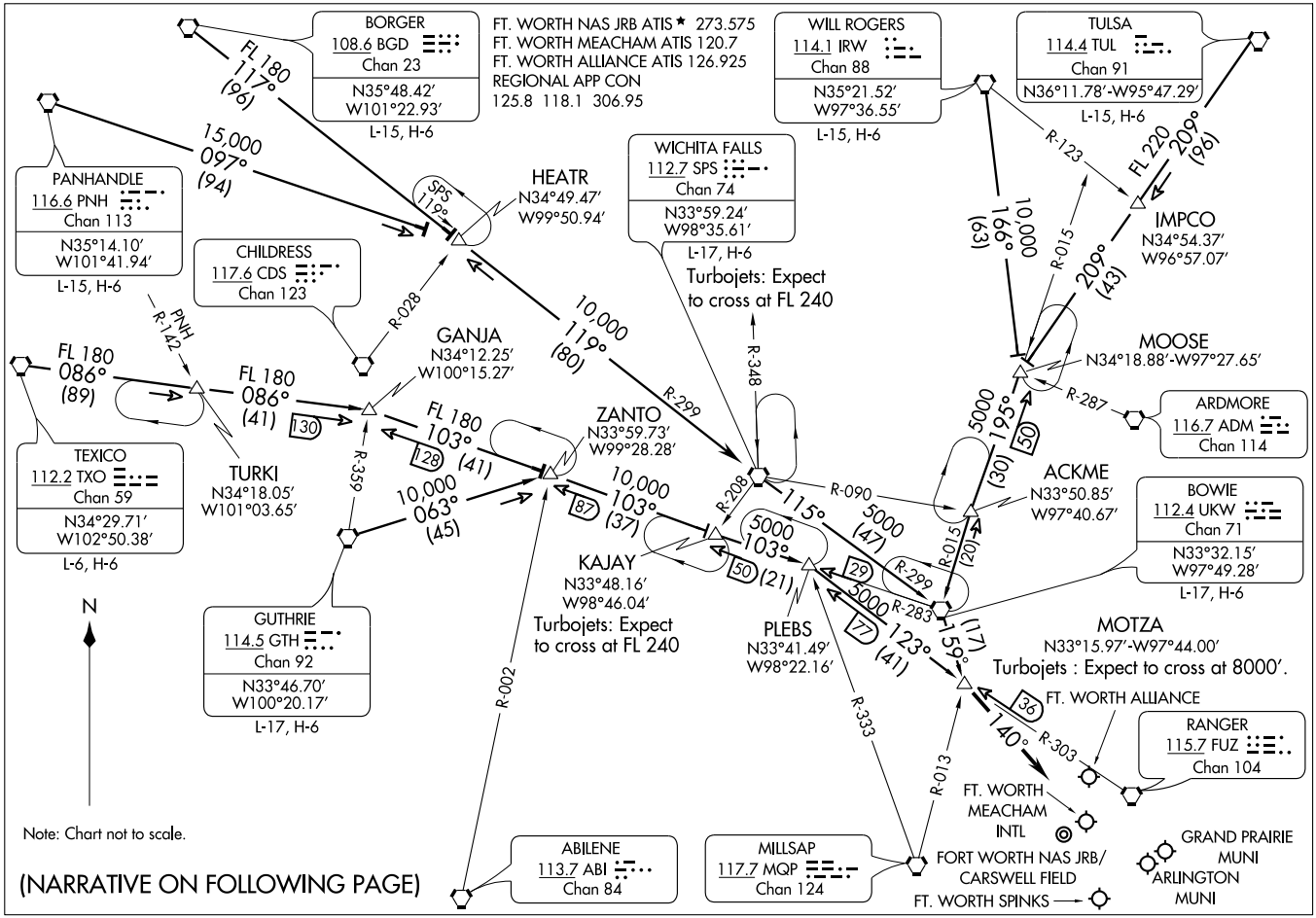
Note: Rwy 9, Windsock 293′ from DER, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from DER, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from DER, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elvators beginning 1.2 NM from DER, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Note: Rwy 17, Bush 13′ from DER, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from DER, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ from DER, 744′ left of centerline, 43′ AGL/703′ MSL.
Note: Rwy 27, Tree 239′ from DER, 492′ left of centerline, 35′ AGL/685′ MSL.
Note: Rwy 34, Multiple trees 974′ from DER, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from DER, 2775′ right of centerline, 254′ AGL/969′ MSL.
Note: Rwy 35, Tree 1′ from DER, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from DER, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. OL on DAM 1359′ from DER, 1′ right of centerline, 46′ AGL/706′ MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



Note: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
DALLAS-FT. WORTH, TEXAS

ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7501
CH 42612	164°	TDZE	710
W16A		Apt Elev	710

RNAV (GPS) RWY 16

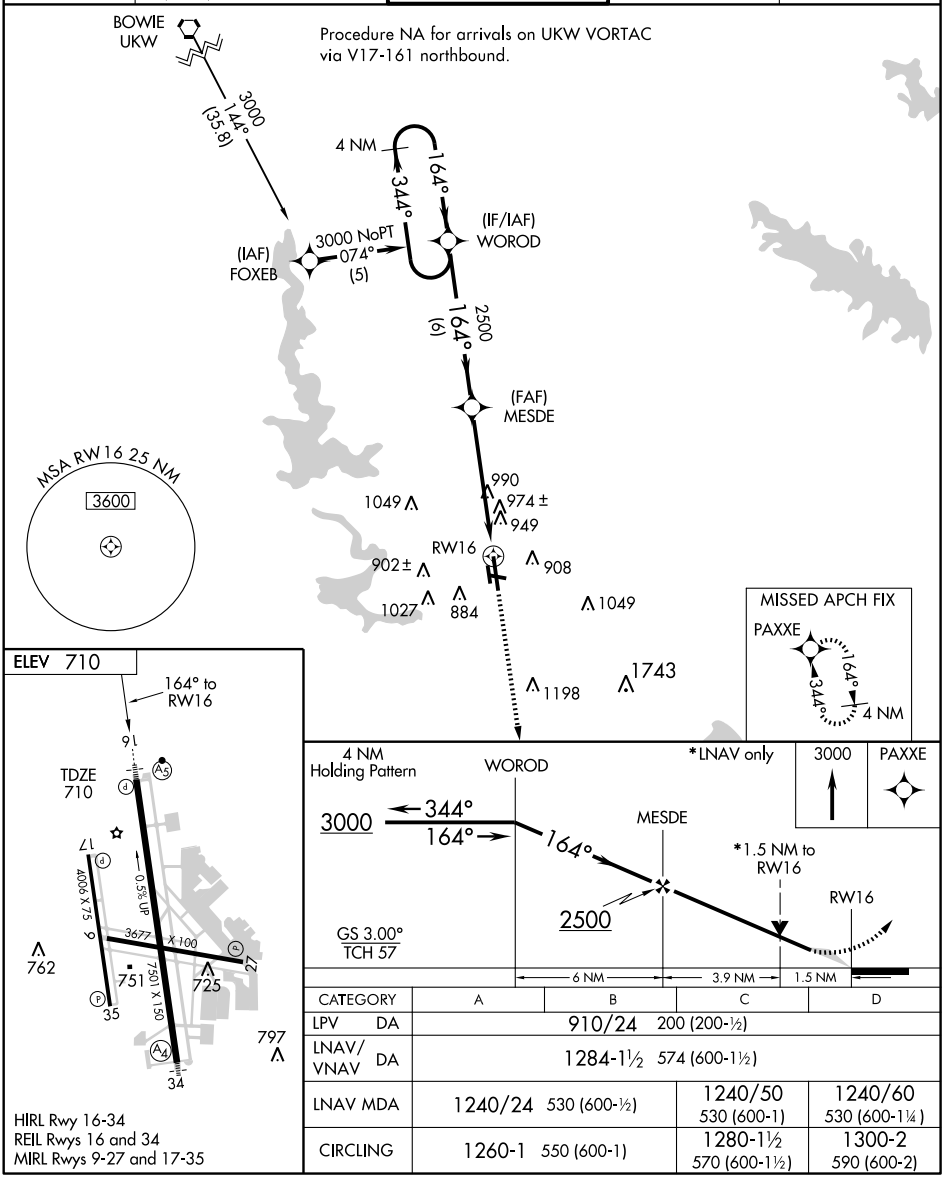
FORT WORTH MEACHAM INTL (FTW)

Circling to RW17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65



CATEGORY	A	B	C	D
LPV DA	910/24 200 (200-½)			
LNAV/VNAV DA	1284-1½ 574 (600-1½)			
LNAV MDA	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7501
CH 53412	344°	TDZE	680
W34A		Apt Elev	710

RNAV (GPS) RWY 34

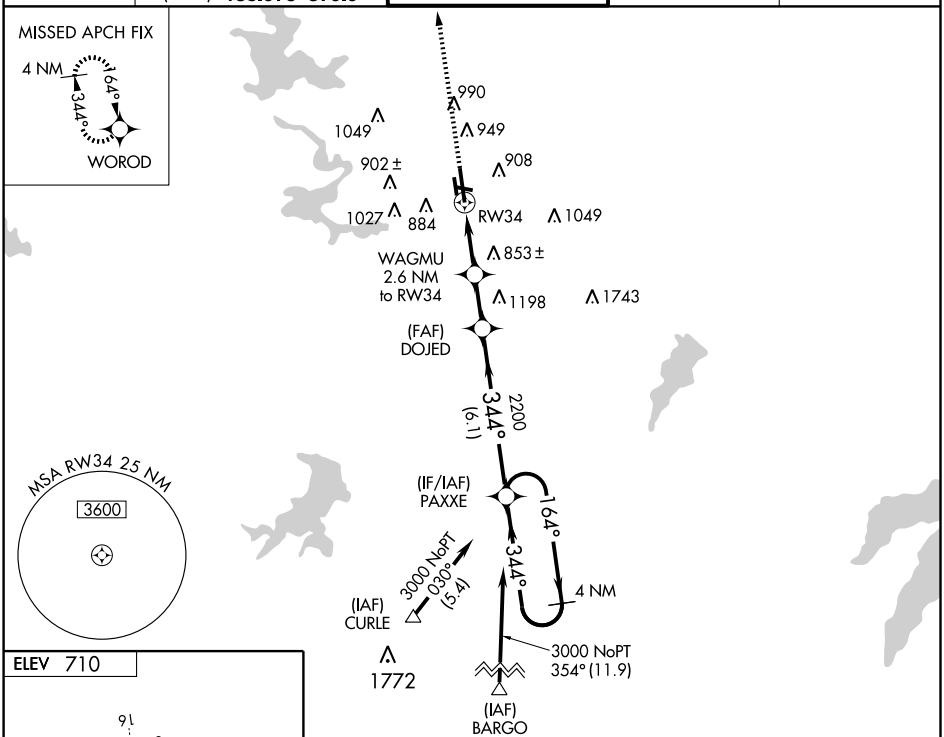
FORT WORTH MEACHAM INTL (FTW)

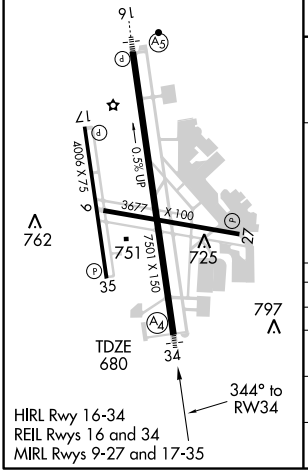
Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

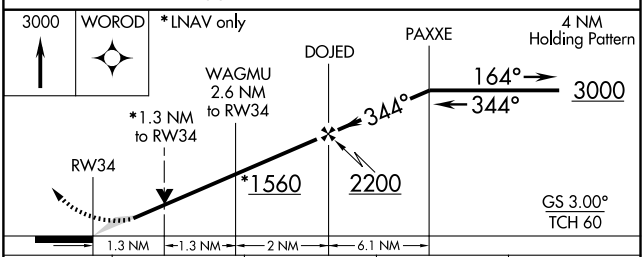
MALS

MISSED APPROACH: Climb to 3000 direct WOROD and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







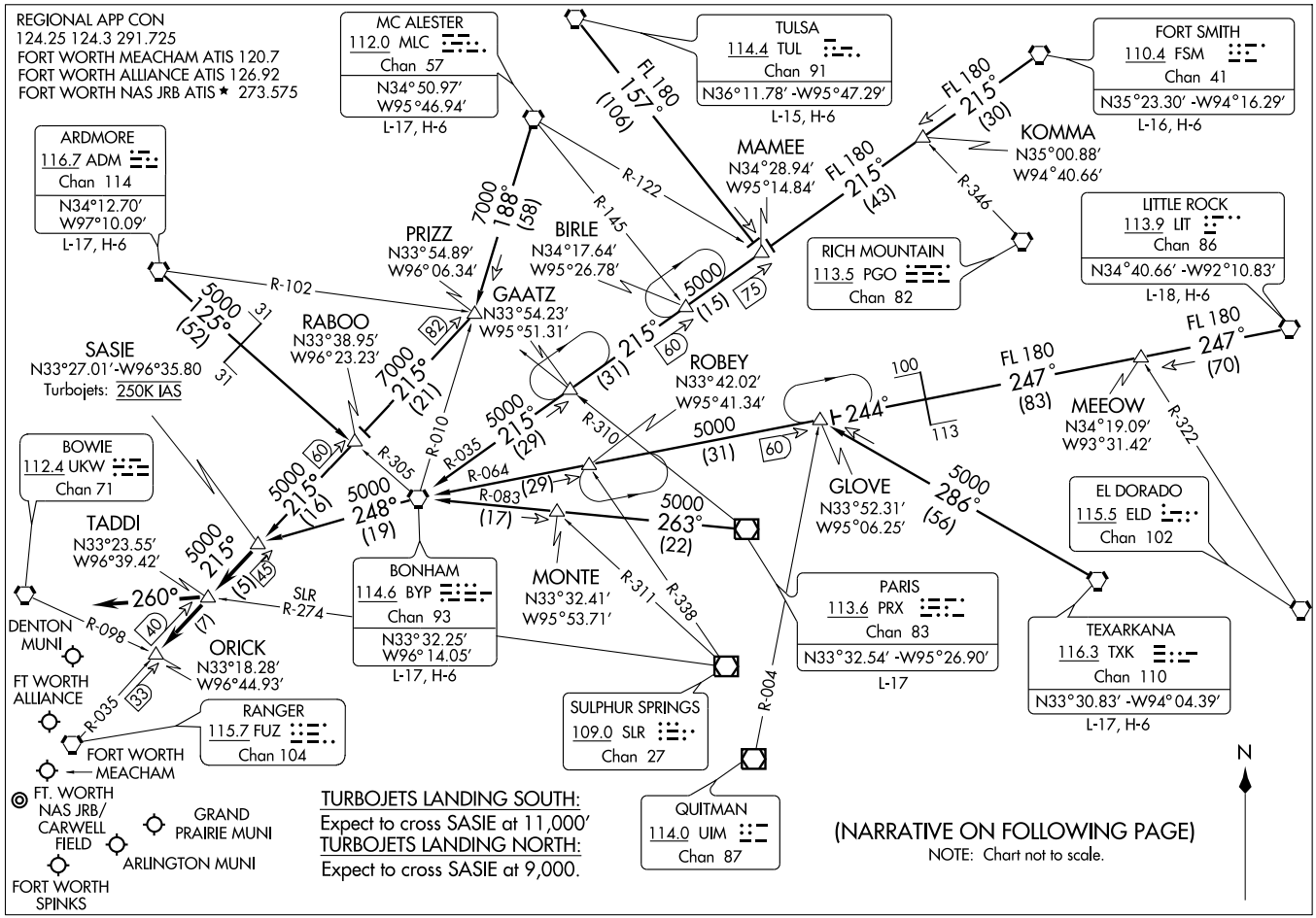
CATEGORY	A	B	C	D
LPV DA	880-¾ 200 (200-¾)			
LNAV/VNAV DA	1091-1½ 411 (400-1½)			
LNAV MDA	1160-¾ 480 (500-¾)		1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)

FORT WORTH ALLIANCE
DENTON MUNI
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/ CARSWELL FIELD

MILLSAP
117.7 MQP
Chan 124

ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6

WINK
112.1 INK
Chan 58
N31°52.49'-W103°14.63'
L-6, H-6

RANGER
115.7 FUZ
Chan 104

LIKES
N32°35.22'
W97°34.50'

SLUGG
N32°28.14'
W97°43.69'
Turbojets: Expect to cross at 6000'

PHILS
N32°11.41'
W100°18.30'

GEENI
N32°12.33'
W98°57.18'

CADES
N32°11.64'
W98°39.73'

SICUM
N32°10.23'
W98°06.78'

SITNA
N32°12.55'
W99°03.07'

CHECK
N31° 55.69'
W97° 59.43'

BRIAN
N32°01.87'
W97°43.17'

JUMBO
N31° 32.17'
W98°10.81'
H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14'-W99°49.01'

BROWNWOOD
108.6 BWD
Chan 23
N31°53.55'
W98°57.45'

SAN ANGELO
115.1 SJT
Chan 98

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58'
W97°52.66'
L-17,H-6

WACO
115.3 ACT
Chan 100
N31°39.74'
W97°16.14'
L-19,H-6

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13'-W98°08.51'

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30°22.71'-W97°31.79'
L-19-21, H-7

FL190 071° (151)
130
46
254°
R-254 (25)
4000 082° (39)
(44) (5) 267°
55 087° (15)
4000 (40) (28)
R-267
12
R-197 (115)
R-128 (111)
FUZ R-202
JEN 308°
4000 305° (32)
R-285
4000 017° (25)
40
R-110
R-240
R-359
R-338
R-353
4000 099° (49)
R-218
R-181
R-102
R-129
38 3000 042° (11)
27
R-222
R-202
4000 042° (27)
4000 016° (20)
64
FL180 359° (114)
(21) 350°
R-142
FL180 321° (58)

N

NOTE: Chart not to scale.

SLUGG SIX ARRIVAL
(SLUGG.SLUGG6) 09351
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-159 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

112.3 IBL R-126 Chan 70

115.2 SYO R-010 Chan 99

J52

R-277

R-212

R-145

R-201

R-196

R-206

13000 02° (124)

11000 016° (90)

11000 026° (57)

15000 303° (85)

11000 325° (66)

15000 303° (60)

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

ADM R-071

URH R-307

ADM R-097

90

90

80

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

R-179

4000 359° (46)

9000 360° (56)

9000 012° (55)

8000 022° (42)

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

R-094

R-092

R-256

R-254

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

348° (34)

360° (34)

012° (35)

022° (38)

TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceding on course.

TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692′ from DER, 696′ right of centerline, 37′ AGL/739′ MSL.
Rwy 35: Tree 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. Tree 567′ from DER, 225′ right of centerline, 36′ AGL/699′ MSL.

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

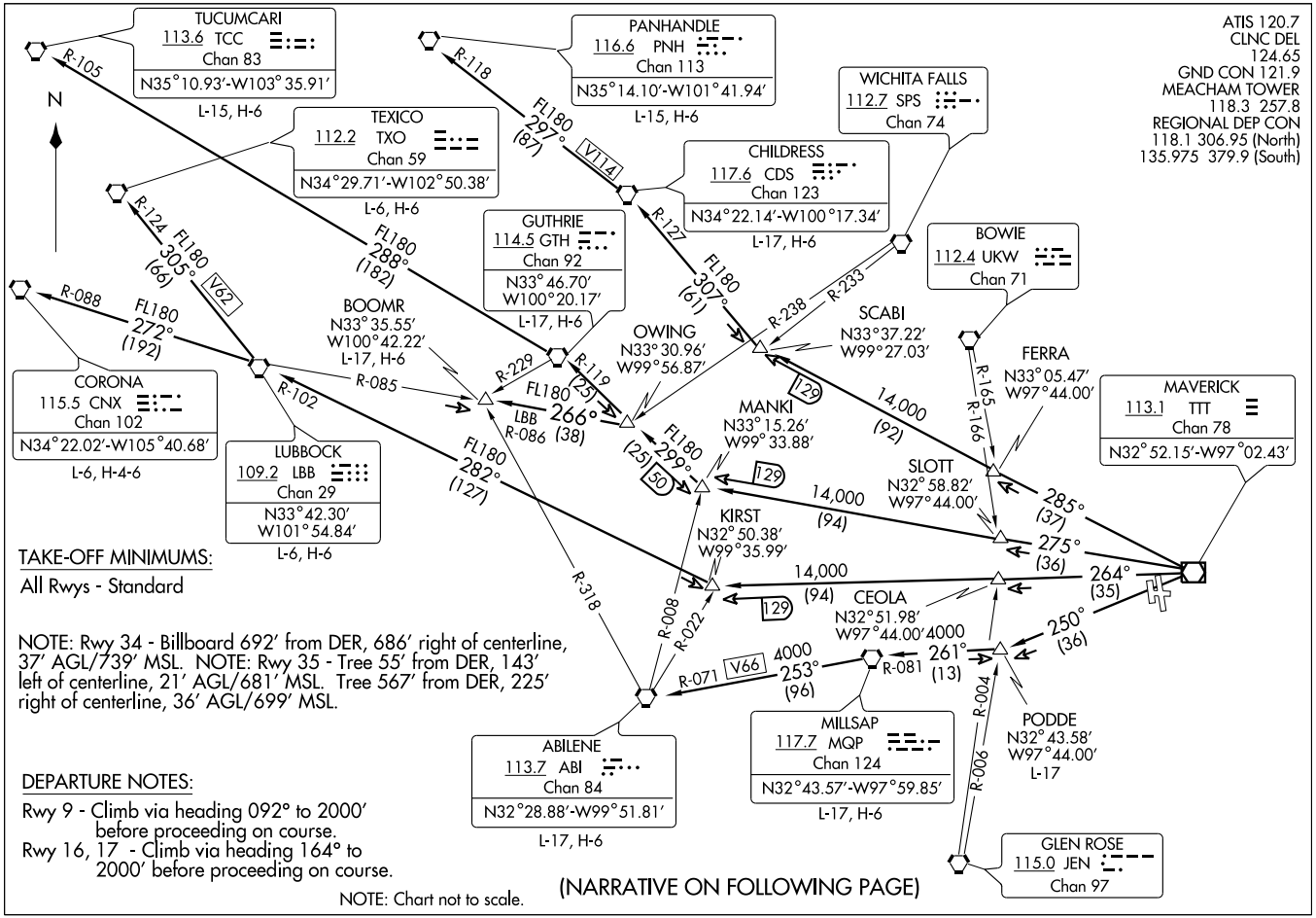
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL 124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

DEPARTURE PROCEDURE:
Rwy 9, Climb heading 092° to 2000 before proceeding on course.
Rwy 16: Climb heading 164° to 2000 before proceeding on course.
Rwy 17: Climb heading 164° to 2000 before proceeding on course.

TAKE-OFF MINIMUMS
Rwys 16, 17, 27, 35: Standard
Rwy 9: 300-1½ or standard with minimum climb of 216 feet per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 ft per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1900 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE
(WYLIE5.TTT) 07298
SL-159 (FAA)
FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, up to 229' AGL/877' MSL.

Rwy 27, tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL.

Rwy 17, bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' feet from departure end of runway, 744' left of centerline, 43' AGL/703' MSL.

Rwy 34, multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL.

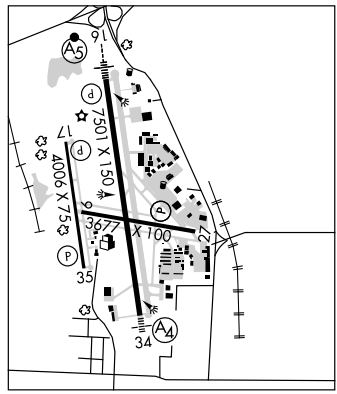
Rwy 35, tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end runway, 1' right of centerline, 46' AGL/706' MSL.

Rwy 16, Tower 5.8 NM southeast from departure end of runway, 1113' AGL/1743' MSL. Building 3.5 NM southeast from departure end of runway, 590' AGL/1196' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

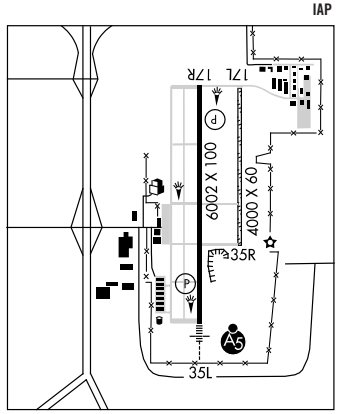
FORT WORTH MEACHAM INTL (FTW) 5 N UTC−6(−5DT) N32°49.19′ W97°21.75′ **DALLAS–FT. WORTH**
710 B S4 **FUEL** 100LL, JET A, A1+ OX 1, 3 TPA—(See Remarks) LRA **COPTER**
ARFF Index—See Remarks NOTAM FILE FTW **H–6H, L–17C, A**

RWY 16–34: H7501X150 (CONC–GRVD) S–80, D–100, 2S–127, 2D–190, 2D/2D2–350 HIRL 0.5% up N **IAP, AD**
RWY 16: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 56′. Pole.
RWY 34: REIL. MALS. Rgt tfc.
RWY 17–35: H4006X75 (ASPH) S–12.5, D–50 MIRL
RWY 17 PAPI(P2L)—GA 3.75° TCH 51′. Dam. Rgt tfc.
RWY 35 PAPI(P2L)—GA 3.25° TCH 40′.
RWY 09–27: H3677X100 (ASPH) S–30, D–45, 2D–60 MIRL
RWY 27: PAPI(P2R)—GA 3.0° TCH 40′. Pole.



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Class IV, ARFF Index A. ARFF Index B available all users all hrs. Rwy 17–35 and Rwy 09–27 Twys B, B1, C and D west of Rwy 16–34, Twys C and M east of Twy A, Twys H, J, K South of Rwy 09–27, Twy G SE of Twy K clsd to air carrier acft with more than 30 passenger seats. Rwy 09–27 has ravelling in cracks and block cracks spaced 5 ft apart or less. Twy K south of Rwy 09–27 clsd to acft weighing over 12,500 lbs. Tfc pattern altitude for Rwy 17–35 1300(590), all other rwys 1500(790). Landing fee for acft weighing over 70,000 lbs maximum landing weight.
WEATHER DATA SOURCES: ASOS (817) 626–5811.
COMMUNICATIONS: ATIS 120.7 **UNICOM** 122.95
RCO 122.6 (FORT WORTH RADIO)
Ⓡ **RGNL APP/DEP CON** 118.1 (North) 135.975 (South)
MEACHAM TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 124.65
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 240° 10.2 NM to fld. 637/6E.
MUFIN NDB (LOM) 365 FT N32°53.58′ W97°22.41′ 165° 4.4 NM to fld.
ILS/DME 109.9 I–FTW Chan 36 Rwy 16. Class IT. LOM MUFIN NDB. Back course unusable.
ILS/DME 109.9 I–UXT Chan 36 Rwy 34.

FORT WORTH SPINKS (FWS) 14 S UTC−6(−5DT) N32°33.91′ W97°18.49′ **DALLAS–FT. WORTH**
700 B S4 **FUEL** 100LL, JET A TPA—1700(1000) NOTAM FILE FWS **COPTER**
RWY 17R–35L: H6002X100 (ASPH) S–40, D–50, 2D–90 MIRL **H–6H, L–17C, A**
RWY 17R: PAPI(P4L)—GA 3.0° TCH 40′. P-line. Rgt tfc. **IAP**
RWY 35L: MALSR. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 17L–35R: 4000X60 (TURF)
RWY 35R: Ground Rgt tfc.



AIRPORT REMARKS: Attended 1400–0300Z‡. 24 hr FBO. 100LL self serve 24 hr with major credit card. Birds invof arpt. Rotorcraft opns rstd in self svc fuel areas. Unlgtd antenna array 212′ AGL 5 NM southeast of arpt. Rwy 17L–35R avbl only during dalgt/VFR and dry weather surface conditions. Rwy 17L–35R reflective markers 80′ apart outline rwy. Noise abatement procedure, avoid noise sensitive areas all quadrants of arpt, maintain altitudes at or above 1000′ AGL over these areas. ACTIVATE MALSR Rwy 35L—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (817) 426–4172.
COMMUNICATIONS: CTAF 124.625 **UNICOM** 122.7
Ⓡ **RGNL APP/DEP CON** 135.975
SPINKS TOWER 124.625 (1400–0300Z‡) **GND CON** 119.475
GCO 121.725 (FORT WORTH CLNC and FLIGHT SERVICES)
AIRSPACE: CLASS D svc 1400–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DFW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 193° 20.5 NM to fld. 637/6E.
ILS 110.95 I–JZW Rwy 35L. ILS unmonitored.

REGIONAL DEP CON
135.975 379.9
CTAF 124.625
TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA (Environmental)
Rwys 17R/35L: Standard.
DEPARTURE PROCEDURE:
Rwy 17R: Climb via heading 173° to 1200 before turning right.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
QUITMAN
114.0 UJM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
ORTRO
N33°41.47'
W94°12.75'
SHERO
N33°04.49'
W95°33.78'
SHRLY
N32°44.60'
W94°18.17'
TEKBE
N32°42.80'
W94°47.73'
POTEN
N32°39.33'
W95°40.03'
GREGG COUNTY
112.3 GGG
Chan 70
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
COBUG
N33°17.38'
W95°37.68'
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SOLDO
N32°51.92'
W96°19.94'
L-17
CLARE
N32°45.66'
W96°19.93'
FL200
077°
(125)
FL200
097°
(206)
14000
072°
(134)
14000
111°
(116)
10000
079°
(44)
5000
081°
(49)
6000
(34)
5000
(39)
5000
(36)
084°
(36)
094°
(36)
071°
(36)
090°
(36)
059°
(117)
064°
(36)
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

REGIONAL DEP CON
135.975 379.9
CTAF 124.625

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

DEPARTURE PROCEDURE:
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200' before turning right.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH, TEXAS
FORT WORTH SPINKS (FWS)
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

REGIONAL DEP CON
135.975 379.9
CTAF 124.625
AWOS-3 120.025

N

TAKE-OFF MINIMUMS:
Rwys 17L/35R NA.
Rwys 17R/35L standard.

DEPARTURE PROCEDURE:
Rwy 17R: Climb heading 173° to 1200 before turning right.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-181
R-182
R-184
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SL-6917 (FAA)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17R:
Tree 4,909' from departure end of runway, 1,556' left of centerline, 60' AGL/830' MSL.

LOC I-JZW	APP CRS	Rwy Idg	6002
110.95	353°	TDZE	697
		Apt Elev	700

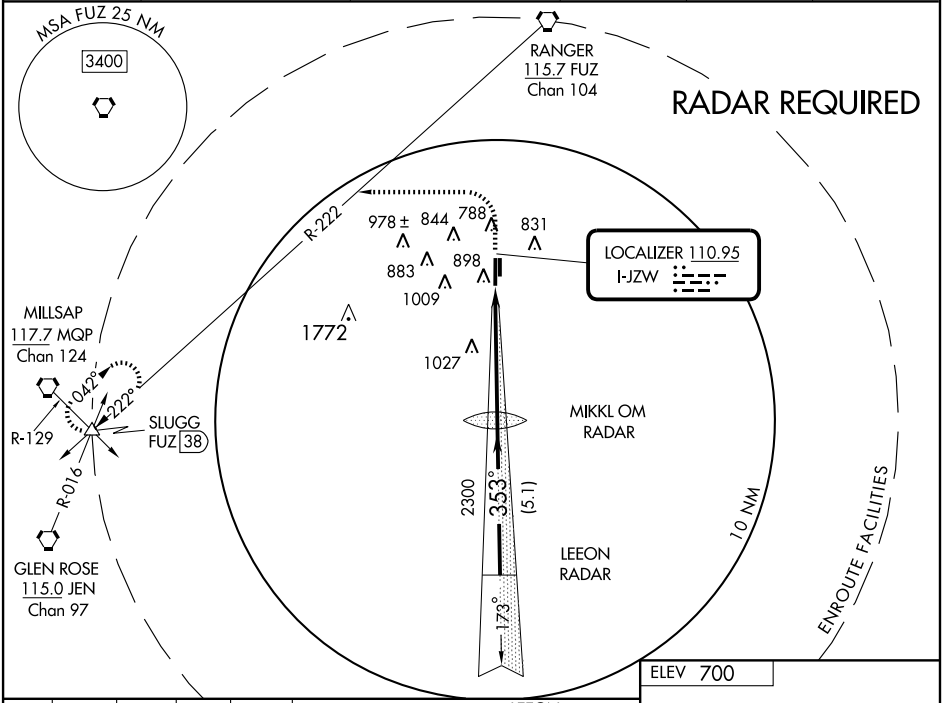
ILS RWY 35L
FORT WORTH SPINKS (FWS)

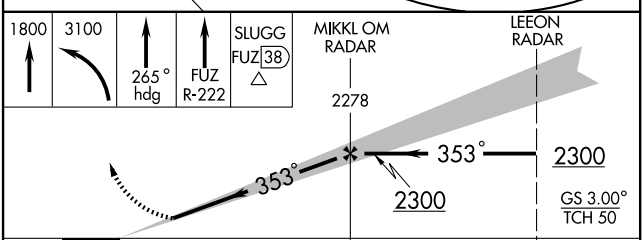
Circling not authorized west of Runway 17R-35L. Obtain local altimeter on CTAF; when not received, use Fort Worth Meacham altimeter setting minimums.

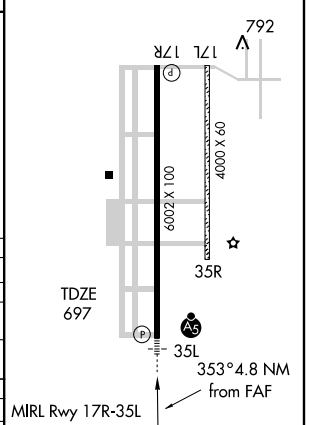
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 via heading 265°and FUZ R-222 to SLUGG Int/FUZ 38 DME and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7







CATEGORY	A	B	C	D
S-ILS 35L	897-½ 200 (200-½)			
S-LOC 35L	1220-½ 523 (600-½)		1220-1 523 (600-1)	1220-1¼ 523 (600-1¼)
CIRCLING	1220-1 520 (600-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)
	FORT WORTH MEACHAM ALTIMETER SETTING MINIMA			
S-ILS 35L	934-½ 237 (300-½)			
S-LOC 35L	1260-½ 563 (600-½)		1260-1 563 (600-1)	1260-1¼ 563 (600-1¼)
CIRCLING	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	1260-2 560 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-6917 (FAA)

GND CON 119.475
SPINKS TOWER*
124.625 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3 120.025

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

DEPARTURE PROCEDURE:
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

NELYN
N32°17.10′
W97°11.15′

DARTZ
N32°17.07′
W96°48.93′

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

156° (25)
62

BRDEN
N31°53.06′
W96°39.80′

GLEN ROSE
115.0 JEN
Chan 97

177° (38)
4000
8000 (45)
7000 (35)
70
6000 (23)

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

TNV
R-334
85
154°
11 NM

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

R-357
R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

156° (22)
6000
187

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

R-268

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

R-012
R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

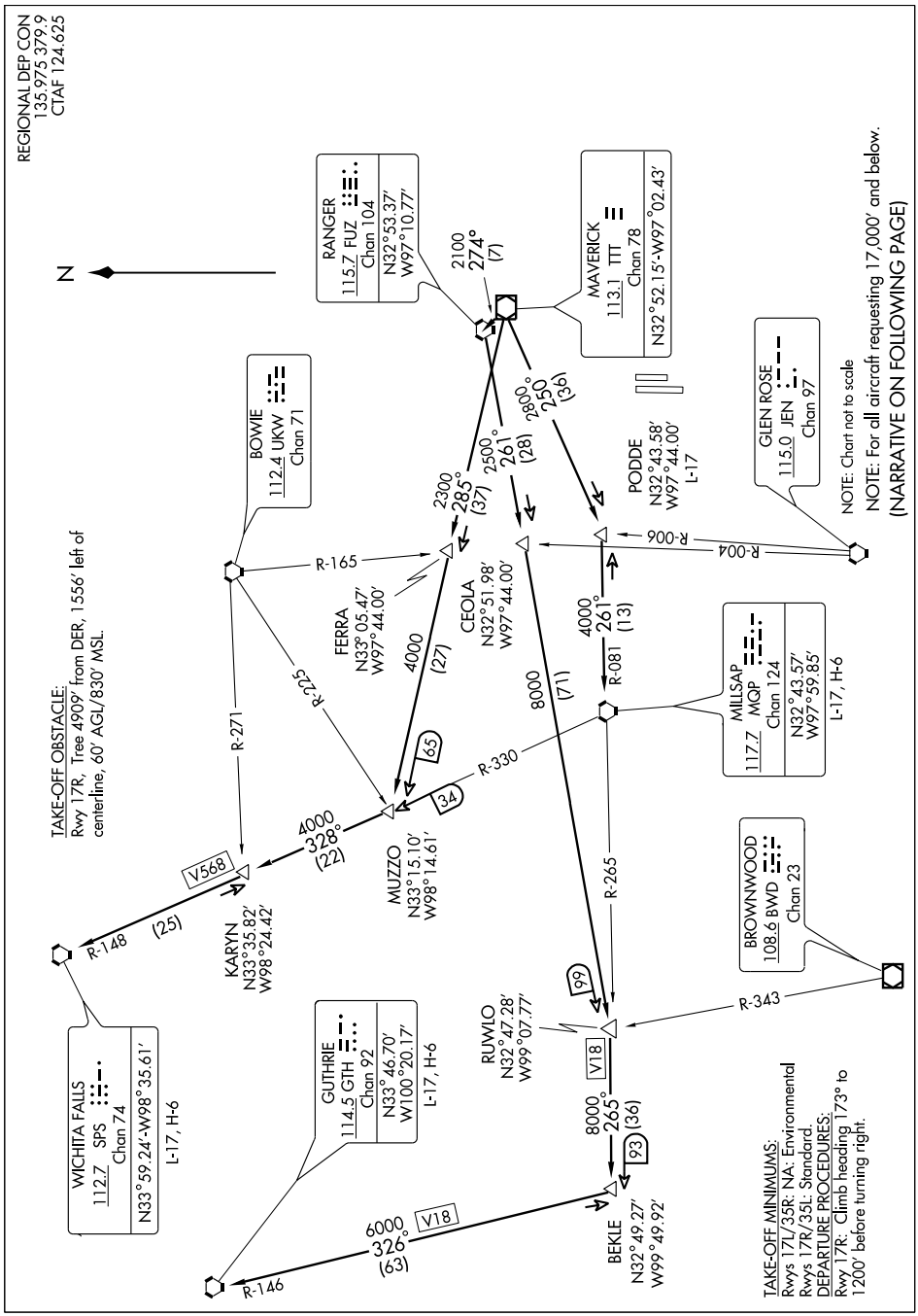
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

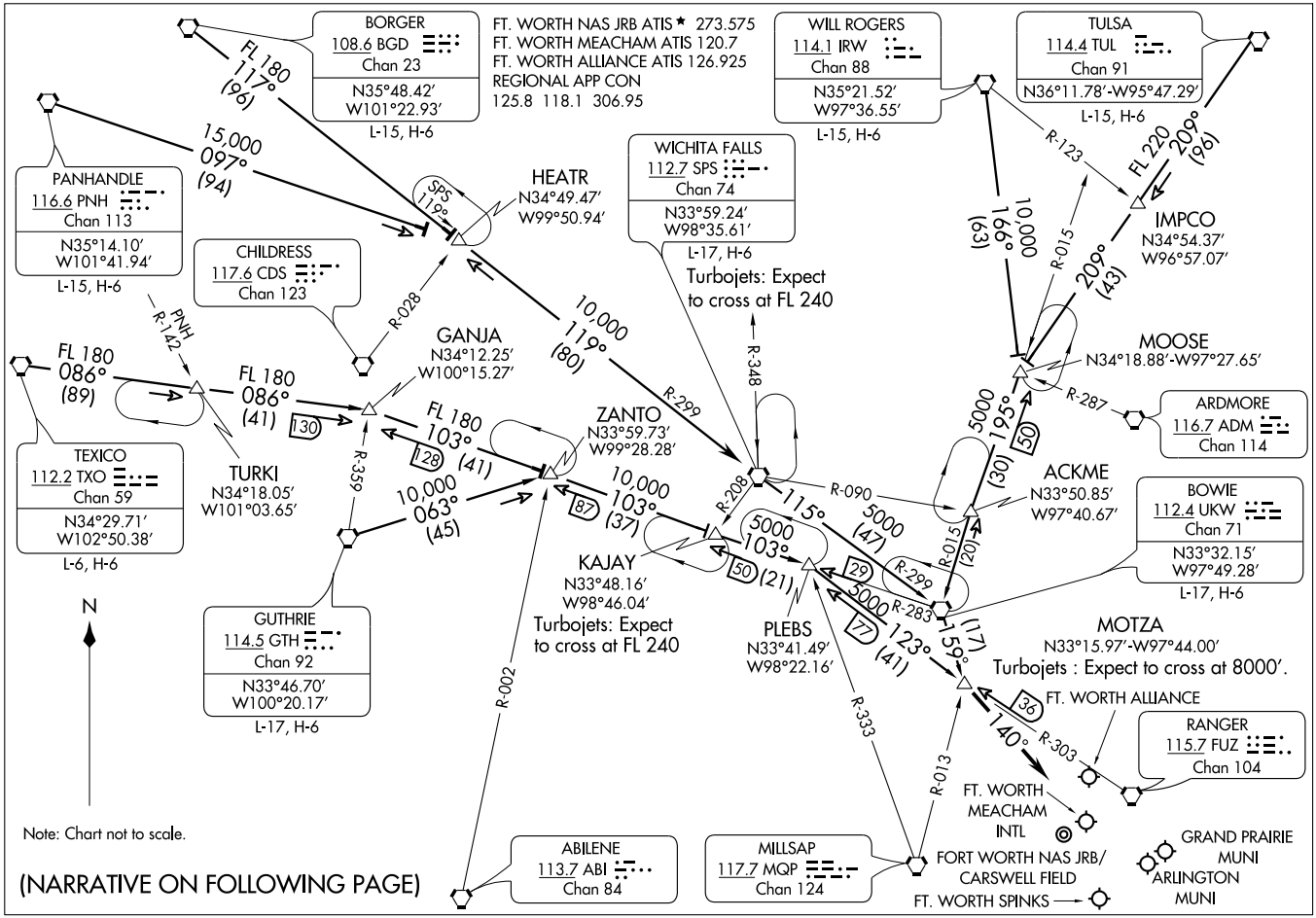
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



Note: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
DALLAS-FT. WORTH, TEXAS

ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6002
CH 62899	173°	TDZE	700
W17A		Apt Elev	700

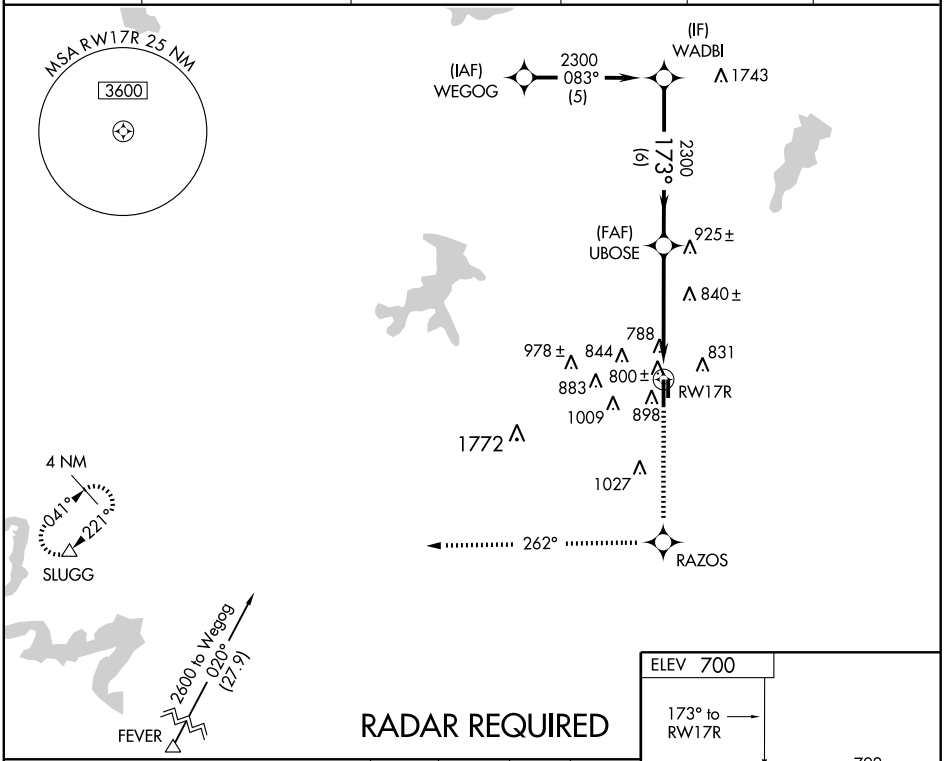
RNAV (GPS) RWY 17R

FORT WORTH SPINKS (FWS)

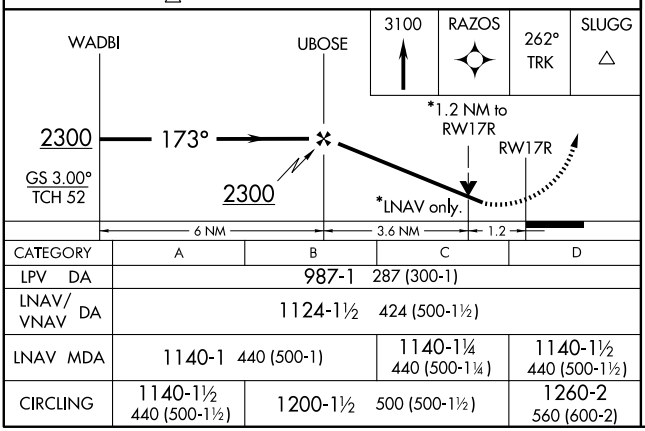
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 3100 direct RAZOS and via 262° track to SLUGG and hold.

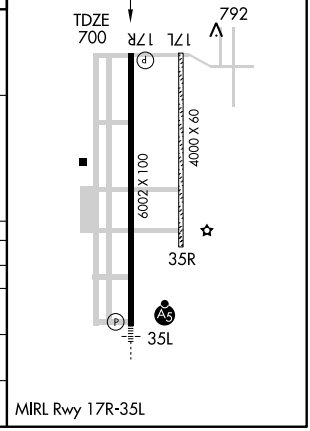
AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	987-1	287 (300-1)		
LNAV/VNAV DA	1124-1½	424 (500-1½)		
LNAV MDA	1140-1	440 (500-1)	1140-1¼ 440 (500-1¼)	1140-1½ 440 (500-1½)
CIRCLING	1140-1½ 440 (500-1½)	1200-1½ 500 (500-1½)		1260-2 560 (600-2)



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 57999 W35A	APP CRS 353°	Rwy Idg 6002 / TDZE 697 / Apt Elev 700

RNAV (GPS) RWY 35L

FORT WORTH SPINKS (FWS)

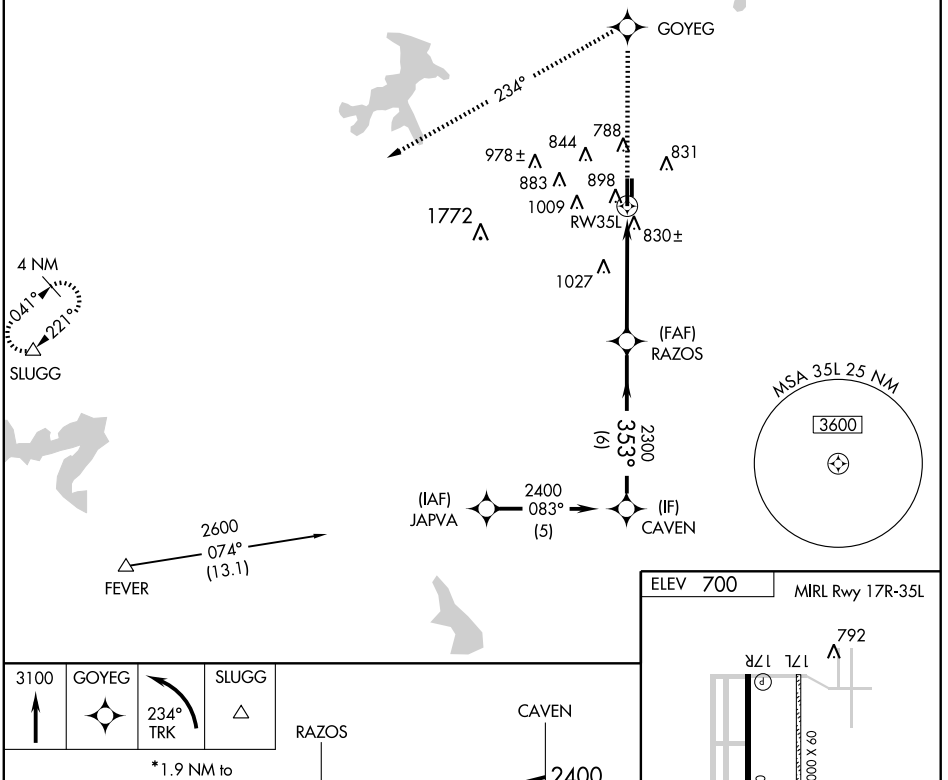
▼ ▲ DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV visibility all Cats to 1. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

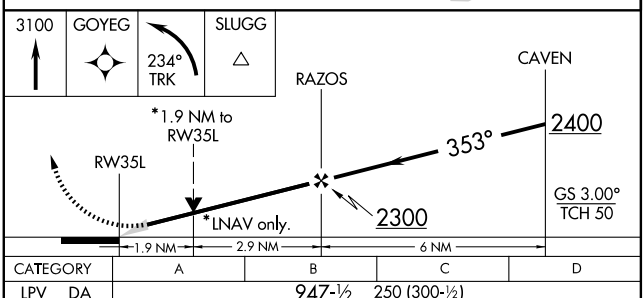
MALSR

MISSED APPROACH: Climb to 3100 direct GOYEG and left turn via 234° track to SLUGG and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7

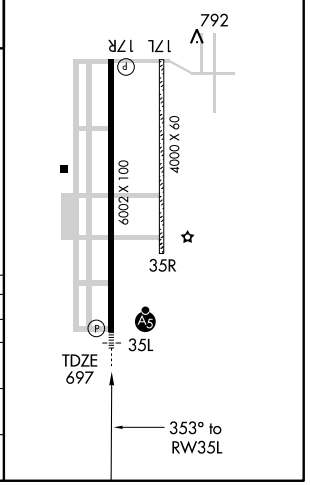
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	947-½ 250 (300-½)			
LNAV/VNAV DA	1112-1 415 (500-1)			
LNAV MDA	1340-½ 643 (700-½)		1340-1¼ 643 (700-1¼)	1340-1½ 643 (700-1½)
CIRCLING	1340-1½ 640 (700-1½)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)

ELEV 700 MIRL Rwy 17R-35L

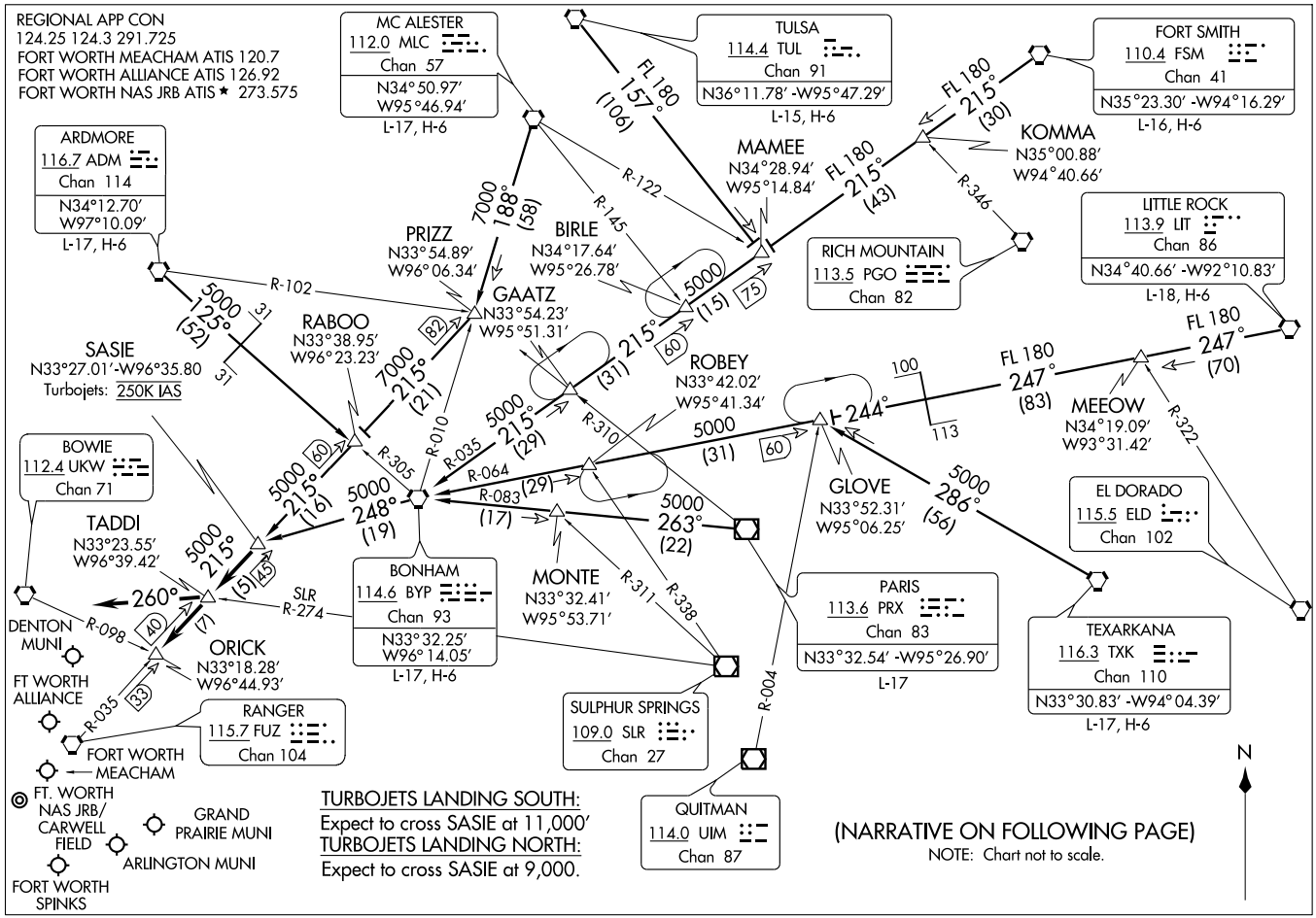


SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

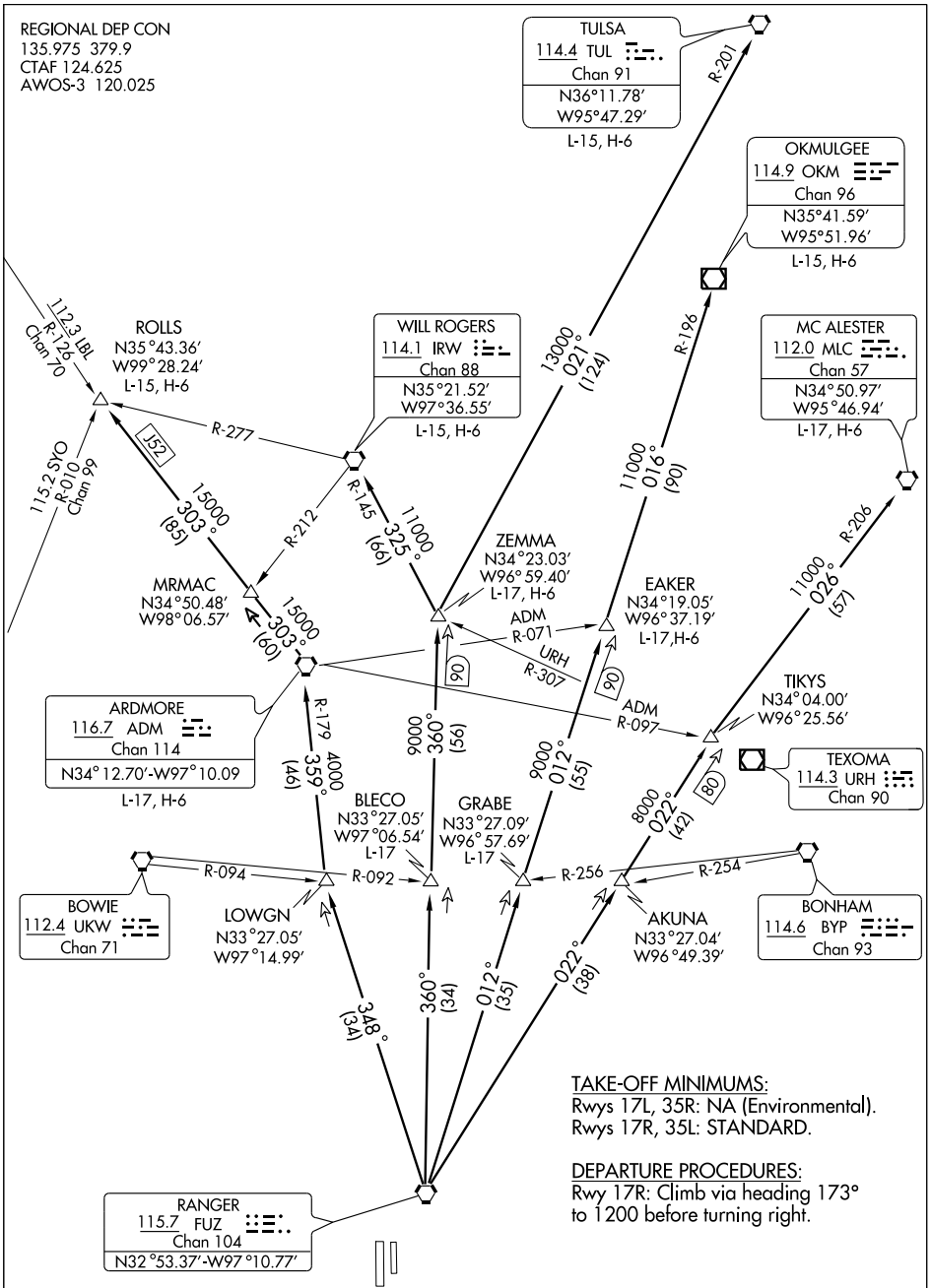
ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-6917 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

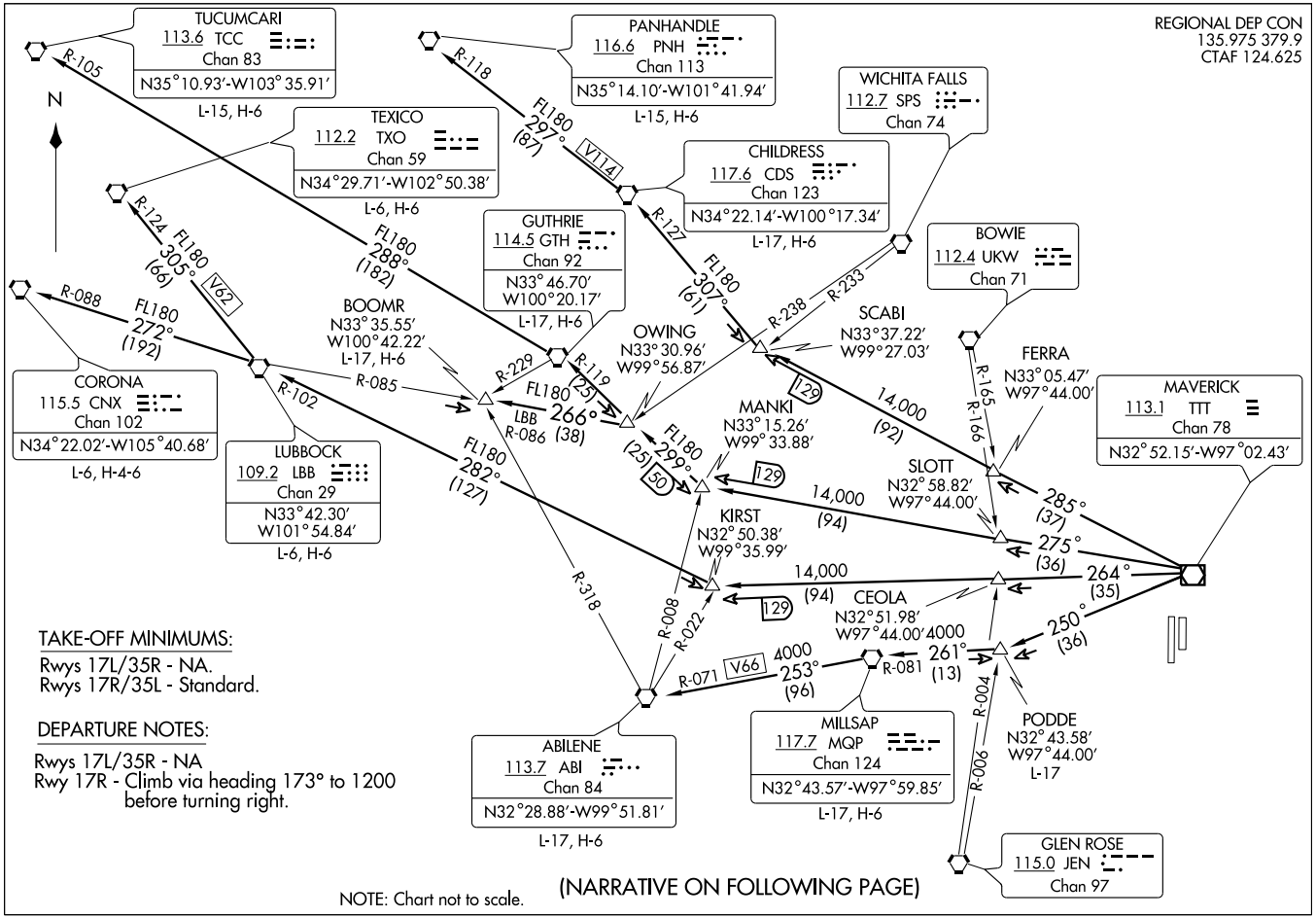
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS



WORTH FIVE DEPARTURE
(WORTH5.TTT) 08269
FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

SI-6917 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

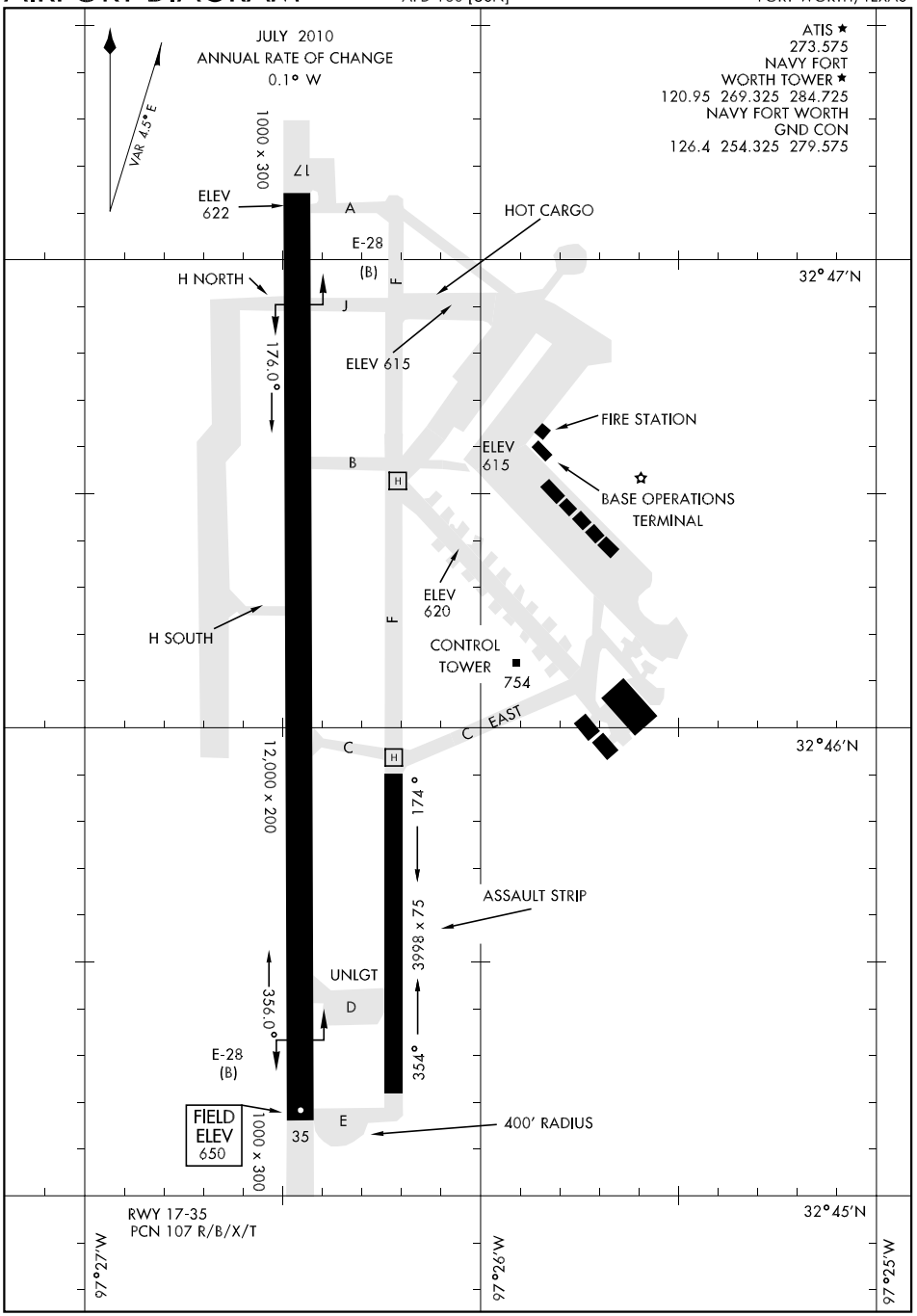
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

FORT WORTH NAS JRB (CARSWELL FLD) (NFW) N (AFRC) 5 W UTC−6(−5DT) **DALLAS–FT WORTH**
N32°46.15′ W97°26.49′ **COPTER**
650 B TPA—See Remarks NOTAM FILE NFW Not insp. **H–6H, L–17C, A**
RWY 17–35: H12000X200 (CONC) PCN 107 R/B/W/T HIRL **DIAP, AD**
RWY 17: REIL. OLS. PAPI(P4L). Rgt tfc. **RWY 35:** ALSF1. PAPI(P4L).
ARRESTING GEAR/SYSTEMS
RWY 17 HOOK E28(B) (1250′) HOOK E28(B) (1375′) **RWY 35**
MILITARY SERVICE: A–GEAR Short field cable not maintained in battery on active rwy. 20 min prior notice required for short field engagement. **JASU** 1(NCPP–105) 1(NC–8) 4(AM32A–86D) 7(AM32A–60A) **FUEL** J8 Opr 1200–0430Z‡. **FLUID** SP PRESAIR Limited LOX LOX svc not avbl with non–removable LOX converters UFN. **OIL** O–133–148 Limited JOAP **TRAN ALERT** No priority basis. Limited tran svc/maintenance avbl, emerg only. Hangar space/fleet svc/de–ice unavbl. Tran acft ctc twr on ground frequency prior to engine start/taxiing. 48 hr PN for PPR acft requiring daily transient/ATC svc. Rules of ATC svcs brief required for acft opr out of NAS Ft Worth.
MILITARY REMARKS: Opr Mon–Fri 1300–0500Z‡, Sat and Sun 1500–2300Z‡, other times by NOTAM. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR all acft DSN 739–5715/5677, C817–782–5715/5677. PPR all acft parking ANG ramp, DSN 874–3256, C817–852–3256, normal opr Tue–Fri 1130–2215Z‡, clsd Sat, Sun, Mon, and hol. All tran acft ctc ANG OPS 226.9 15 min prior to ldg. **CAUTION** Foreign Object Damage free on center 200′ of rwy only. Taxi on centerline, increase interval. Four–engine acft, secure outboard engine. Moderate and strong west wind reduced at touchdown point Rwy 17 by Lockheed Complex. **TFC PAT** TPA—Rectangular 1700(1050), overhead 2200(1550). Enter helicopter tfc pattern east of rwy 1200(550). **NS ABT MT:** Effective Mon–Sat 0400–1300Z‡, Sun 0400–1800Z‡, departures and straight-in full stop ldg only. **CSTMS/AG/IMG** US military customs schedule Mon–Fri 1400–2200Z‡ 48 hr prior notice through NAS Security DSN 739–5200, C817–782–5200. **MISC** Rwy 17 first 1000′ conc, 6700′ high–friction asph, 2800′ grooved conc, remaining 1500′ conc. Twy A will be clsd between Twy F and the ramp from 1630–1730 local, Tue thru Fri, and at other times as disseminated by NOTAM. Flight Plan Dispatch DSN 739–7531, C817–782–7531. On site Wx forecasting not avbl, ctc 1–888–PILOT–WX (1–888–745–6899) for forecasting svc. Duty driver not avbl. Lockheed/Martin—Official Business Only. For access, ctc Lockheed Martin flt ops DSN 838–5677, C817–763–3624. See FLIP AP/1 Supplementary Arpt Remark for additional information. **AFRC** DSN 739–6888. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: SFA ATIS 273.575 (1300–0500Z‡)
Ⓡ **RGNL APP/DEP CON** 125.8 257.95
NAVY FORT WORTH TOWER 120.95 269.325 284.725 (Mon–Fri 1300–0500Z‡, Sat–Sun 1500–2300Z‡ other times by NOTAM.)
NAVY FORT WORTH GND CON 126.4 254.325 279.575 **NAVY FORT WORTH ARR** 128.775 371.875 (Mon–Fri 1300–0500Z‡, clsd Sat, Sun and hol.)
PMSV METRO 342.55 **BASE OPS** 291.775 **LOCKHEED** 284.1 292.5 (Mon–Fri 1300–0000Z‡) **ANG OPS** 226.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
(L) TACAN Chan 24 NFW (108.7) N32°46.28′ W97°26.36′ at fld. 631/7E. TACAN unavbl 0500–1300Z‡. No NOTAM MP Wed 1330–1530Z‡.
TACAN unusable:
180°–320° byd 20 NM blo 4,000′.
ILS 108.7 I–NFW Rwy 17. ILS unavbl when twr clsd. No NOTAM MP Mon and Wed 1300–1600Z‡.
ILS 109.3 I–FWH Rwy 35. ILS unavbl 0500–1300Z‡. No NOTAM MP Mon and Tue 1300–1600Z‡.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

FOSTR N28°54.91′ W97°00.03′ NOTAM FILE VCT. **HOUSTON**
NDB (LOM) 226 VC 125° 5.7 NM to Victoria Rgnl.

FOX STEPHENS FLD–GILMER MUNI (See GILMER)

FRANKLIN CO (See MOUNT VERNON)

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

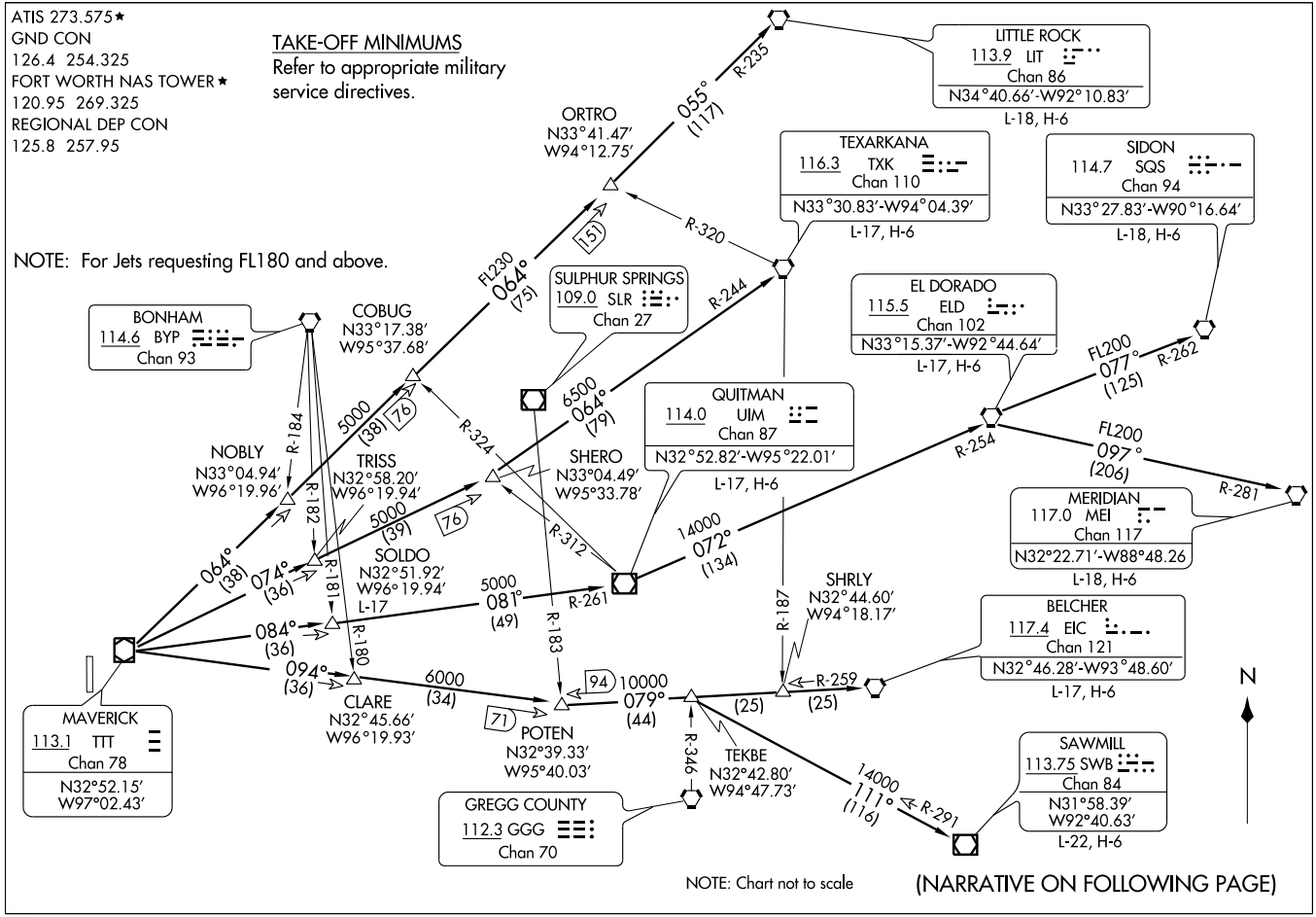
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

ATIS 273.575★
GND CON
126.4 254.325
FORT WORTH NAS TOWER★
120.95 269.325
REGIONAL DEP CON
125.8 257.95

TAKE-OFF MINIMUMS
Refer to appropriate military service directives.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)
DALLAS, TEXAS

SI-160 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE SL-160 (FAA)

SC-2, 26 AUG 2010 to 23 SEP 2010

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)
FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 17

LOC I-NFW 108.7	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS 120.7	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575		125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

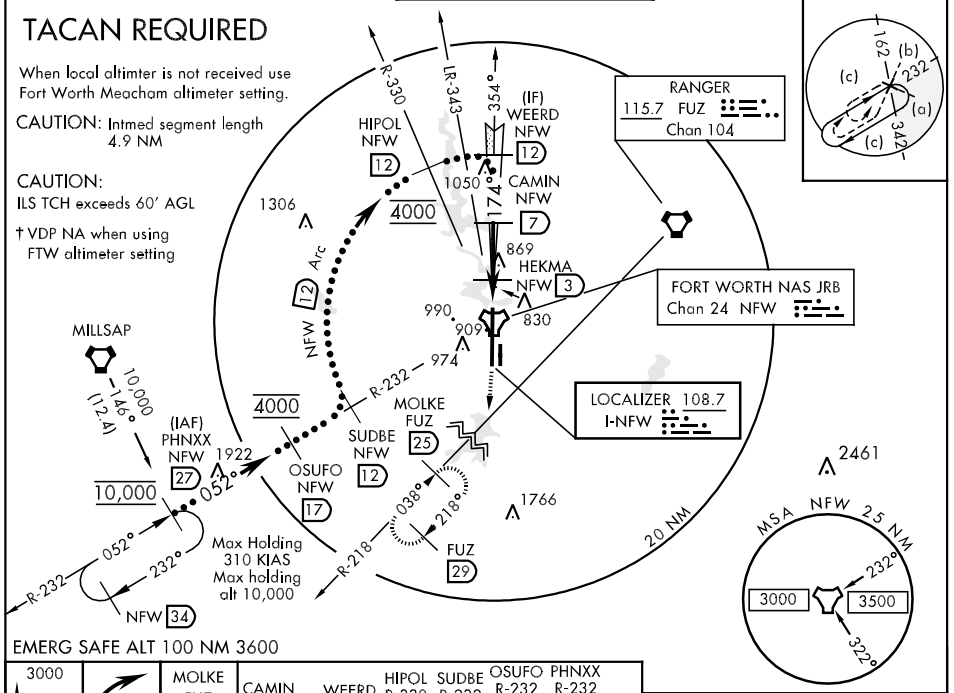
TACAN REQUIRED

When local altimter is not received use Fort Worth Meacham altimeter setting.

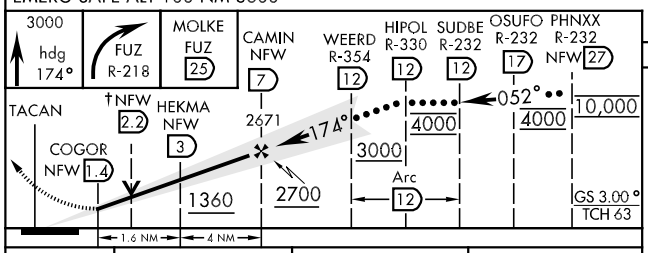
CAUTION: Intmed segment length 4.9 NM

CAUTION: ILS TCH exceeds 60' AGL

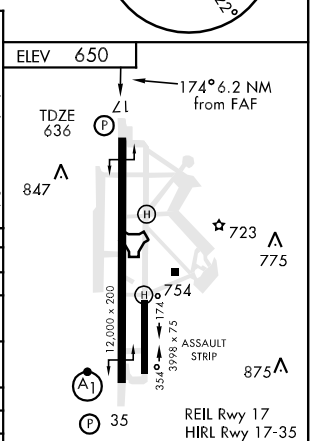
† VDP NA when using FTW altimeter setting



EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-ILS 17	836-¾ 200 (200-¾)		
S-LOC 17	1080-1¼ 444 (500-1¼)	1080-1 ½ 444 (500-1½)	
CIRCLING *	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 17	856-1 220 (300-1)		
S-LOC 17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)



FAF to MAP 5.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 35

LOC I-FWH 109.3	APCH CRS 354°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

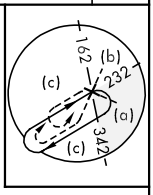
ALSF-1

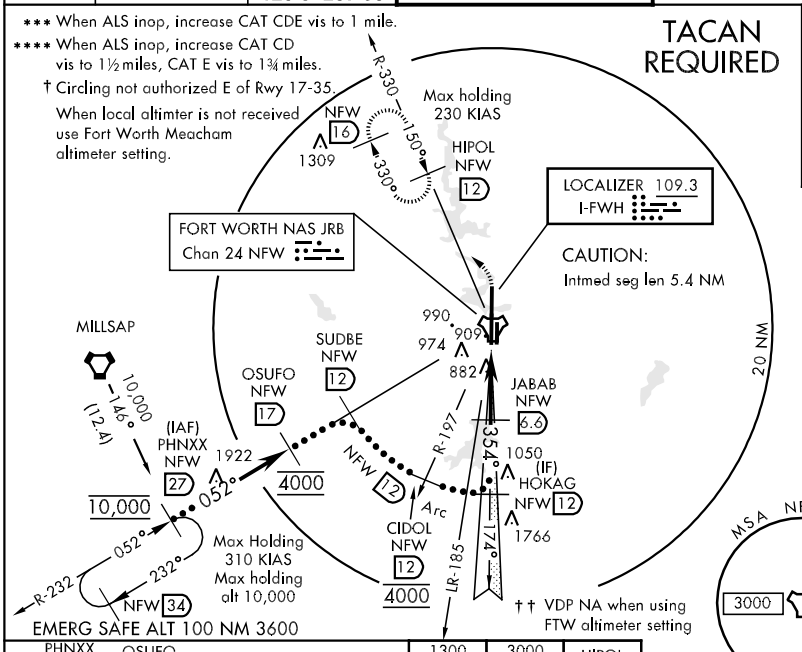
MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 via NFW TACAN R-330 to HIPOL and hold.

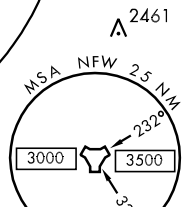
ATIS ★ 273.575	FORT WORTH MEACHAM INTL ATIS 120.7	REGIONAL APP CON 125.8 257.95	NAVY FORT WORTH TOWER ★ 120.95 269.325 284.725	NAVY FORT WORTH GND CON 126.4 254.325 279.575	ASR/ PAR

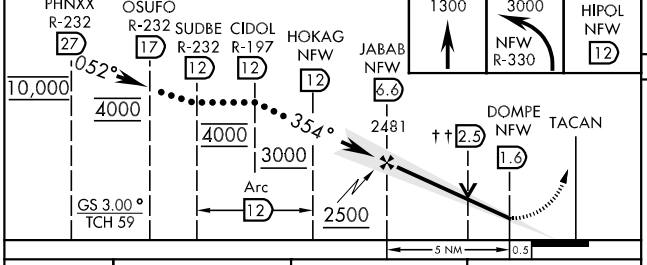
*** When ALS inop, increase CAT CDE vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
† Circling not authorized E of Rwy 17-35.
When local altimter is not received use Fort Worth Meacham altimeter setting.

TACAN REQUIRED

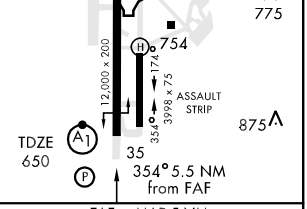








ELEV 650



CATEGORY	C	D	E
S-ILS 35*	850-½	200	(200-½)
S-LOC 35**	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
CIRCLING †	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 35***	870-½	220	(300-½)
**** S-LOC 35	1160-1 510 (600-1)		1160-1¼ 510 (600-1¼)
CIRCLING †	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-ILS or LOC/DME RWY 35

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 17

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFW Chan 24	172°	12,000	636	650

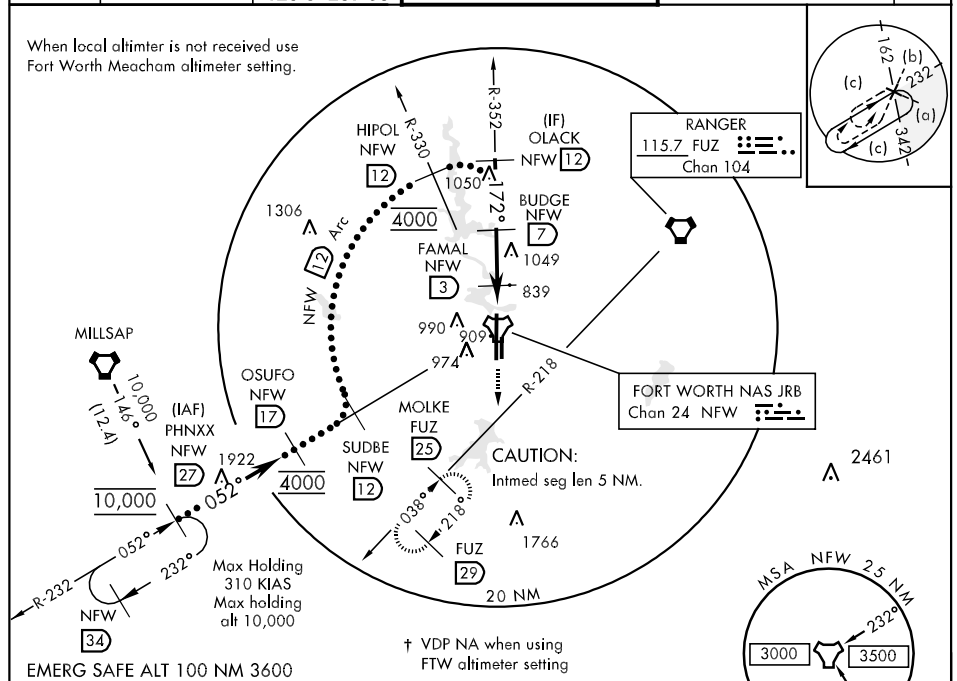
JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

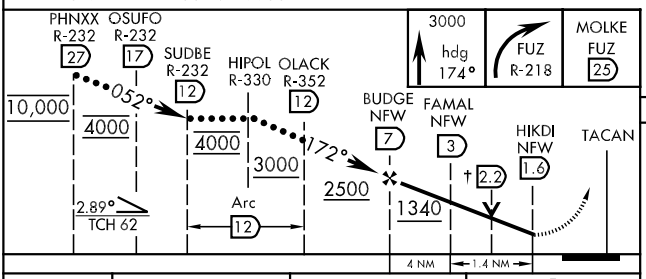
* Circling not authorized E of Rwy 17-35.

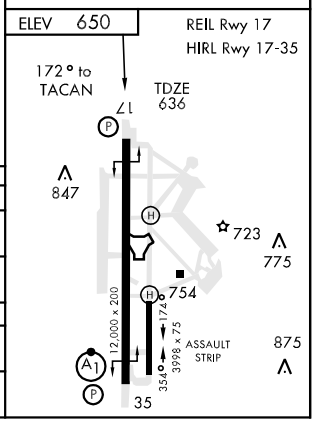
MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimter is not received use Fort Worth Meacham altimeter setting.







CATEGORY	C	D	E
S-17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1220-1 ½ 570 (600-1 ½)	1280-2 630 (700-2)	1300-2 ¼ 650 (700-2 ¼)
FORT WORTH MEACHAM ALTIMETER			
S-17	1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1 ½ 590 (600-1½)	1300-2 650 (700-2)	1320-2 ¼ 670 (700-2 ¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 35

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFW Chan 24	355°	12,000	650	650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E to 2 miles.

ALSF-1 (A1)

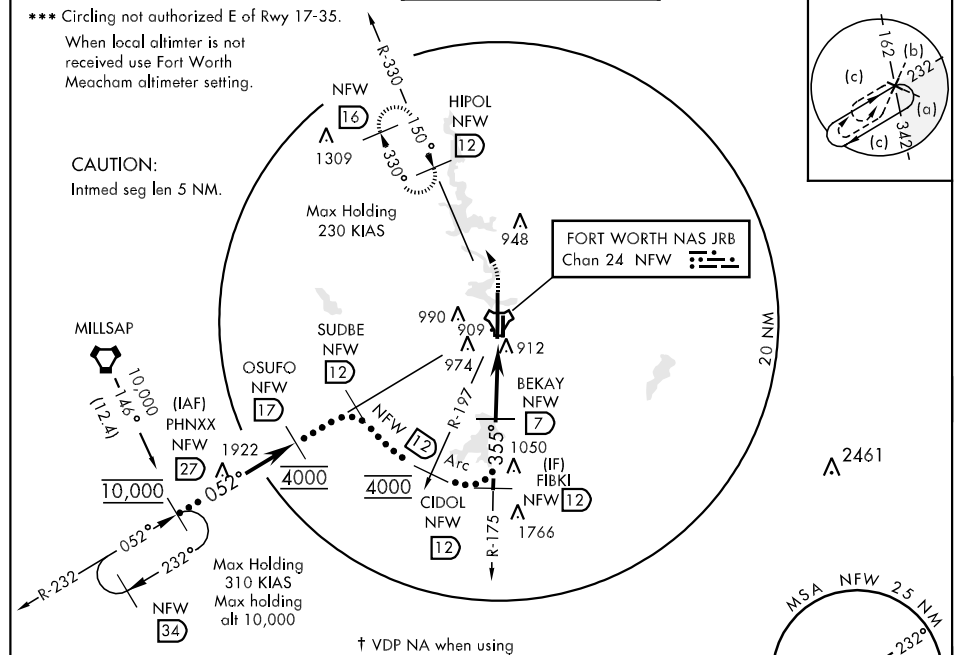
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	ATIS 120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** Circling not authorized E of Rwy 17-35.

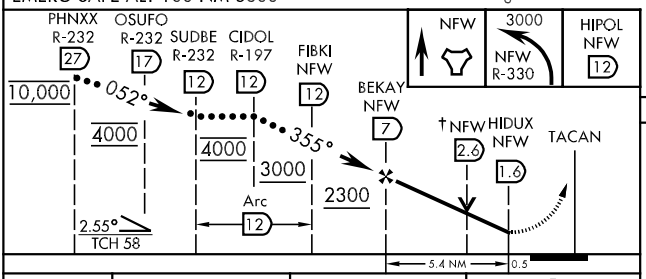
When local altimter is not received use Fort Worth Meacham altimeter setting.

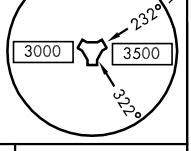
CAUTION:
Intmed seg len 5 NM.

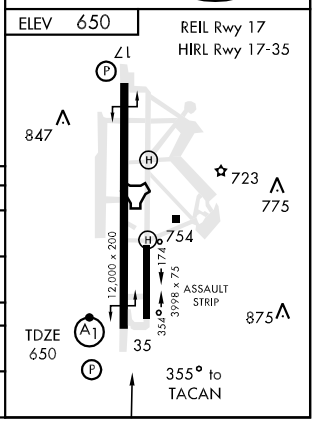


† VDP NA when using FTW altimeter setting

EMERG SAFE ALT 100 NM 3600







CATEGORY	C	D	E
S-35 *	1180-1 530 (600-1)	1180-1¼ 530 (600-1¼)	
*** CIRCLING	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-35 **	1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
*** CIRCLING	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

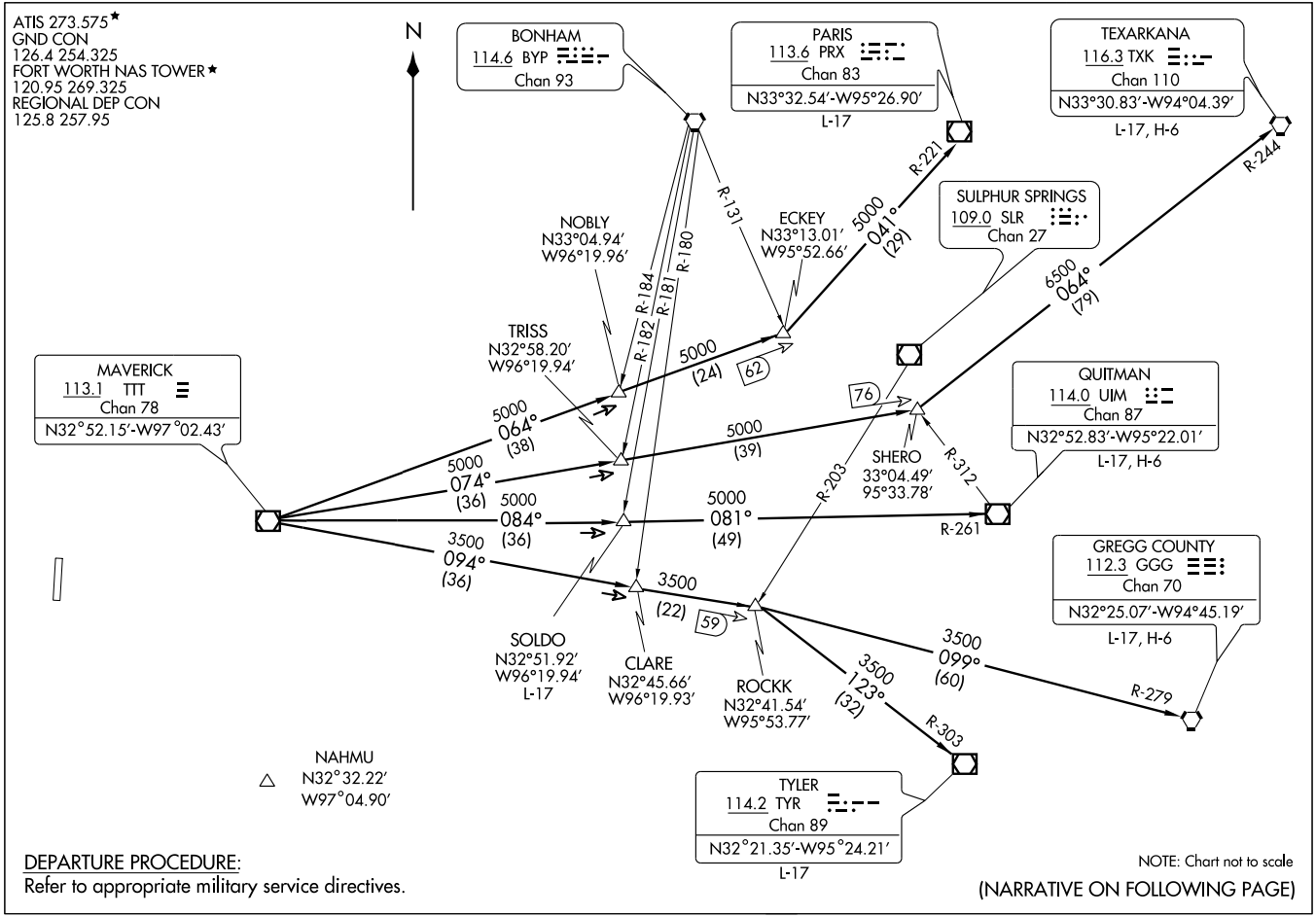
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS



DEPARTURE PROCEDURE:
Refer to appropriate military service directives.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)
FORT WORTH, TEXAS

SI-160 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 17

LOC I-NFW	APCH CRS	Rwy Idg 12,000 / TDZE 636 / Arpt Elev 650
108.7	174°	

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

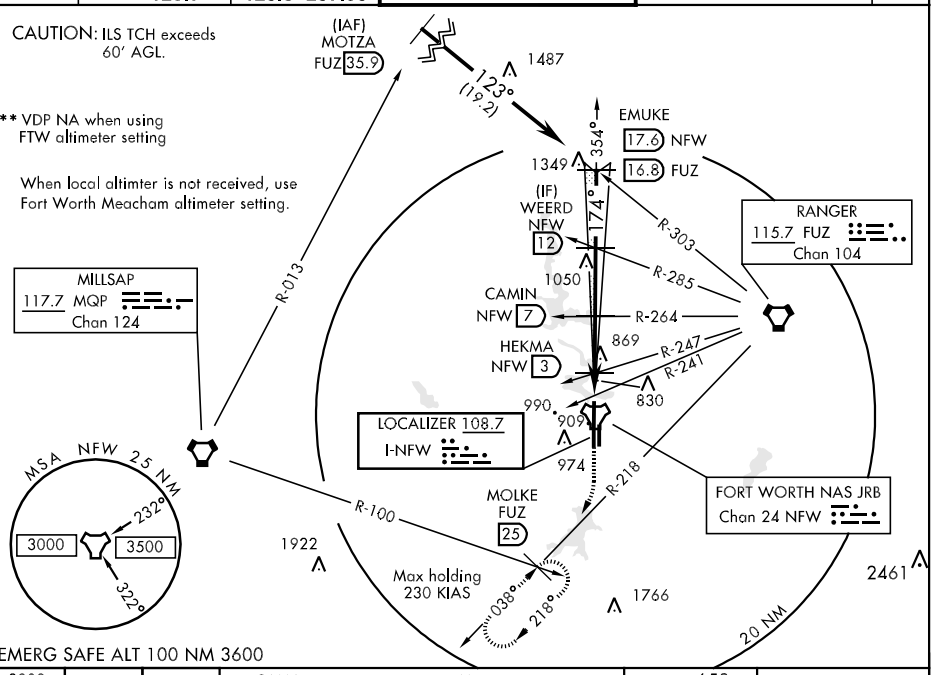
MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

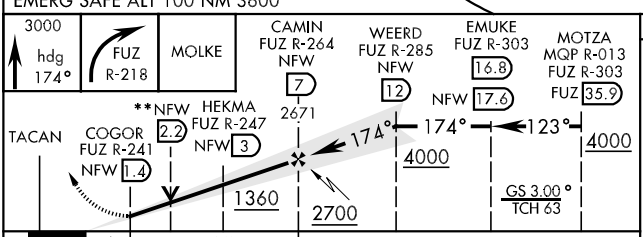
CAUTION: ILS TCH exceeds 60' AGL.

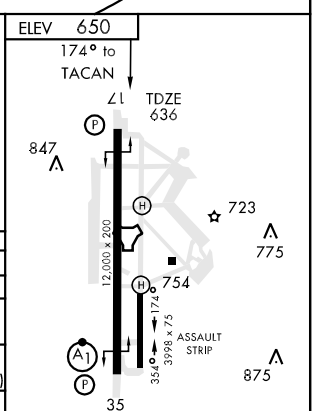
** VDP NA when using FTW altimeter setting

When local altimter is not received, use Fort Worth Meacham altimeter setting.



EMERG SAFE ALT 100 NM 3600





HIRL Rwy 17-35
REIL Rwy 17

CATEGORY	A	B	C	D	E
S-ILS 17	836-¾		200	(200-¾)	
S-LOC 17	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)	
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 17	856-¾ 220 (300-¾)		856-1 220 (300-1)		
S-LOC 17	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:35	3:43	2:47	2:14	1:51

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 35

LOC I-FWH	APCH CRS	Rwy ldg 12,000 / TDZE 650 / Arpt Elev 650
109.3	354°	

AL-160 [USN] — FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 330° and FUZ VORTAC R-277 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	ATIS 120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
***** Circling not authorized E of Rwy 17-35.

HIPOL FUZ 18.3
097°
277°
R-277
R-051
Max holding 230 KIAS

RANGER 115.7 FUZ Chan 104

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

990
974
909
882

R-089

JABAB NFW 6.6

20 NM

ENROUTE FACILITIES

MILLSAP 117.7 MQP Chan 124

(IF) LUCCK NFW 14.7 JEN 31.1

354°
1766
039°
1220

R-113

GLEN ROSE 115.0 JEN Chan 97

(IAF) ISABL JEN 26.4

174°
R-039

MSA NFW 25 NM
232°
3000
3500
322°

† VDP NA when using FTW altimeter setting

When local altimter is not received use Fort Worth Meacham altimeter setting.

EMERG SAFE ALT 100 NM 3600

ISABL MQP R-113 JEN R-039 JEN 26.4
LUCCK JEN R-039 NFW 14.7
JABAB MQP R-089 NFW 6.6
2000
3000 hdg 330°
HIPOL

3000
039°
354°
3000
†NFW 2481 2.5
DOMPE NFW 1.6
TACAN
GS 3.00°
TCH 59
2500
.5 NM
0.5

ELEV 650

17
847
723
775
754
TDZE 650
875
12,000 x 200
3998 x 75
ASSAULT STRIP
354°
35

REIL Rwy 17
HIRL Rwy 17-35
354° 5.5 NM from FAF

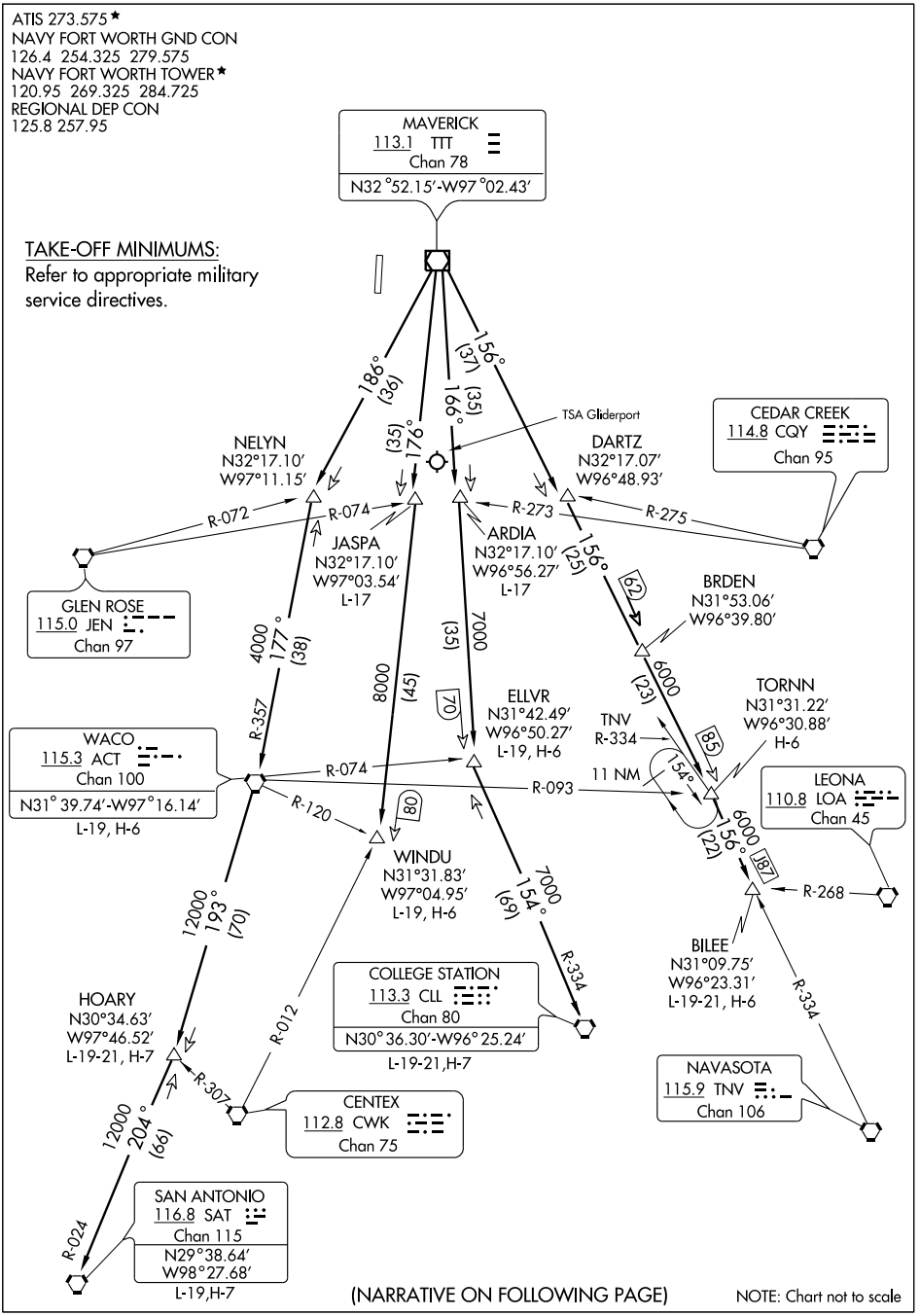
CATEGORY	A	B	C	D	E
S-ILS 35 *	850-½		200		(200-½)
*** S-LOC 35	1140-½	490 (500-½)	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
***** CIRCLING	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 35 **	870-½		220		(300-½)
**** S-LOC 35	1160-½	510 (600-½)	1160-1	510 (600-1)	1160-1¼ 510 (600-1¼)
***** CIRCLING	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

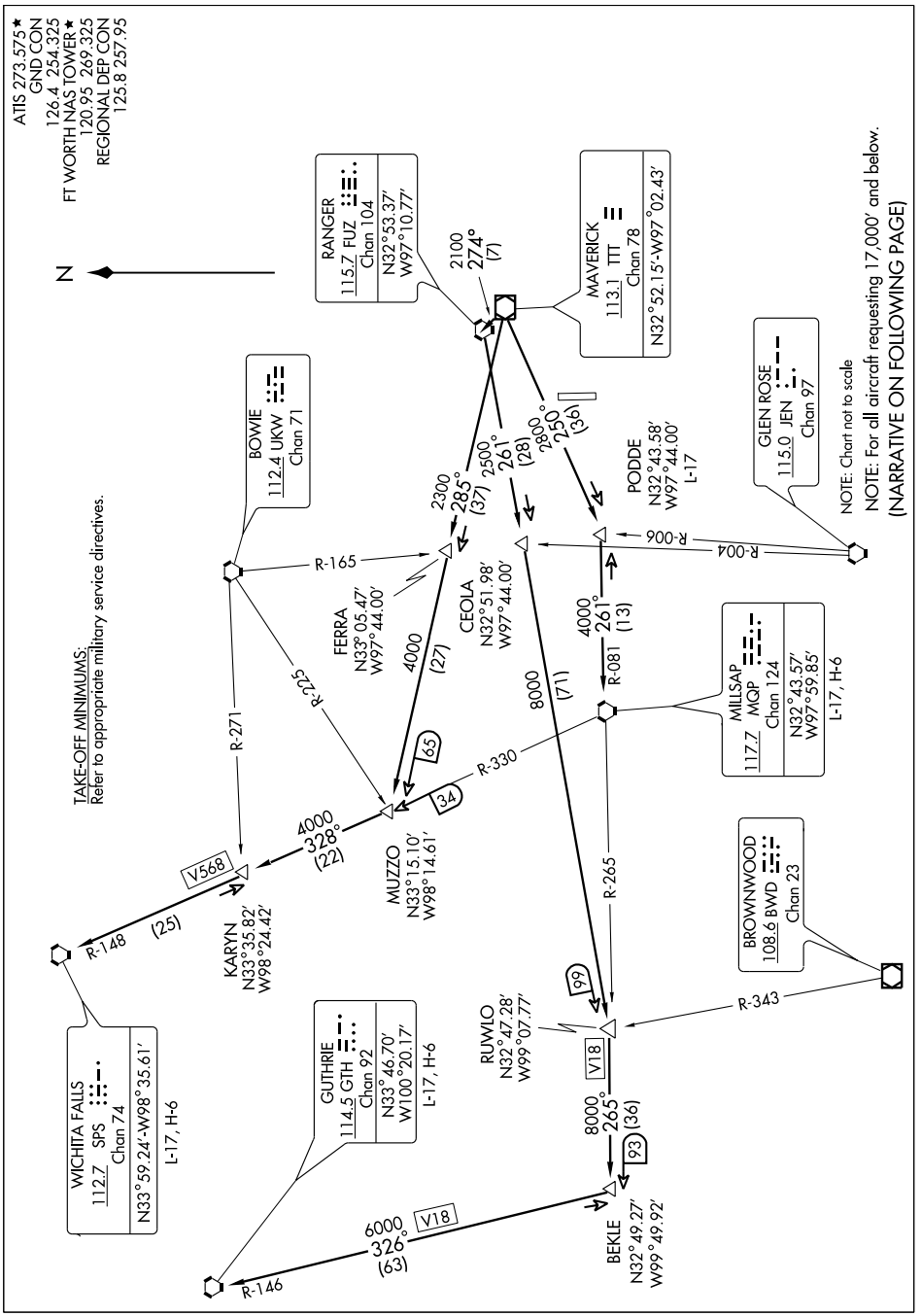
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

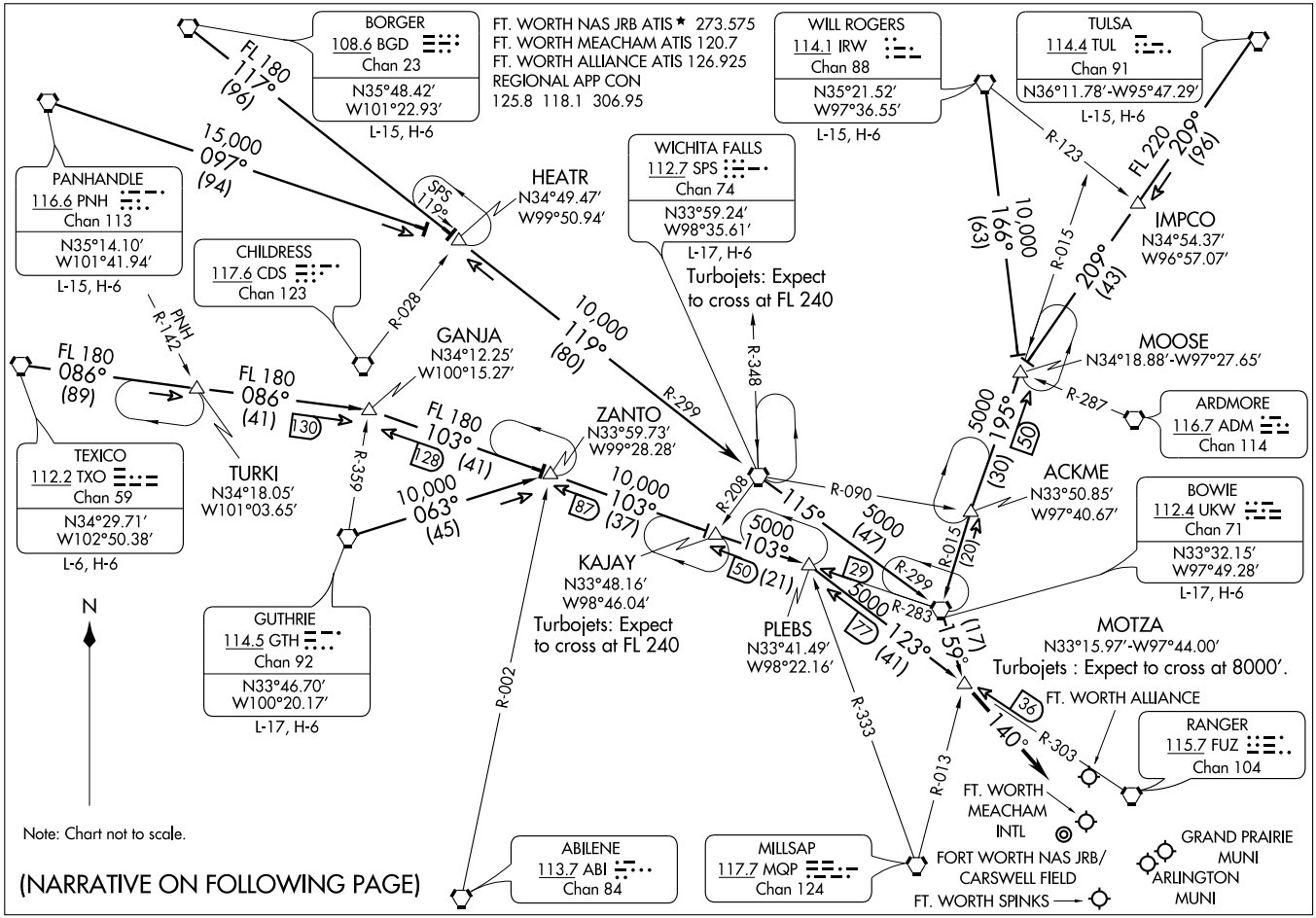
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



Note: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
DALLAS-FT. WORTH, TEXAS

ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

WAAS	APCH CRS	Rwy ldg 12,000
CH 71215 W17A	174°	TDZE 636
		Arpt Elev 650

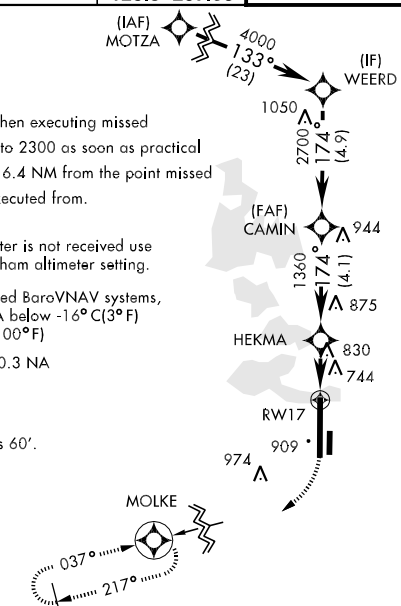
AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* Circling not authorized E of Rwy 17-35.
** Baro VNAV NA when local altimeter not received.

MISSED APPROACH: Climb to 2300, then climbing right turn to 3000 direct MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	



CAUTION:
DAFIF USERS: When executing missed approach, climb to 2300 as soon as practical but no later than 6.4 NM from the point missed approach was executed from.

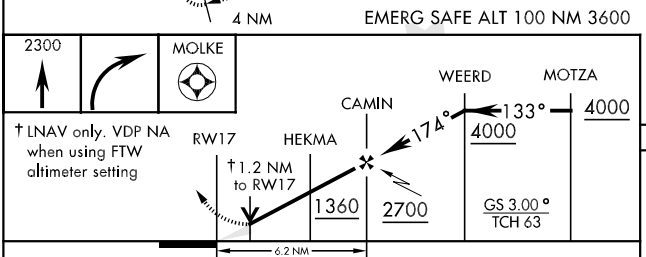
When local altimter is not received use Fort Worth Meacham altimeter setting.

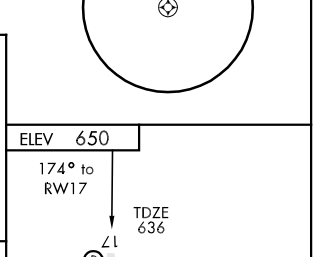
For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(100°F)

DME/DME RNP-0.3 NA

CAUTION:
LPV TCH exceeds 60'.

Max speed all segments 210 KIAS





CATEGORY	A	B	C	D
LPV DA	836-¾ 200 (200-¾)			
LNAV/VNAV DA **	1040-1½ 404 (500-1½)			
LNAV MDA	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)
CIRCLING *	1220-1½ 570 (600-1½)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA	856-¾ 220 (300-¾)		856-1 220 (300-1)	
LNAV MDA	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

WAAS CH 80949 W35A	APCH CRS 354°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650	AL-160 [USN]

* When ALS inop, increase CAT ABCD vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

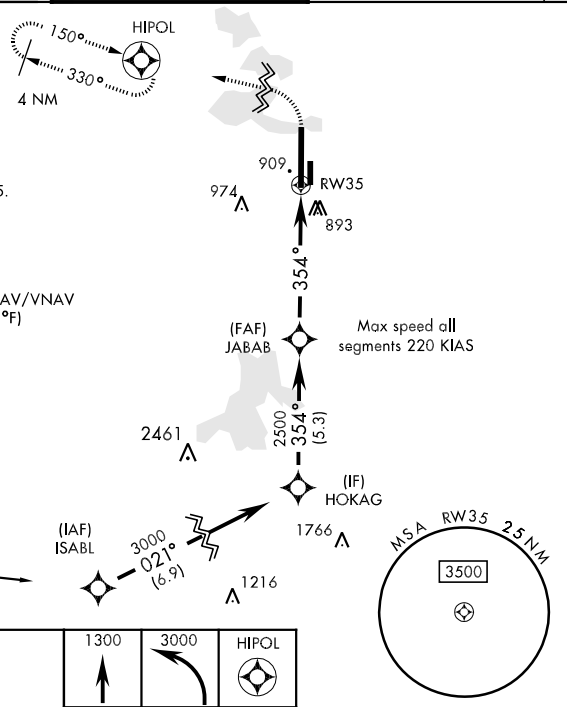
*** When ALS inop, increase CAT ABCD vis to 2 miles, Baro VNAV NA when local altimeter not received.
**** When ALS inop, increase CAT AB vis to ¾ mile, CAT CD vis to 1 mile.
***** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

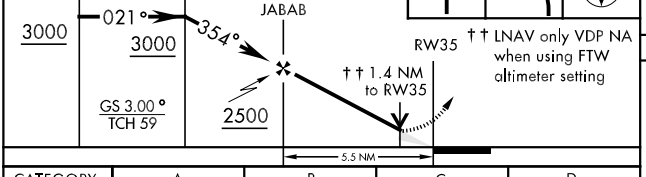
† Circling not authorized E of Rwy 17-35.

When local altimter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(101°F)

DME/DME RNP-0.3 NA

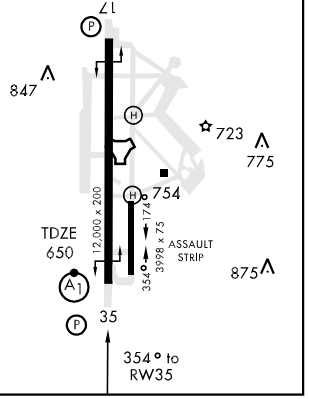




CATEGORY	A	B	C	D
LPV DA *	850-½ 200 (200-½)			
LNAV MDA **	1140-½ 490 (500-½)		1140-¾ 490 (500-¾)	1140-1 490 (500-1)
LNAV/VNAV DA ***	1220-1½ 570 (600-1½)			
CIRCLING †	1220-2 570 (600-2)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA ****	870-½ 220 (300-½)			
LNAV MDA *****	1160-½ 510 (600-½)		1160-1 510 (600-1)	
CIRCLING †	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

ELEV 650

REIL Rwy 17
HIRL Rwy 17-35

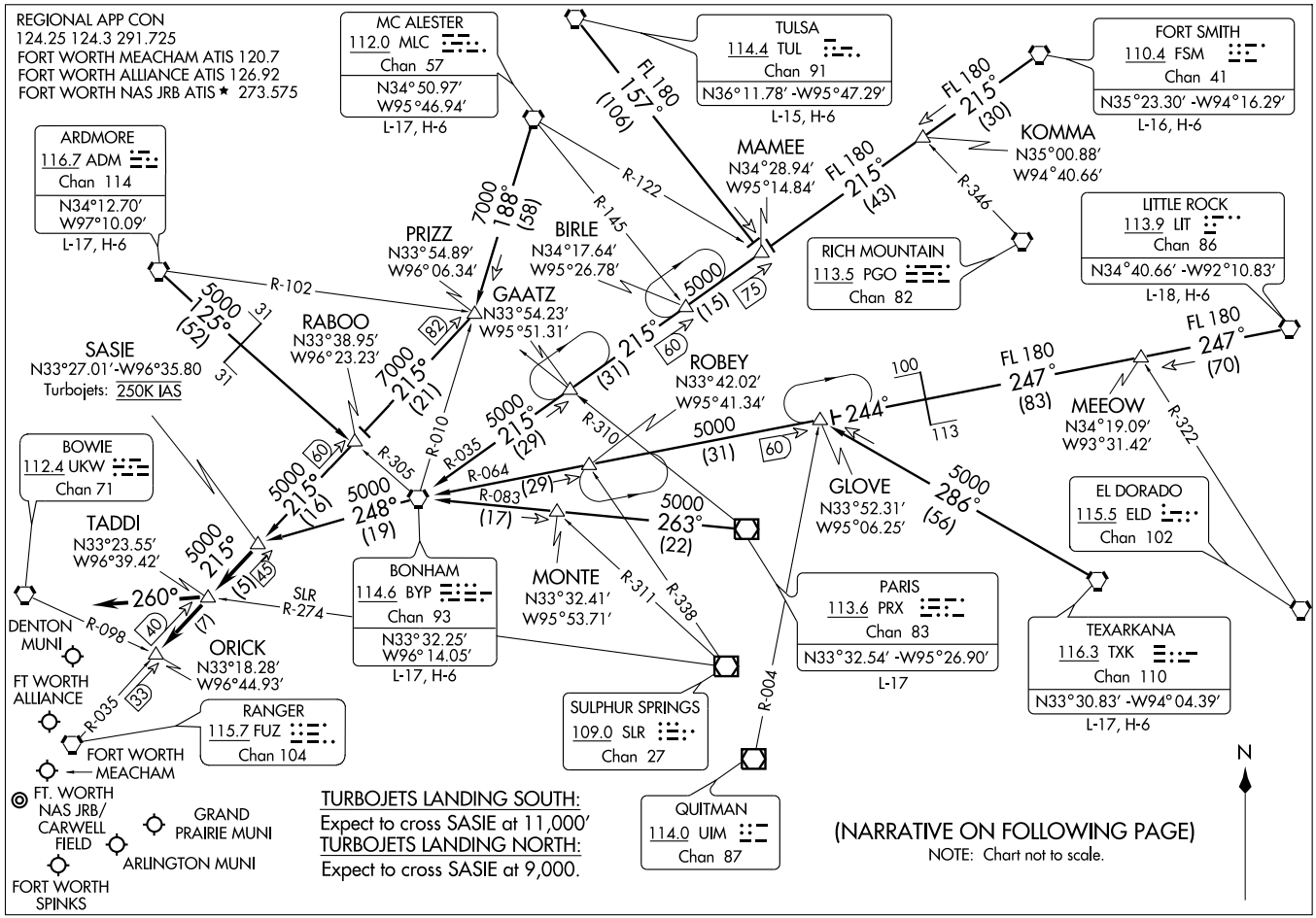


SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)

FORT WORTH ALLIANCE
DENTON MUNI
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/ CARSWELL FIELD

MILLSAP
117.7 MQP
Chan 124

ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6

WINK
112.1 INK
Chan 58
N31°52.49'-W103°14.63'
L-6, H-6

RANGER
115.7 FUZ
Chan 104

LIKES
N32°35.22'
W97°34.50'

SLUGG
N32°28.14'
W97°43.69'
Turbojets: Expect to cross at 6000'

PHILS
N32°11.41'
W100°18.30'

GEENI
N32°12.33'
W98°57.18'

CADES
N32°11.64'
W98°39.73'

SICUM
N32°10.23'
W98°06.78'

SITNA
N32°12.55'
W99°03.07'

CHECK
N31° 55.69'
W97° 59.43'

BRIAN
N32°01.87'
W97°43.17'

JUMBO
N31° 32.17'
W98°10.81'
H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14'-W99°49.01'

BROWNWOOD
108.6 BWD
Chan 23
N31°53.55'
W98°57.45'

SAN ANGELO
115.1 SJT
Chan 98

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58'
W97°52.66'
L-17,H-6

WACO
115.3 ACT
Chan 100
N31°39.74'
W97°16.14'
L-19,H-6

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13'-W98°08.51'

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30°22.71'-W97°31.79'
L-19-21, H-7

FL190 071° (151)
130
46
254°
R-254 (25)
4000 082° (39)
(44) (5) 267°
55 087° (15)
4000 (40) (28)
R-267
12
R-197 (115)
R-128 (111)
FUZ R-202
JEN 308°
4000 305° (32)
R-285
4000 017° (25)
40
R-110
R-240
R-359
R-338
R-353
4000 099° (49)
R-218
R-181
R-102
R-129
38 3000 042° (11)
27
R-222
R-202
4000 042° (27)
4000 016° (20)
64
FL180 359° (114)
(21) 350°
R-142
FL180 321° (58)

N

NOTE: Chart not to scale.

SLUGG SIX ARRIVAL
(SLUGG.SLUGG6) 09351
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 17

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NFW Chan 24	172°	12,000	636	650

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000, via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimter is not received use Fort Worth Meacham altimeter setting.

† VDP NA when using FTW altimeter setting

(IAF) MOTZA FUZ 35.9

1487

123°

R-352

NOKEE FUZ 17.3 NFW 17.9

(IF) OLACK NFW 12

172°

R-303

RANGER 115.7 FUZ Chan 104

1050

BUDGE NFW 7

1049

FAMAL NFW 3

839

MILLSAP 117.7 MQP Chan 124

R-013

CAUTION: Intmed seg len 5 NM.

990 909 974

MOLKE FUZ 25

R-218

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

218°

1766

2461

FUZ 29

20 NM

EMERG SAFE ALT 100 NM 3600

3000 hdg 174°

FUZ R-218

MOLKE

MOTZA MQP R-013 FUZ R-303 FUZ 35.9

NOKEE FUZ R-303 FUZ 17.3 NFW 17.9

OLACK NFW 12

BUDGE NFW 7

†NFW 2.2

FAMAL NFW 3

HIKDI NFW 1.6

TACAN

172° 172° 123° 4000

4000

1340

2500

2.89° TCH 62

.6 1.4 NM 4 NM

ELEV 650

172° to TACAN

TDZE 636

847

723

775

754

12,000 x 200

174°

354°

3998 x 75

ASSAULT STRIP

875

35

REIL Rwy 17

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
S-17	1100-1 464 (500-1)		1100-1¼ 464(500-1¼)	1100-1½ 464(500-1½)	1100-1¾ 464(500-1¾)
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-17	1120-1 484 (500-1)		1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 35

TACAN FWH Chan 24	APCH CRS 355°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

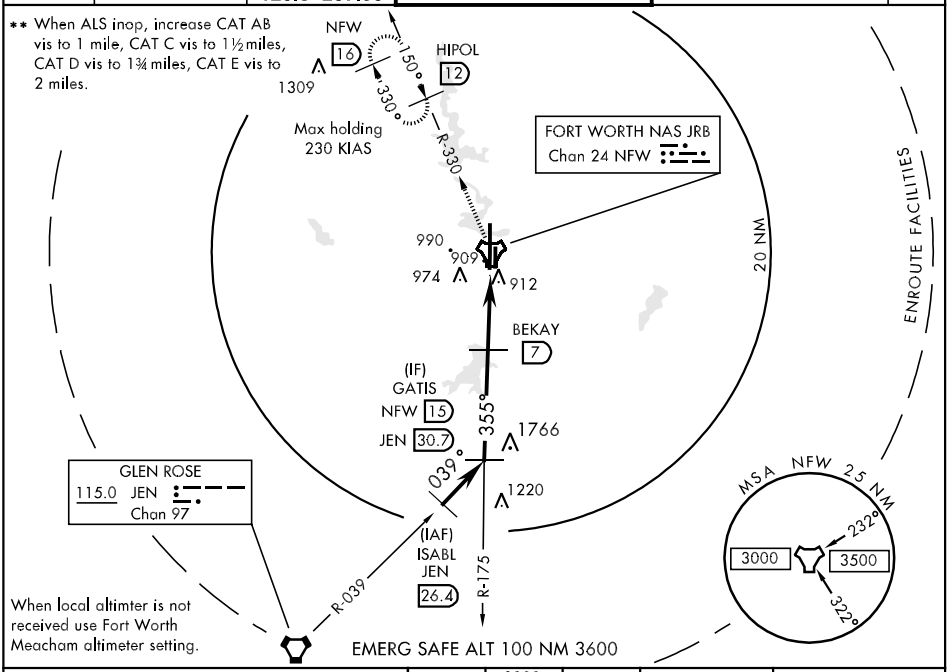
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
*** Circling not authorized E of Rwy 17-35.

ALSF-1

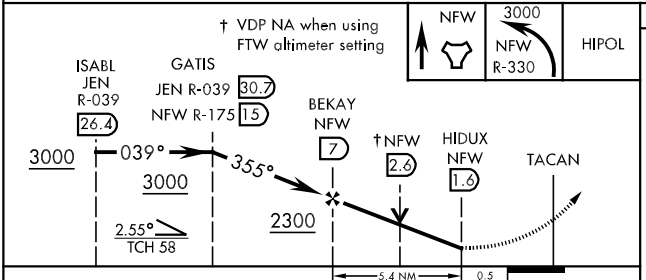
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

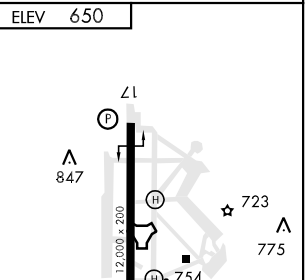
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



† VDP NA when using FTW altimeter setting

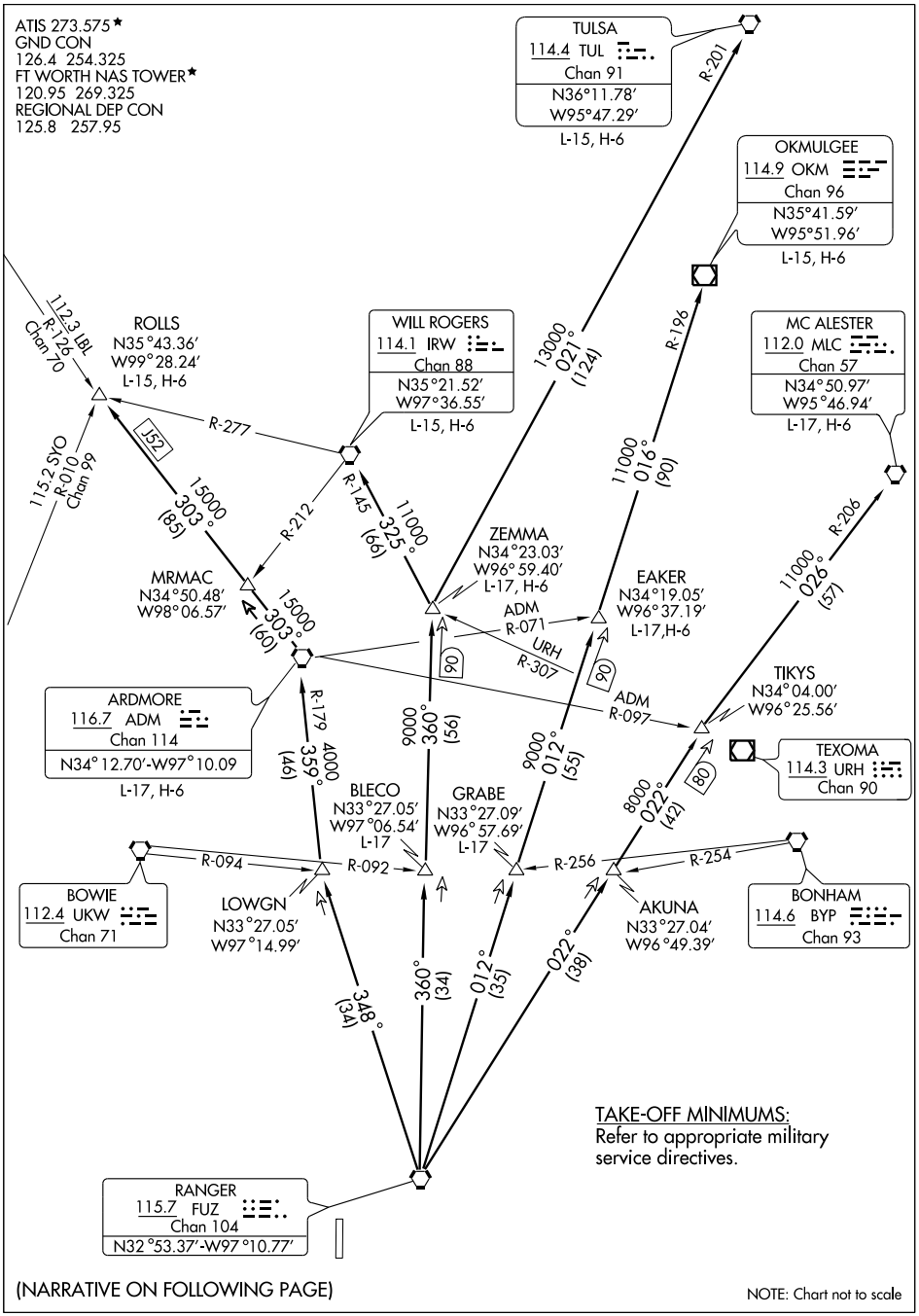


ELEV 650



CATEGORY	A	B	C	D	E
S-35 *	1180-½ 530 (600-½)		1180-1 530 (600-1)	1180-1¼ 530 (600-1¼)	
CIRCLING ***	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-35**	1200-½ 550 (600-½)		1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
CIRCLING ***	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

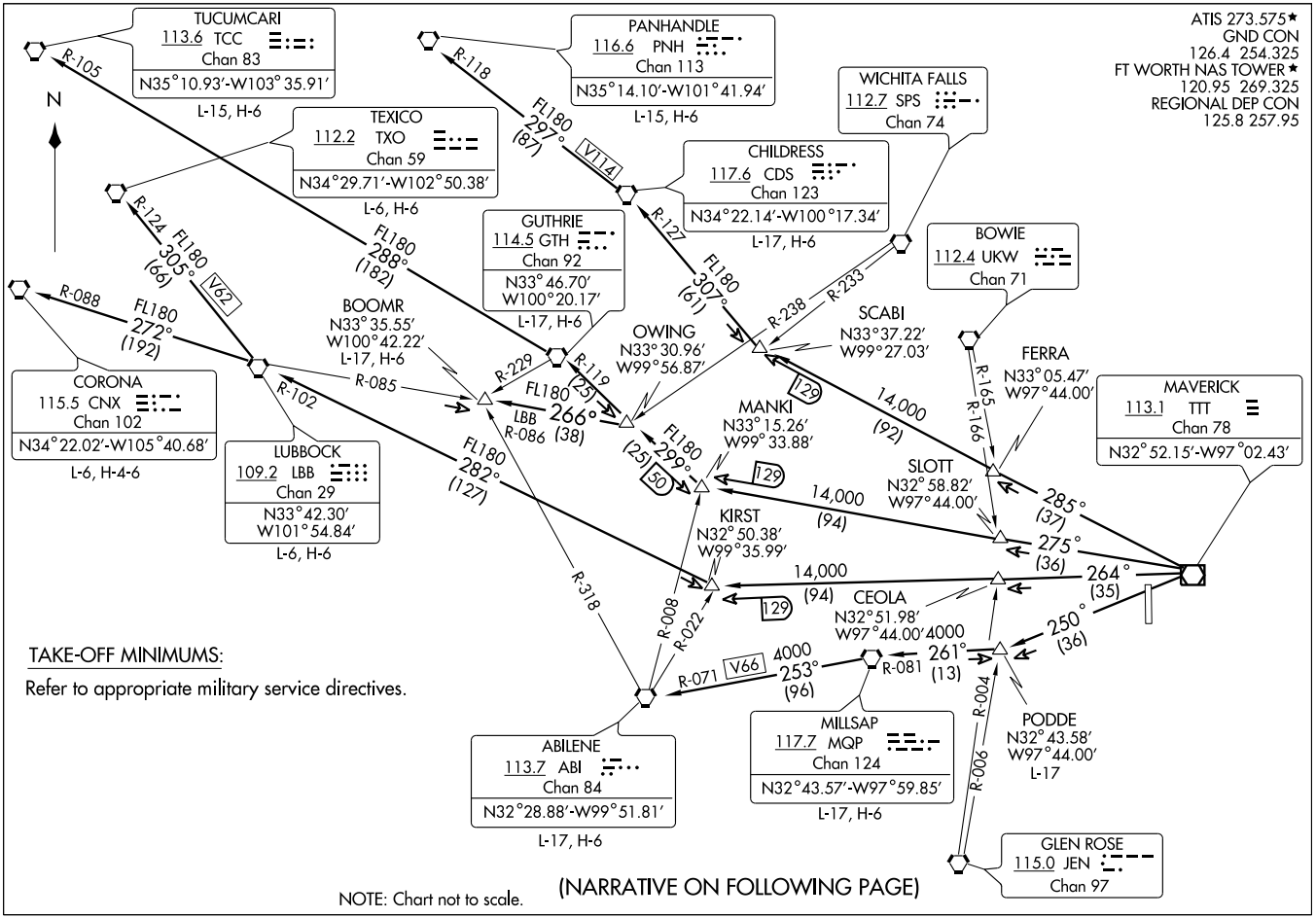
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

SL-160 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

FRANKSTON

AERO ESTATES (T25) 3 NE UTC−6(−5DT) N32°04.91′ W95°27.15′ **DALLAS–FT. WORTH**
445 TPA—1455(1010) NOTAM FILE FTW Not Insp.
RWY 09–27: 3100X60 (TURF) LIRL
RWY 09: Pole. Rgt tfc. **RWY 27:** Brush.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Unmarked and unlighted P–line and trees running parallel to the rwy and located on Rwy 27 apch at three o'clock. Deer on and invof rwy. Rgt tfc pat: All acft remain south of the rwy. All acft monitor CTAF due to proximity to Paradise Point arpt. Rwy marked with 18′ numerals on 40′ by 50′ asph pad. Landing fee. Student Pilot training is not authorized except by residents of Aero Estates. ACTIVATE LIRL Rwy 09–27 and lighted wind cone—CTAF.
COMMUNICATIONS: CTAF 122.9

• • • •

APP CRS	Rwy Idg	5001
141°	TDZE	1695
	Apt Elev	1695

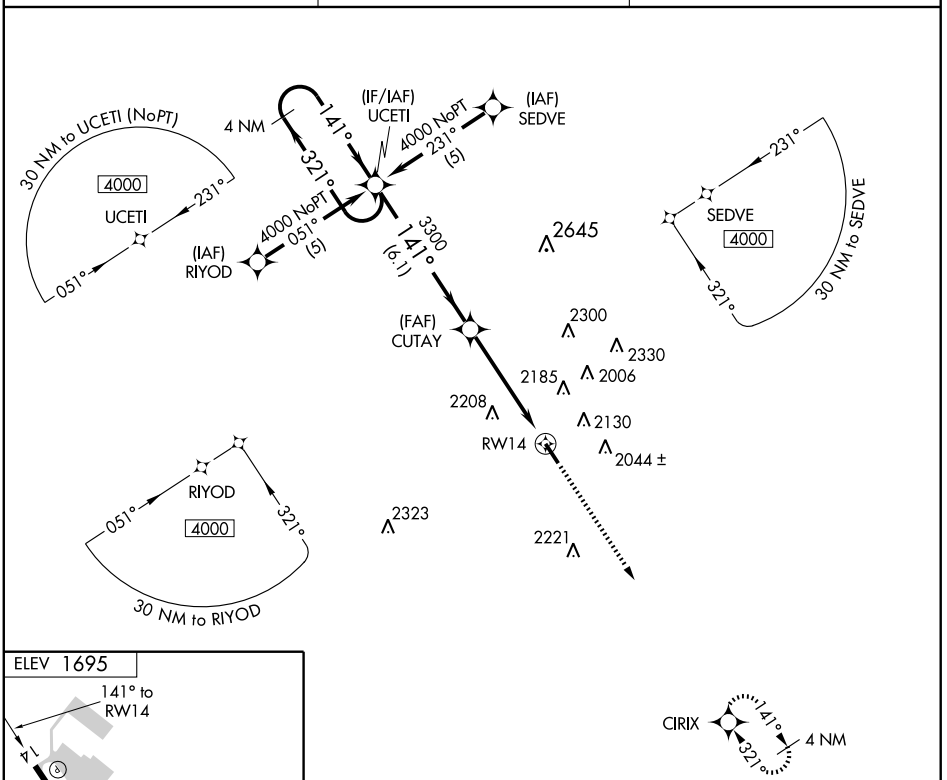
RNAV (GPS) RWY 14

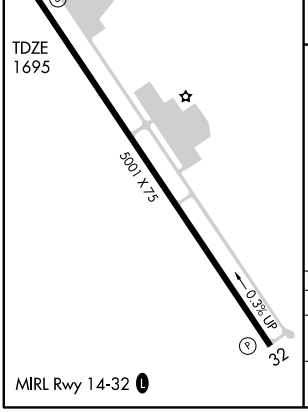
FREDERICKSBURG/GILLESPIE COUNTY (T82)

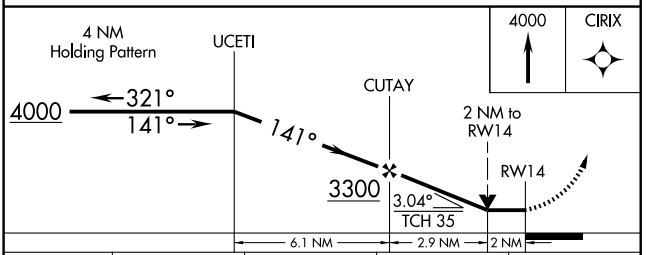
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CIRIX and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1	685 (700-1)	2380-2 685 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5001
321°	TDZE	1682
	Apt Elev	1695

RNAV (GPS) RWY 32

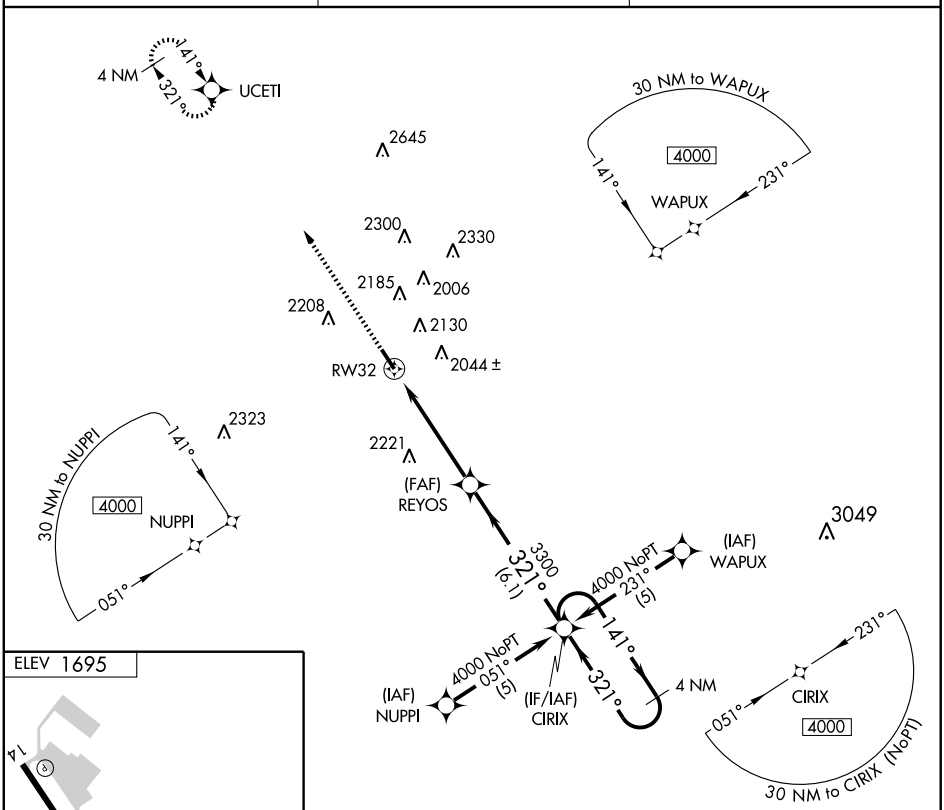
FREDERICKSBURG/GILLESPIE COUNTY (T82)

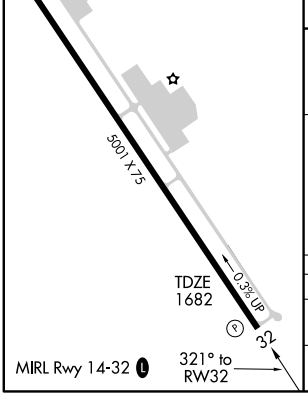
DME/DME RNP-0.3 NA.

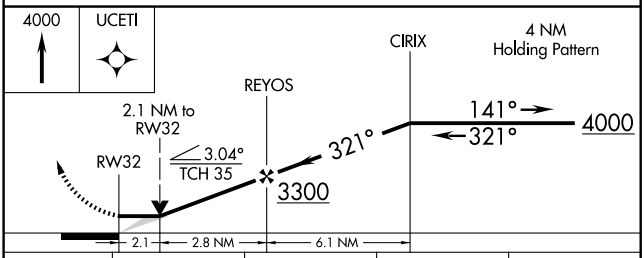
MISSED APPROACH: Climb to 4000 direct UCETI and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L

SC-3, 26 AUG 2010 to 23 SEP 2010







CATEGORY	A	B	C	D
LNAV MDA	2380-1	698 (700-1)	2380-2 698 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

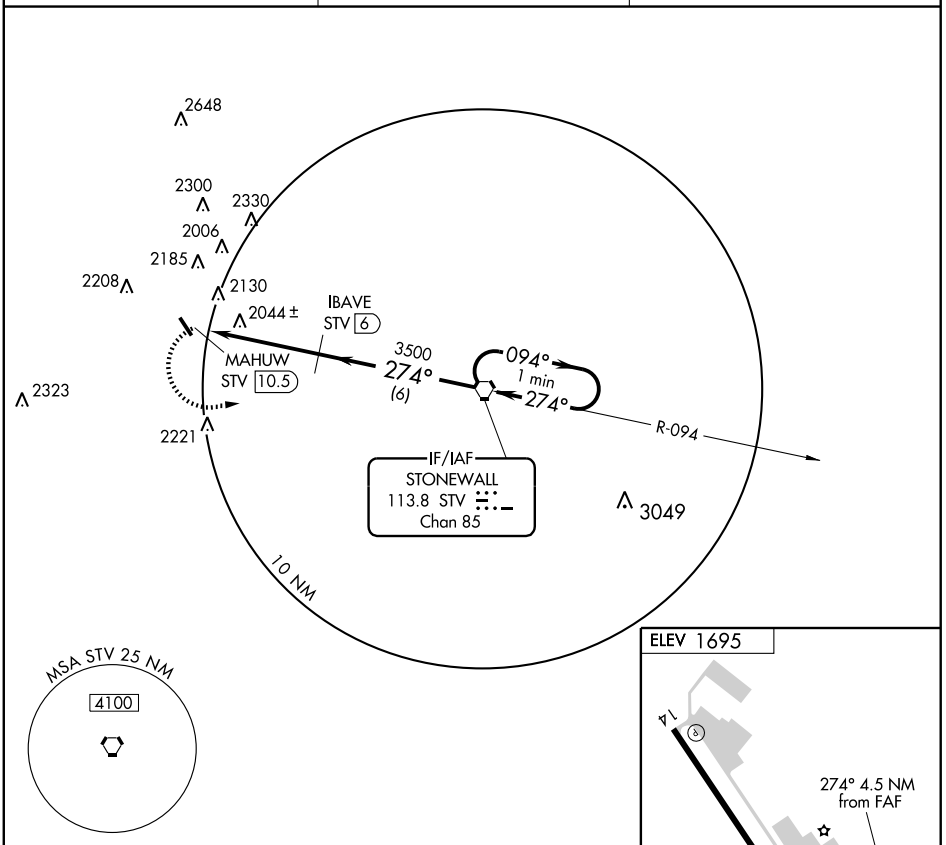
VORTAC STV 113.8 Chan 85	APP CRS 274°	Rwy Idg N/A TDZE N/A Apt Elev 1695

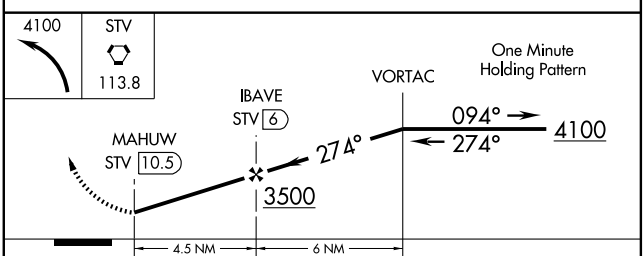
VOR/DME-A

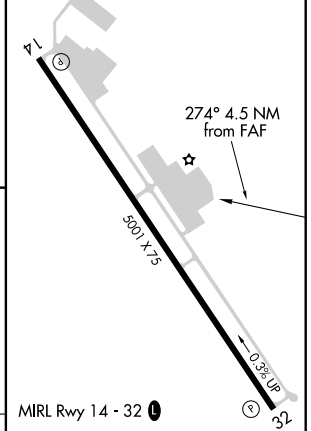
FREDERICKSBURG/GILLESPIE COUNTY (T82)

MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2440-1 745 (800-1)	2440-1¼ 745 (800-1¼)	2480-2¼ 785 (800-2¼)	NA

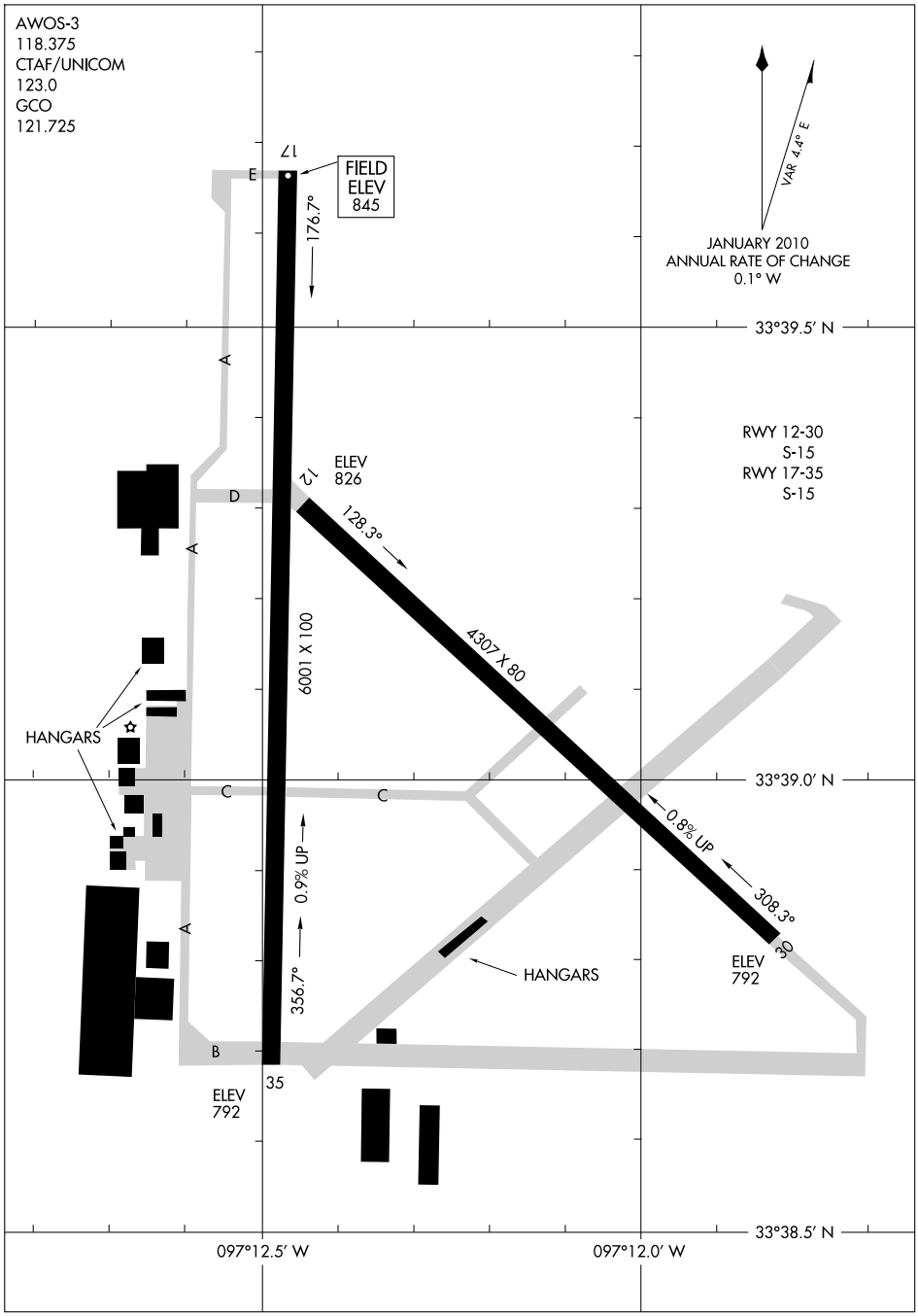
Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

GAINESVILLE, TEXAS
GAINESVILLE MUNI (GLE)

10210

FRIONA

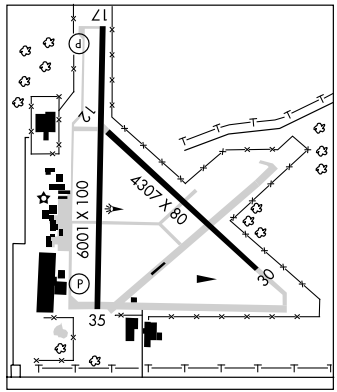
BENGER AIR PARK (X54) 2 NE UTC−6(−5DT) N34°39.25′ W102°41.51′ **ALBUQUERQUE**
4003 **FUEL** 100LL, JET A NOTAM FILE FTW **L–6H**
RWY 04–22: H3013X60 (ASPH) S–13
RWY 04: Building.
RWY 17–35: 2700X135 (TURF)
RWY 17: Trees.
AIRPORT REMARKS: Attended dalgt hours. Rwy 17–35 CLOSED indef. Rwy 04–22 agricultural acft ops on NW side of rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
TEXICO (H) VORTACW 112.2 TXO Chan 59 N34°29.71′ W102°50.38′ 026° 12.0 NM to fld. 4060/11E.

FULSHEAR

COVEY TRAILS (XØ9) 3 E UTC−6(−5DT) N29°41.41′ W95°50.43′ **HOUSTON**
130 B NOTAM FILE CXO
RWY 17–35: 3352X100 (TURF) LIRL (NSTD)
RWY 17: VASI(V2L). Thld dsplcd 315′. P–line.
RWY 35: Thld dsplcd 250′. Road.
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD LIRL, 2800′ of rwy lgtd at night between dsplcd thlds. Base legs and turns to final apch must be within .75 NM of the rwy ends. Rotating bcn opr dusk–0400Z‡. Rwy 17–35 NSTD LIRL opr dusk–0400Z‡. ACTIVATE rotating bcn after 0400Z‡—CTAF. ACTIVATE NSTD LIRL Rwy 17–35 after 0400Z‡—CTAF. VASI Rwy 17 opr continuously. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.725

GAINES CO (See SEMINOLE)

GAINESVILLE MUNI (GLE) 3 W UTC−6(−5DT) N33°39.13′ W97°11.84′ **DALLAS–FT. WORTH**
845 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE GLE **H–6H, L–17C, A IAP**
RWY 17–35: H6001X100 (ASPH) S–15 MIRL 0.9% up N
RWY 17: REIL. PAPI(P2R)—GA 3.0° TCH 45′. Tree.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Trees.
RWY 12–30: H4307X80 (ASPH) S–15 0.8% up NW
AIRPORT REMARKS: Attended dusk–dawn. 100LL fuel avbl 24 hrs with credit card, for Jet A fuel after hrs ctc 940–736–4289 or 940–902–1314. Helicopter taxiing prohibited in vicinity of bldgs. Rwy 12 has aim points. Rwy 30 has aim points. TPA for lgt acft 1839(994), turboprop and turbine acft 2241(1396). MIRL Rwy 17–35 preset low ints; to incr ints ACTIVATE CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.375 (940) 612–3549.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 124.75
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BOWIE (H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 071° 32.0 NM to fld. 1100/6E. **HIWAS.**
NDB (MHW) 330 GLE N33°43.12′ W97°11.92′ 173° 4.0 NM to fld. NOTAM FILE GLE.



NDB GLE	APP CRS	Rwy Idg	6001
330	175°	TDZE	845
		Apt Elev	845

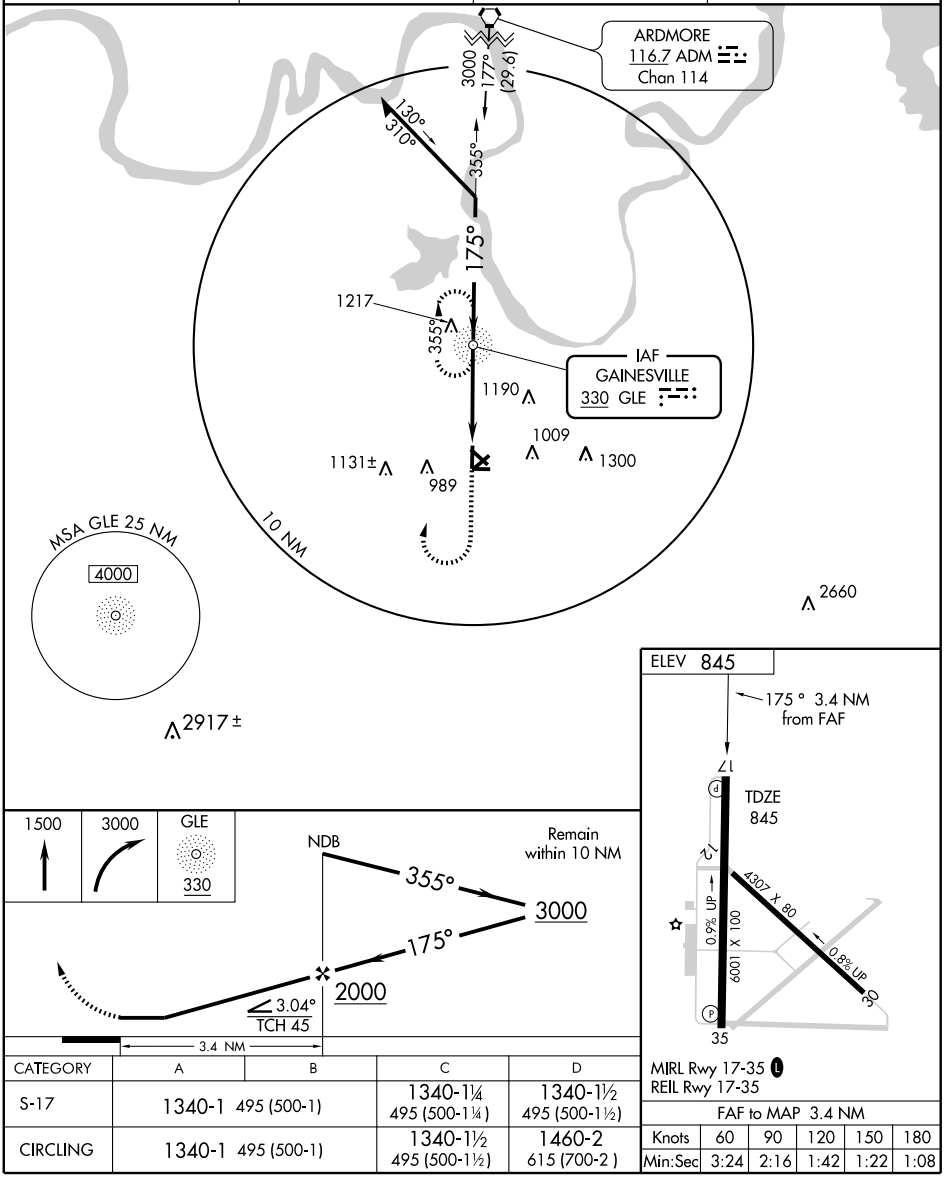
NDB RWY 17

GAINESVILLE MUNI (GLE)

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct GLE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725



CATEGORY	A	B	C	D
S-17	1340-1 495 (500-1)		1340-1¼ 495 (500-1¼)	1340-1½ 495 (500-1½)
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	1460-2 615 (700-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6001
CH 58111	175°	TDZE	845
W17A		Apt Elev	845

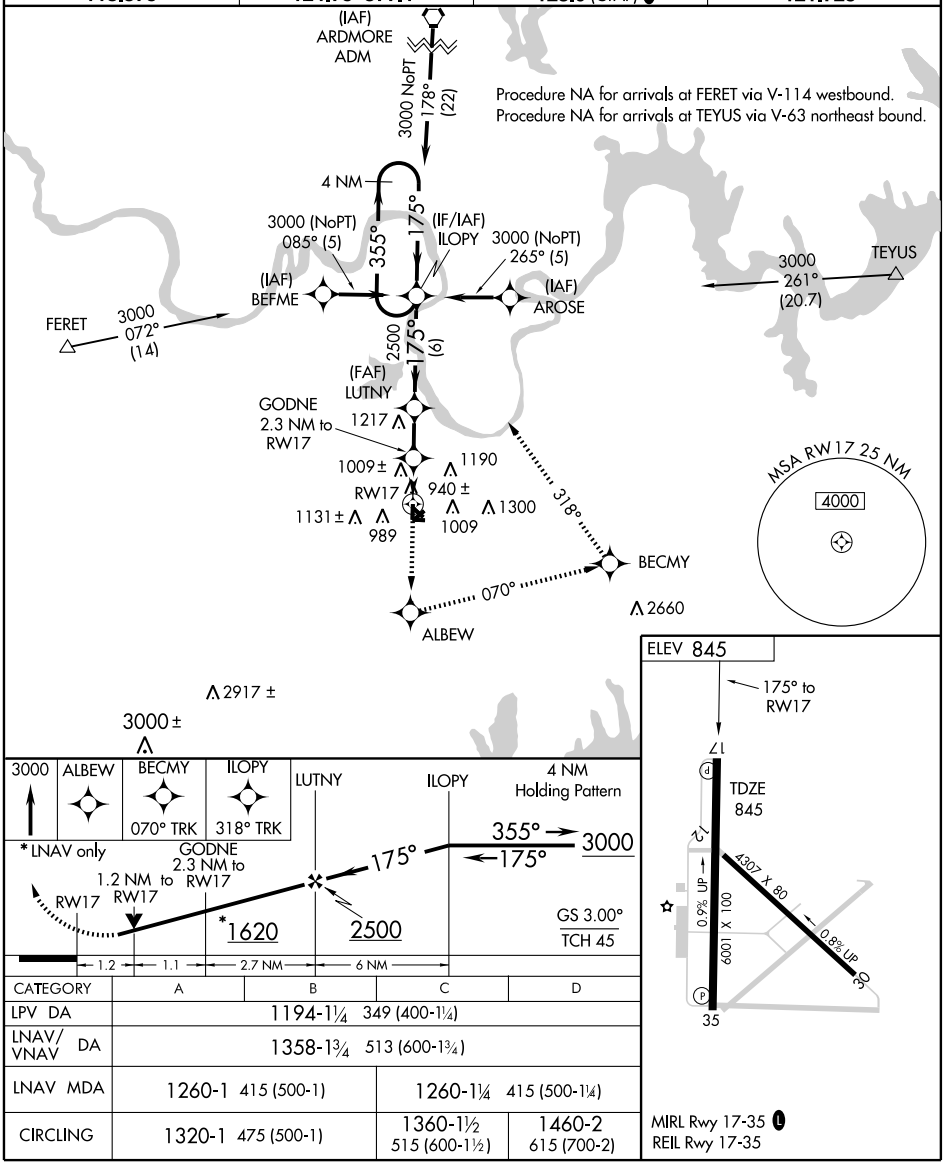
RNAV (GPS) RWY 17

GAINESVILLE MUNI (GLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C ¼ and Cat D ½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725



CATEGORY	A	B	C	D
LPV DA	1194-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1358-1¾ 513 (600-1¾)			
LNAV MDA	1260-1 415 (500-1)		1260-1¼ 415 (500-1¼)	
CIRCLING	1320-1 475 (500-1)		1360-1½ 515 (600-1½)	1460-2 615 (700-2)

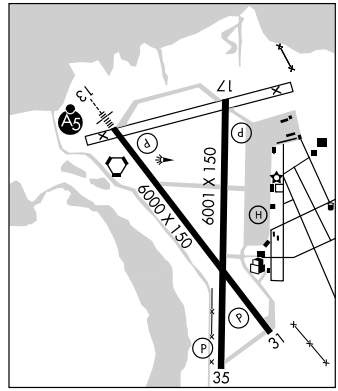
MIRL Rwy 17-35 L
REIL Rwy 17-35

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

GALVESTON

SCHOLES INTL AT GALVESTON (GLS) 3 SW UTC−6(−5DT) N29°15.92′ W94°51.63′ **HOUSTON**
6 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE GLS **COPTER**
RWY 17–35: H6001X150 (CONC) S–30, D–45, 2D–90 MIRL **H–7C, L–19E, 21A, GOMW**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 49′. **IAP**
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Bldg.
RWY 13–31: H6000X150 (ASPH–CONC) S–30, D–45, 2D–90 HIRL
RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Crane.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001
RWY 17:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001
RWY 31:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001
RWY 35:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001



AIRPORT REMARKS: Attended 1200–0200Z‡. For fuel svc after hrs call 409–939–7121. Self svc 100 octane avbl 24 hrs with credit card. Flocks of birds in vicinity of arpt blo 200′ AGL. 124′ lgtd crane NW side of arpt. Two 157′ MSL lgtd twrs btn Rwys 31 and 35. Crane on top of bldg South of AER 35 is lgtd when operating or raised at night. Helicopters ops on and in vicinity of arpt. 178′ lgtd building 2000′ NE of Rwy 17 thld. PAEW adjacent rwys and twys. Helicopter parking in designated area only. No helicopter parking on terminal ramp. No skid mounted helicopter parking on main apron. Rwy 13–31 first 1,300′ NW end is conc. All twy lgts OTS indef. Rwy 13 MALSR OTS indef. HIRL Rwy 13–31 and MIRL Rwy 17–35 preset med ints. When twr clsd, ACTIVATE MALSR Rwy 13—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 119.275 (409) 740–9248. OTS indef.
COMMUNICATIONS: CTAF 120.575 **UNICOM** 123.05
GALVESTON RCO 122.2 122.15 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP/DEP CON** 134.45 **HOUSTON CLNC DEL** 135.35 (when GLS twr clsd)
GALVESTON TOWER 120.575 (1200–0000Z‡) **GND CON** 118.625 **CLNC DEL** 135.35 (0000–1200Z‡)
AIRSPACE: CLASS D svc 1200–0000Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GLS.
(L) VORTACW 113.0 VUH Chan 77 N29°16.16′ W94°52.06′ at fld. 4/6E. Unmonitored.
ILS 111.7 I–GLS Rwy 13.

GALVESTON 424 GVX N28°34.60′ W94°58.60′ **L–20J, 21A, GOMW**
AWOS–3 118.925

GALVESTON N29°20.04′ W94°45.37′ NOTAM FILE GLS. **HOUSTON**
NDB (HHW) 206 GLS 225° 6.8 NM to Scholes Intl at Galveston. Unmonitored. **H–7C, L–19E, 21A, GOMW**
RCO 122.2 122.15 (MONTGOMERY COUNTY RADIO)

GARLAND/DFW HELOPLEX HELIPORT (T57) 2SW UTC−6(−5DT) N32°53.26′ W96°41.02′ **DALLAS–FT WORTH**
601 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW **COPTER**
HELIPAD H1: H105X105 (CONC)
HELIPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1500–2300Z‡. Helipad H1 egress/ingress north and south. Helipad H1 perimeter lgts with recessed lgts surrounding landing pad. Helipad H1 648′ twr 1 mile north, 40′ p-line 540′ east and southeast, 35′ building 520′ south, 38′ building 422′ west.
COMMUNICATIONS: CTAF/UNICOM 123.05

GARNER FLD (See UVALDE)

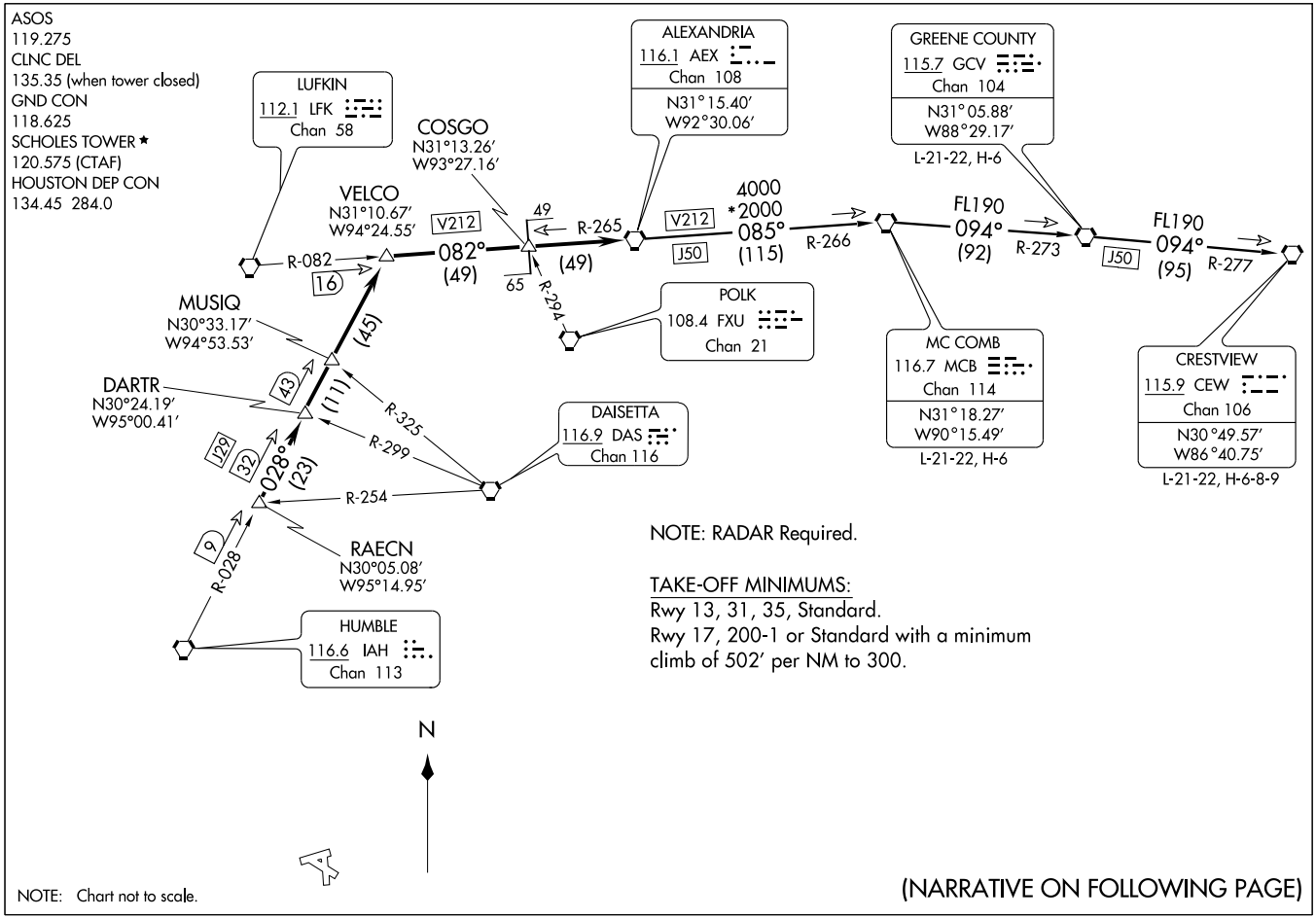
GARYS N29°57.53′ W97°56.94′ NOTAM FILE HYI. **SAN ANTONIO**
NDB (LOM) 272 RU 124° 5.9 NM to San Marcos Muni. Unmonitored.

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

SL-164 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

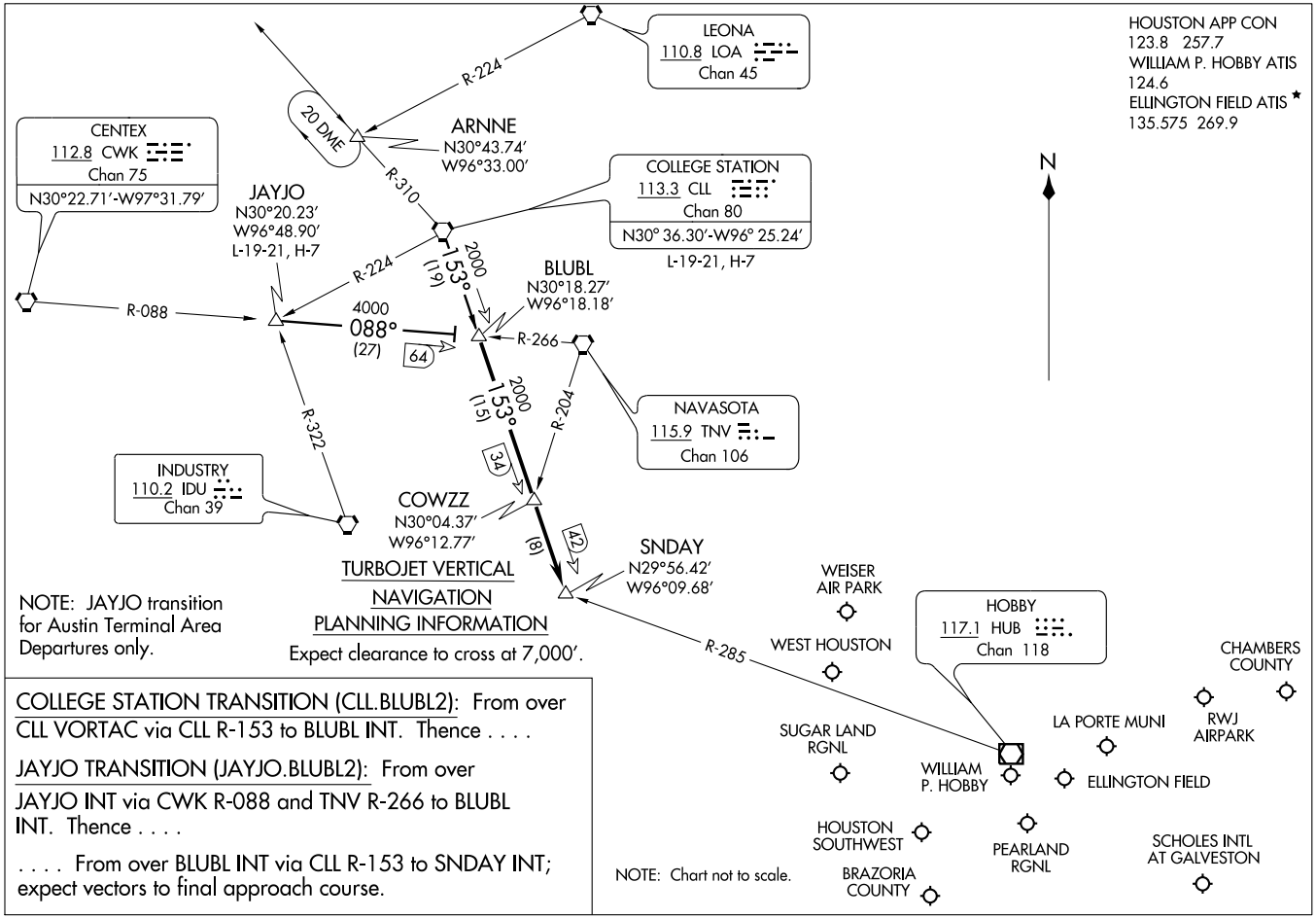
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY CVE
6000
172°
(71)
10 NM
ELLVR
6000
167°
(7)
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

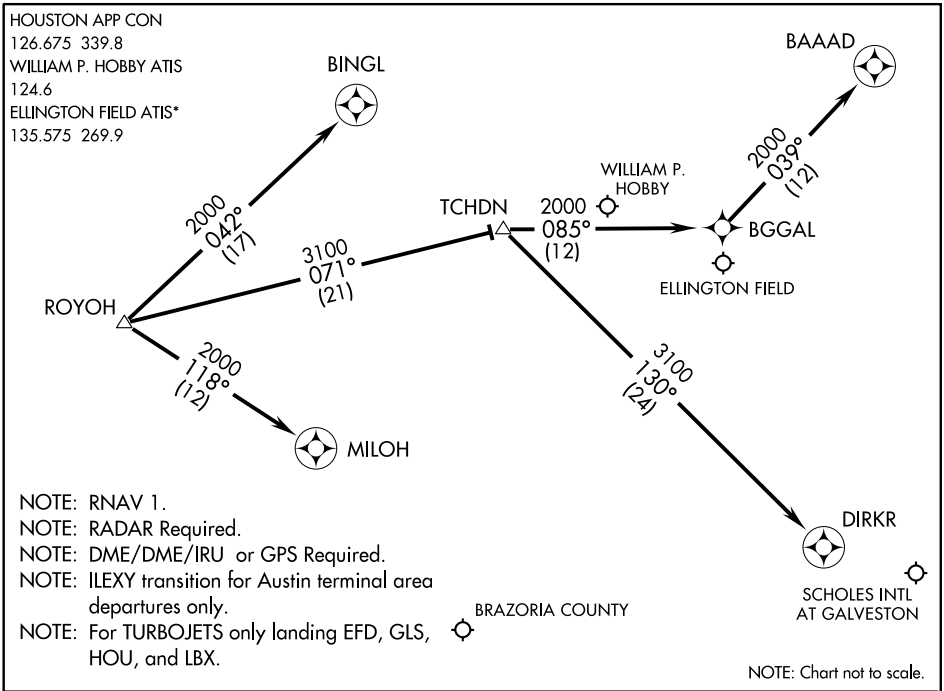
See following page for arrival routes.

NOTE: Chart not to scale.

HOUSTON, TEXAS

COACH ONE ARRIVAL (RNAV) Transition Routes

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

COACH ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

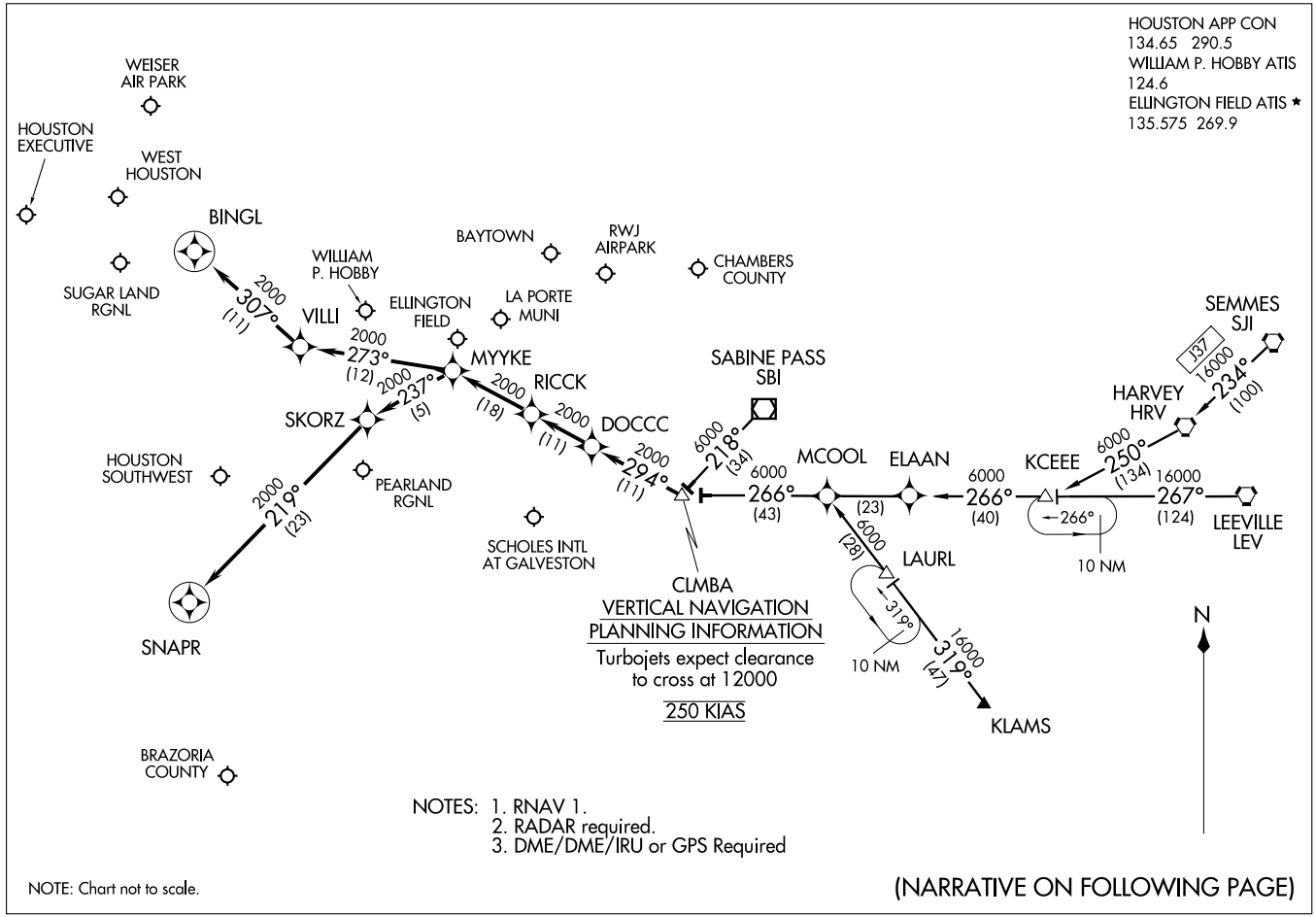
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

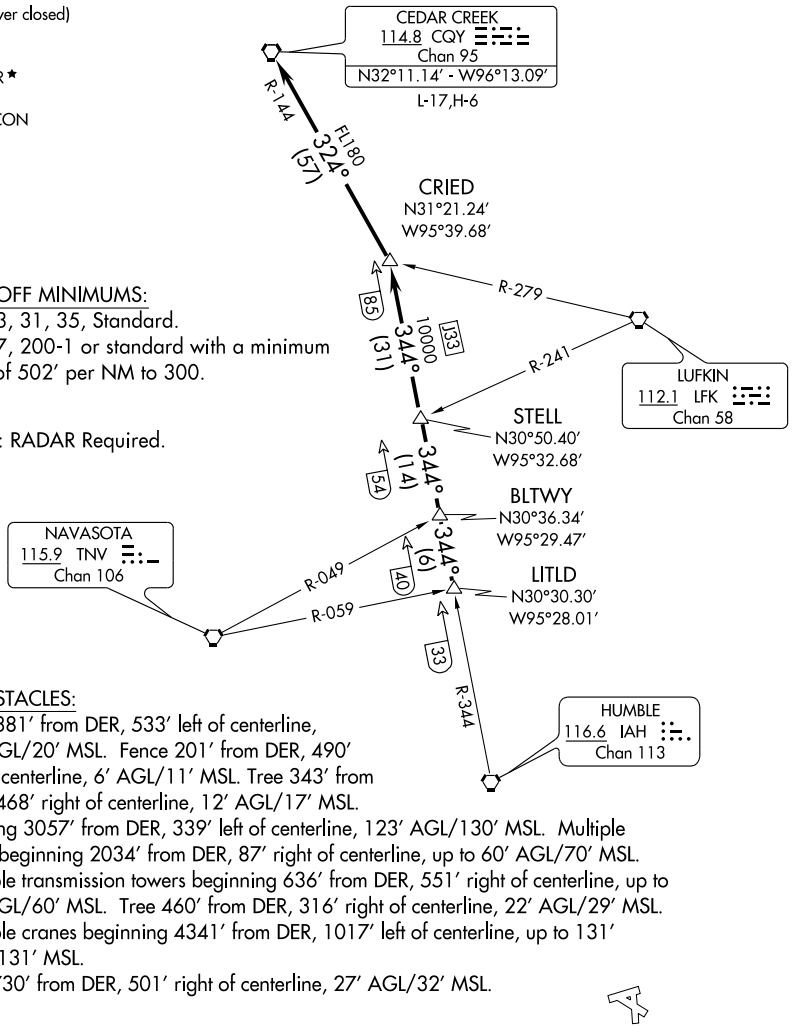
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or standard with a minimum climb of 502′ per NM to 300.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

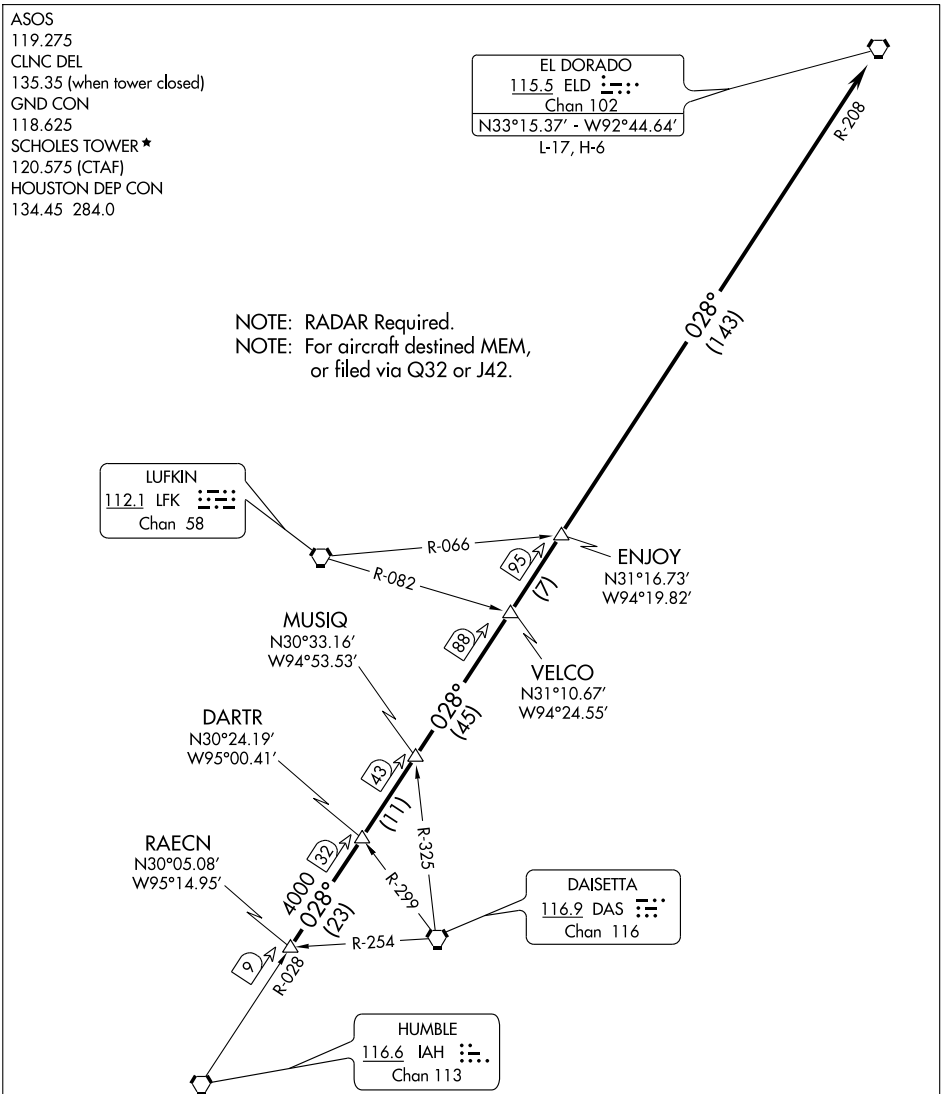
LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-164 (FAA)



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502 ft per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

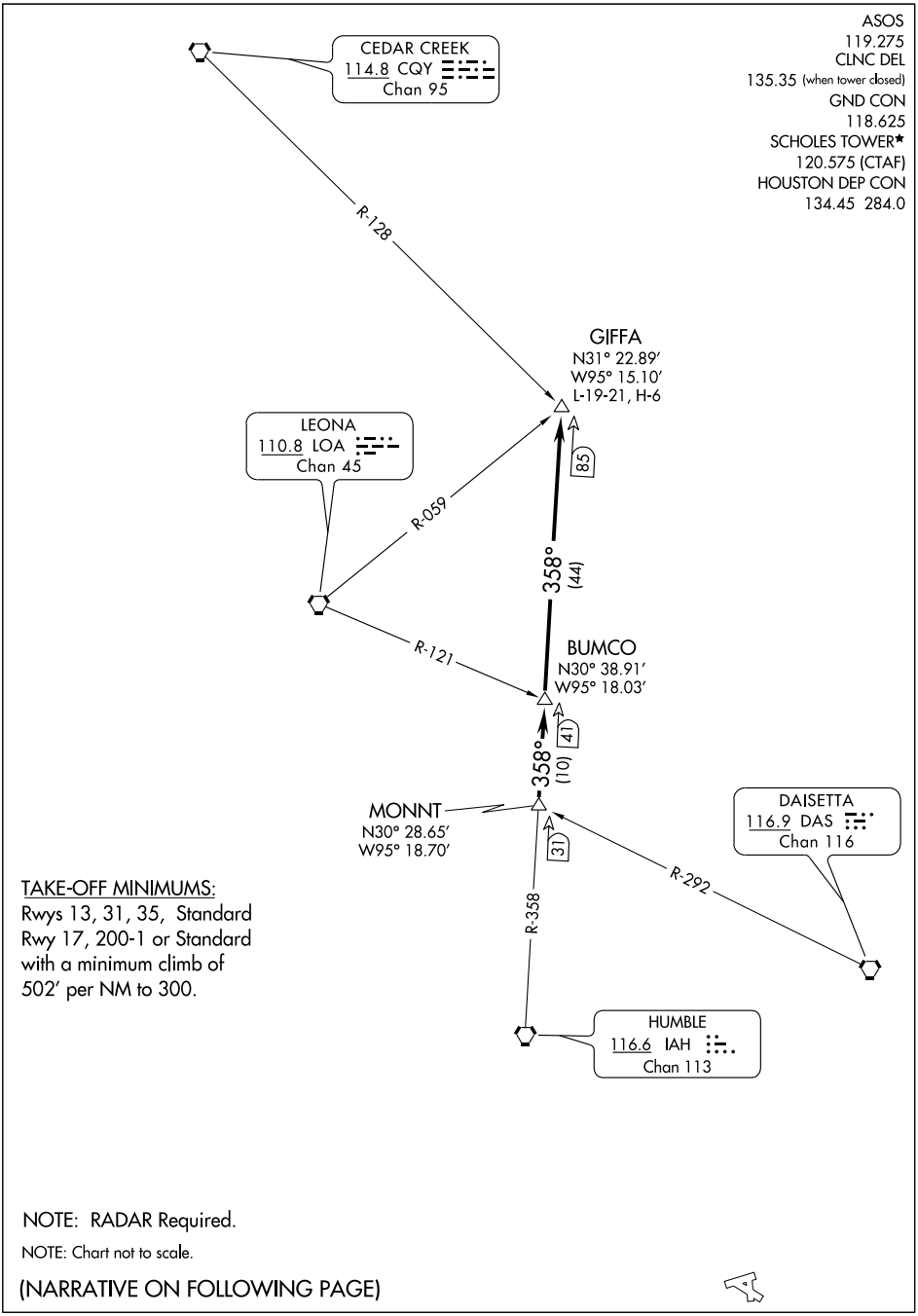
TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, Standard
Rwy 17, 200-1 or Standard
with a minimum climb of
502′ per NM to 300.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL.
Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west
expect clearance to cross at 12000.
TURBOJETS: IAH landing east
expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
5000 055° (19)
5000 004° (12)
SNOWB
CROON
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 019° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-GLS	APP CRS	Rwy Idg	6000
111.7	134°	TDZE	5
		Apt Elev	6

ILS or LOC RWY 13

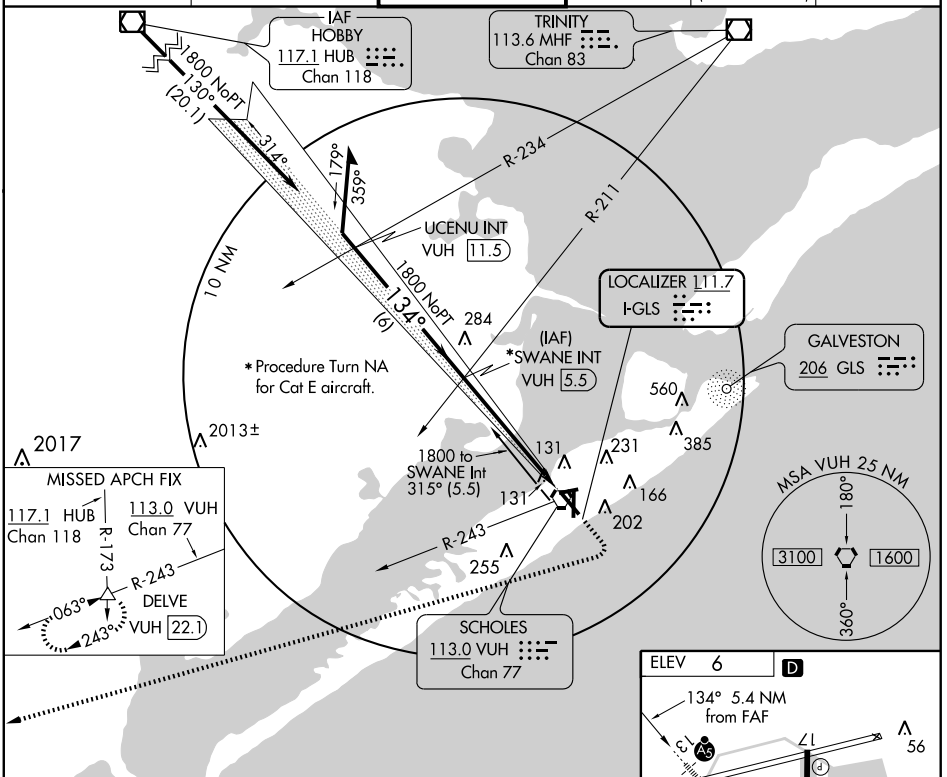
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

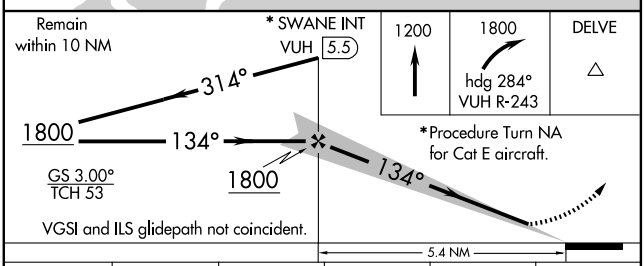
T A Circling not authorized east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase S-ILS 13 Cat E visibility to ¾, and S-LOC 13 Cat E to 1¾.

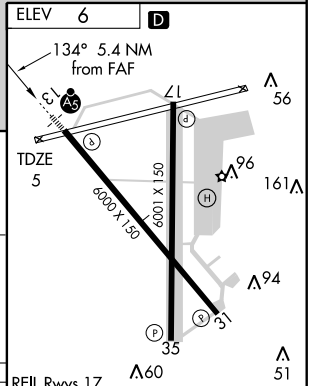
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via heading 284° and VUH R-243 to DELVE Int/VUH 22.1 DME and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D	E
S-ILS 13	205-½ 200 (200-½)				
S-LOC 13	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)	620-2¼ 614 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

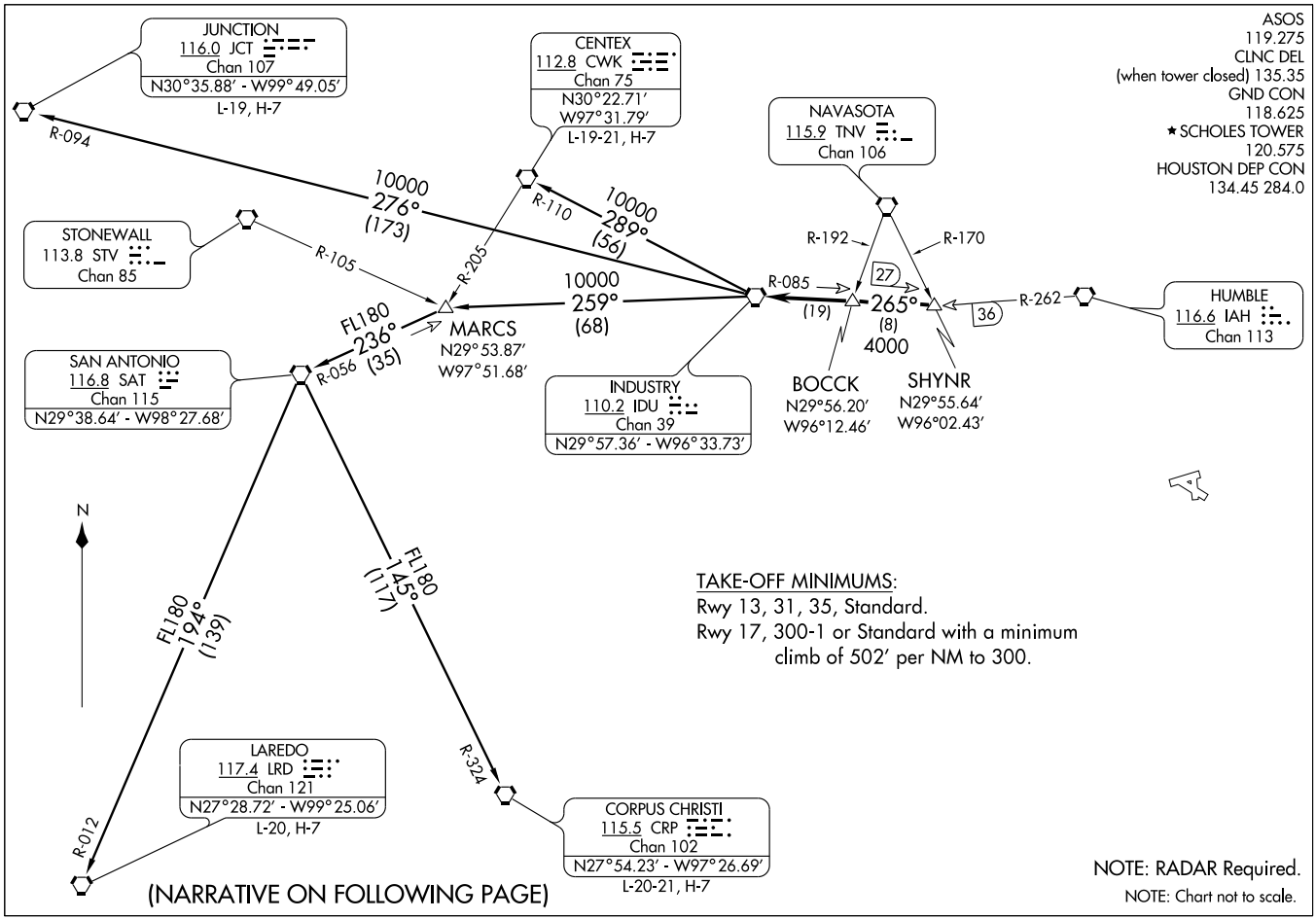
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

SL-164 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

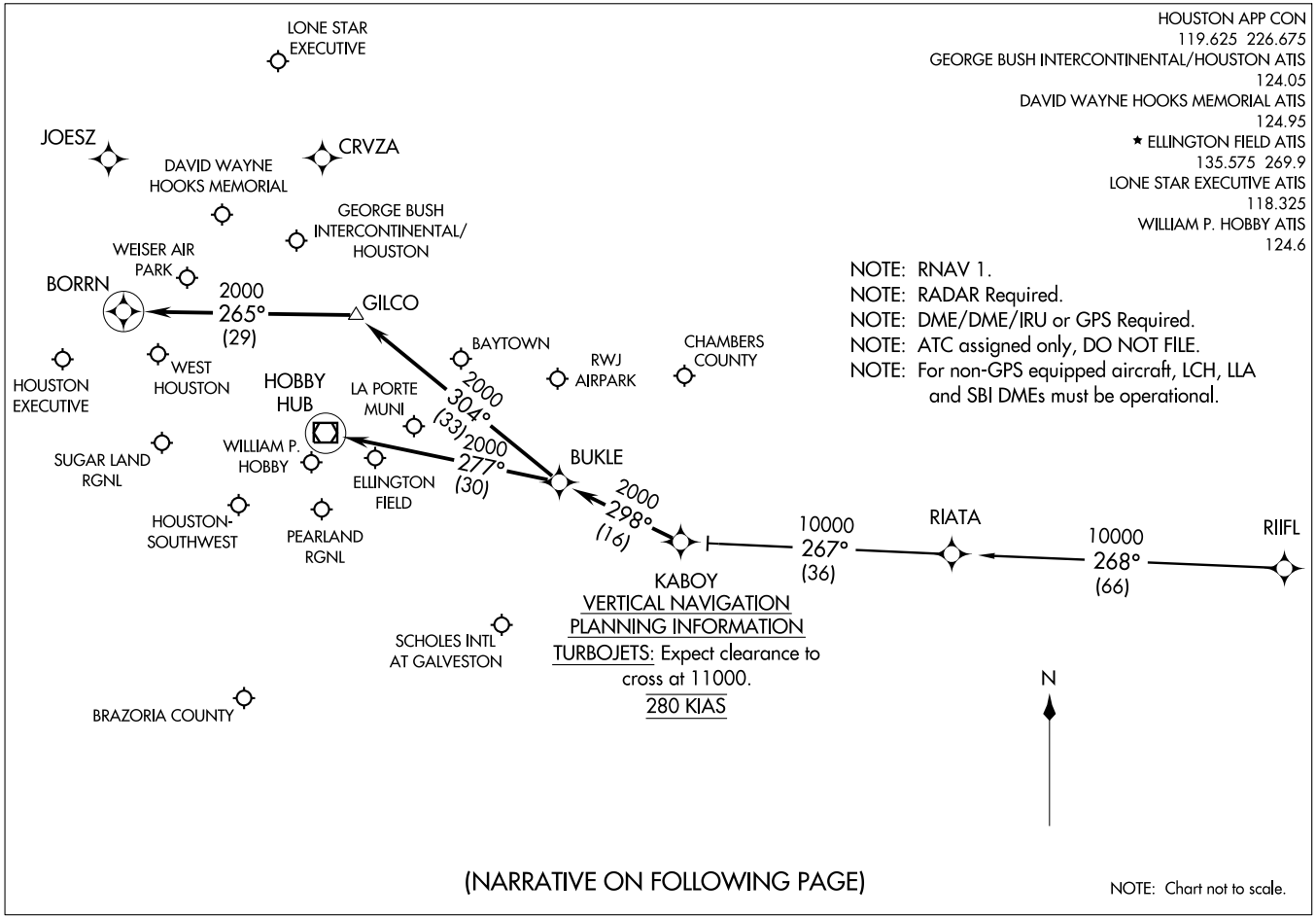
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

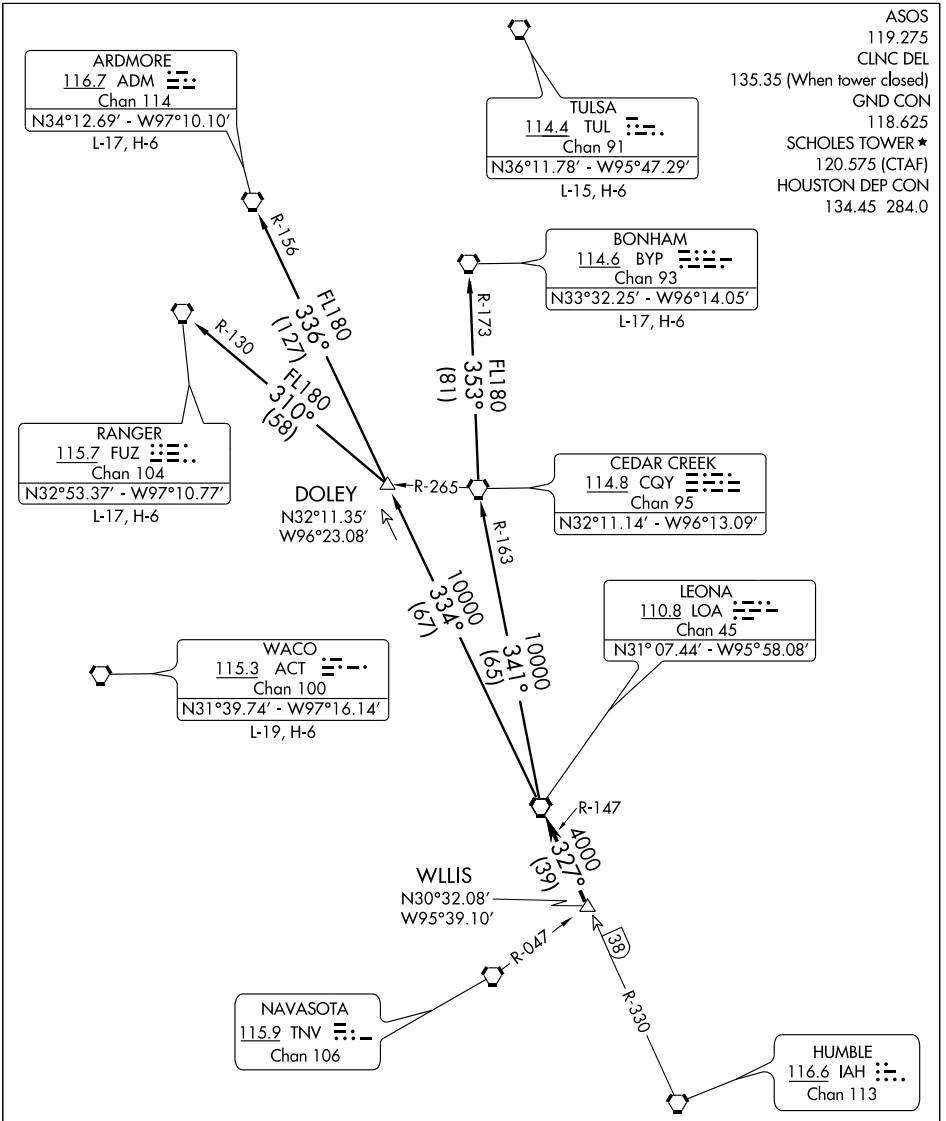
. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

LEONA SEVEN DEPARTURE

SL-164 (FAA)



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502 ft per NM to 300.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

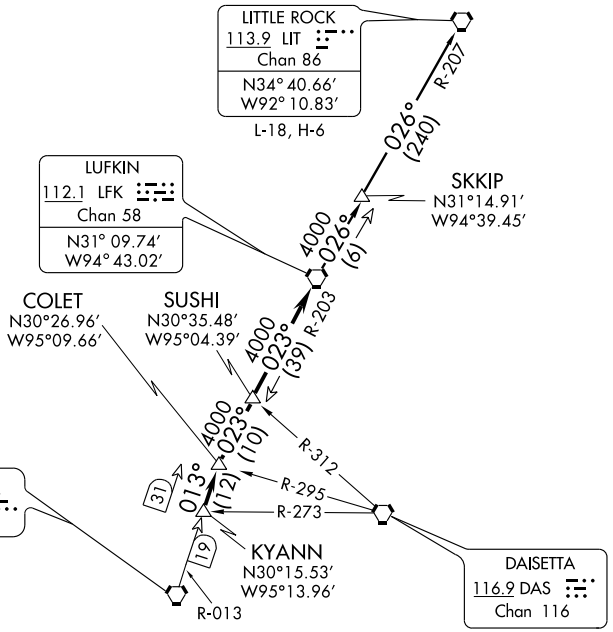
SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-164 (FAA)

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 300-1 or Standard with a minimum climb of 502 ft per NM to 300.



NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502′ per NM to 300.

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

SKUBA
N29°11.72′
W95°47.47′

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88′ - W100°17.99′

COTULLA
115.8 COT
Chan 105
N28°27.72′ -W99°07.11′

THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ - W98°09.03′

PALACIOS
117.3 PSX
Chan 120
N28°45.87′ - W96°18.37′

R-100 FL180 283° (150)
R-136 FL180 318° (112)
R-158 FL180 339° (70)
R-078 FL180 259° (51)
R-073 10000 253° (99)
R-038 4000 218° (37)
R-127
R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

(PSX4.PSX) 10210

PALACIOS FOUR DEPARTURE

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

SL-164 (FAA)

GALVESTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6000
Chan 65606	134°	TDZE	5
W13A		Apt Elev	6

RNAV (GPS) RWY 13

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

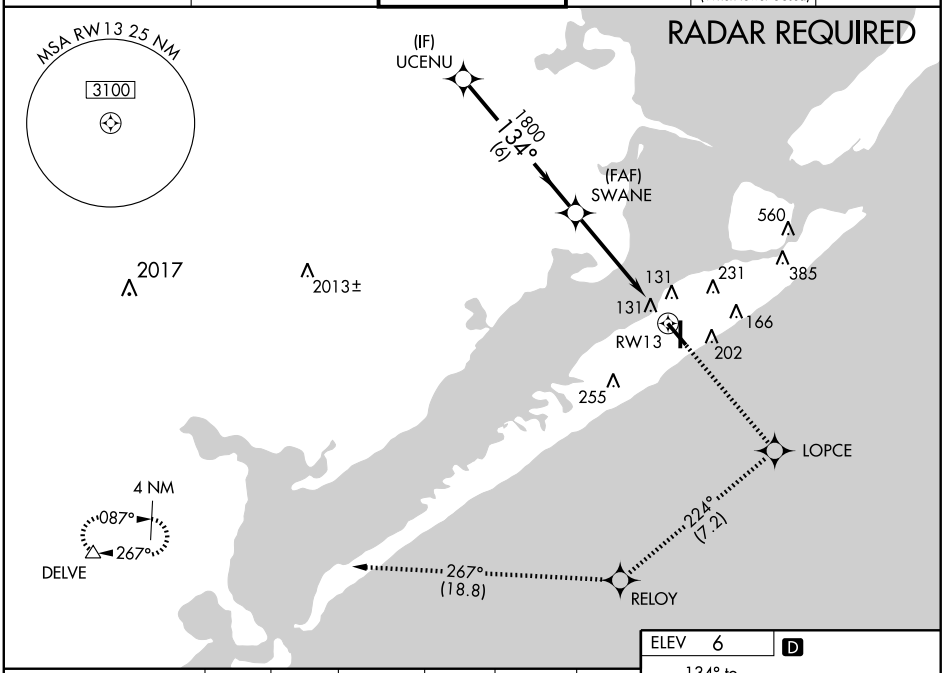
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV and LNAV Cat E visibility to 1¾.

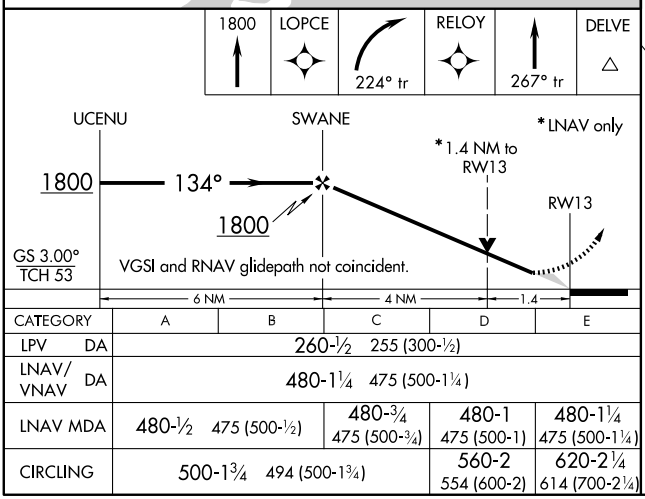
MALSR

MISSED APPROACH: Climb to 1800 direct LOPCE and right turn via 224° track to RELOY and via 267° track to DELVE and hold.

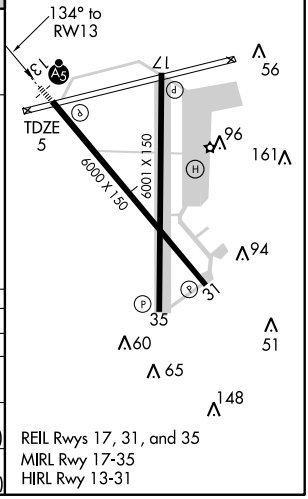
ASOS	HOUSTON APP CON	SCHOLES TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05

RADAR REQUIRED





CATEGORY	A	B	C	D	E
LPV DA	260-½ 255 (300-½)				
LNAV/VNAV DA	480-1¼ 475 (500-1¼)				
LNAV MDA	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1¾ 494 (500-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)



REIL Rwys 17, 31, and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 6001
CH 82301	175°	TDZE 6
W17A		Apt Elev 6

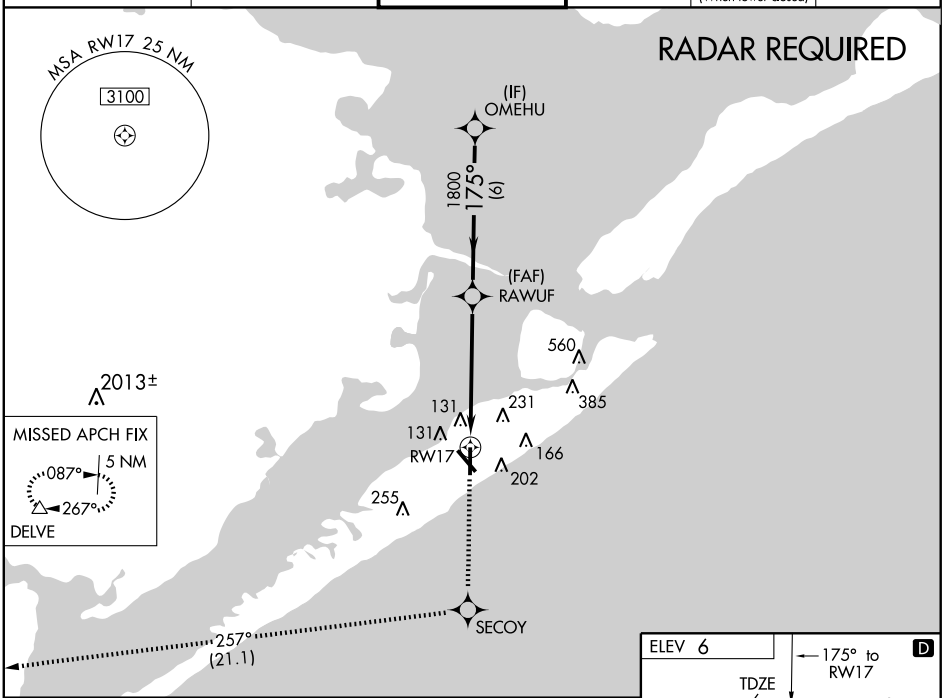
RNAV (GPS) RWY 17

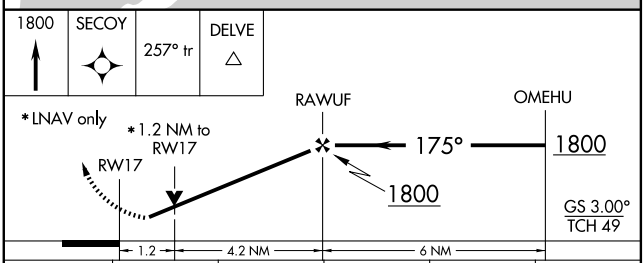
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31.

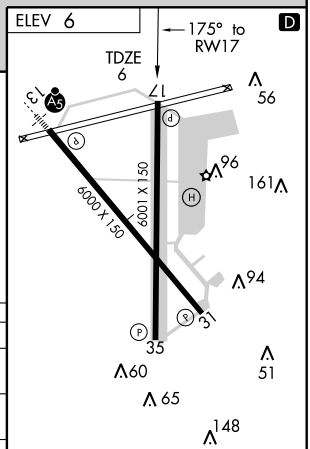
MISSED APPROACH: Climb to 1800 direct SECOY and via 257° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05





CATEGORY	A	B	C	D	E
LPV DA	256-1 250 (300-1)				
LNAV/VNAV DA	528-1¾ 522 (600-1¾)				
LNAV MDA	420-1 414 (500-1)		420-1¼ 414 (500-1¼)		420-1½ 414 (500-1½)
CIRCLING	540-1¾ 534 (600-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 6000
CH 40101	314°	TDZE 5
W31A		Apt Elev 6

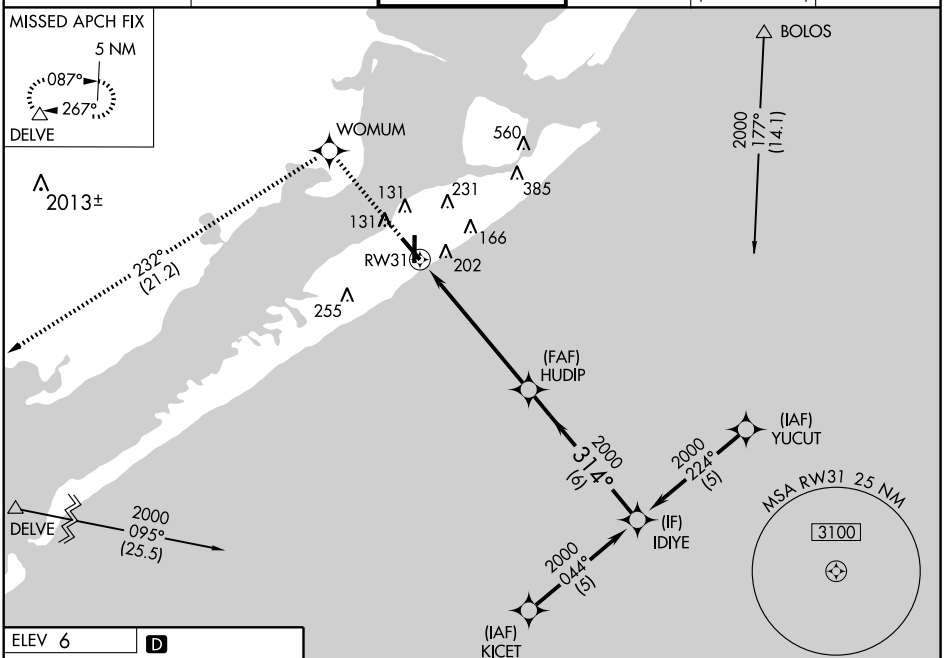
RNAV (GPS) RWY 31

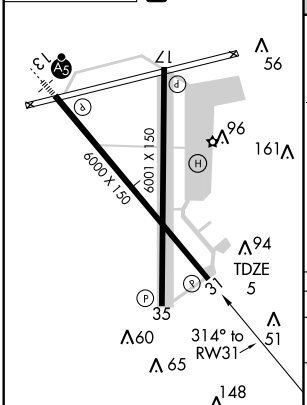
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

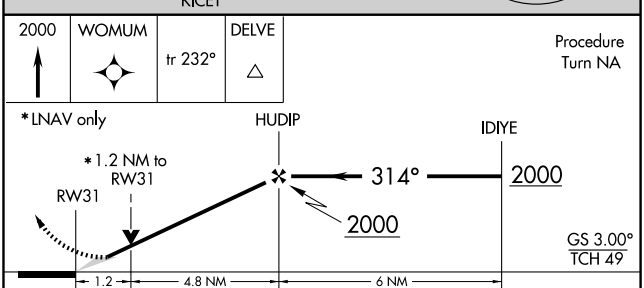
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, procedure NA.
W Circling NA east of Rwy 17 and northeast of Rwy 31. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WOMUM and via 232° track to DELVE and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
LPV DA	298-1 293 (300-1)			
LNAV/VNAV DA	448-1½ 443 (500-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	500-1½ 494 (500-1½)			560-2 554 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

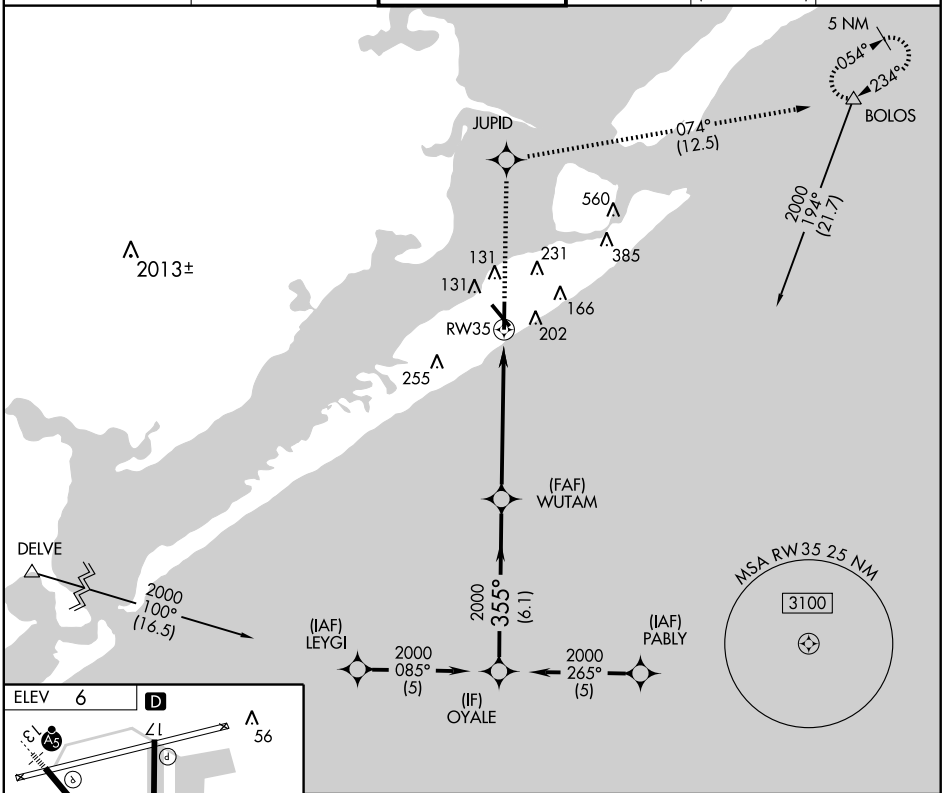
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

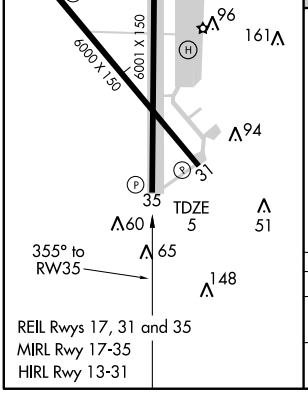
APP CRS	Rwy Idg	6001
355°	TDZE	5
	Apt Elev	6

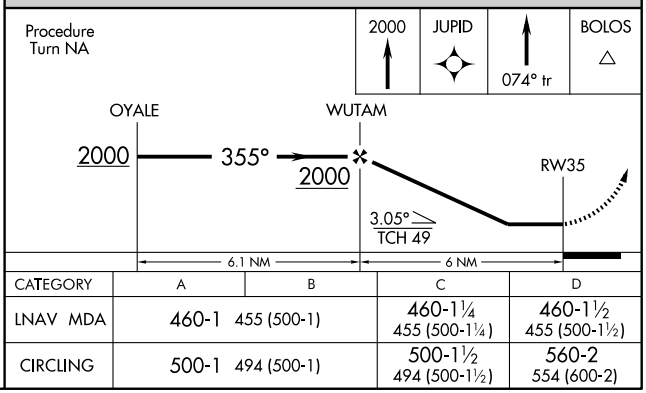
DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct JUPID and via 074° track to BOLOS and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







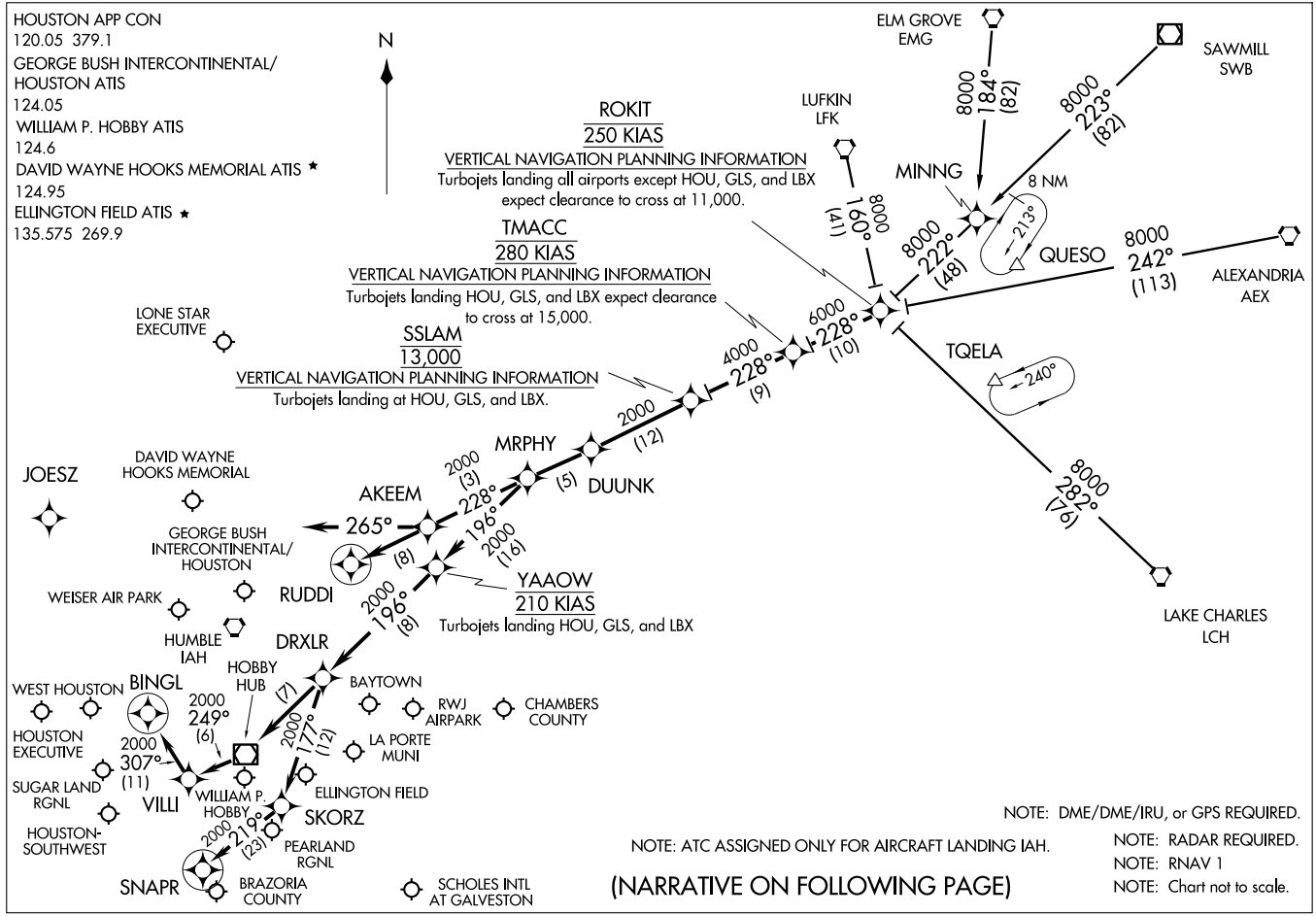
CATEGORY	A	B	C	D
LNAV MDA	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

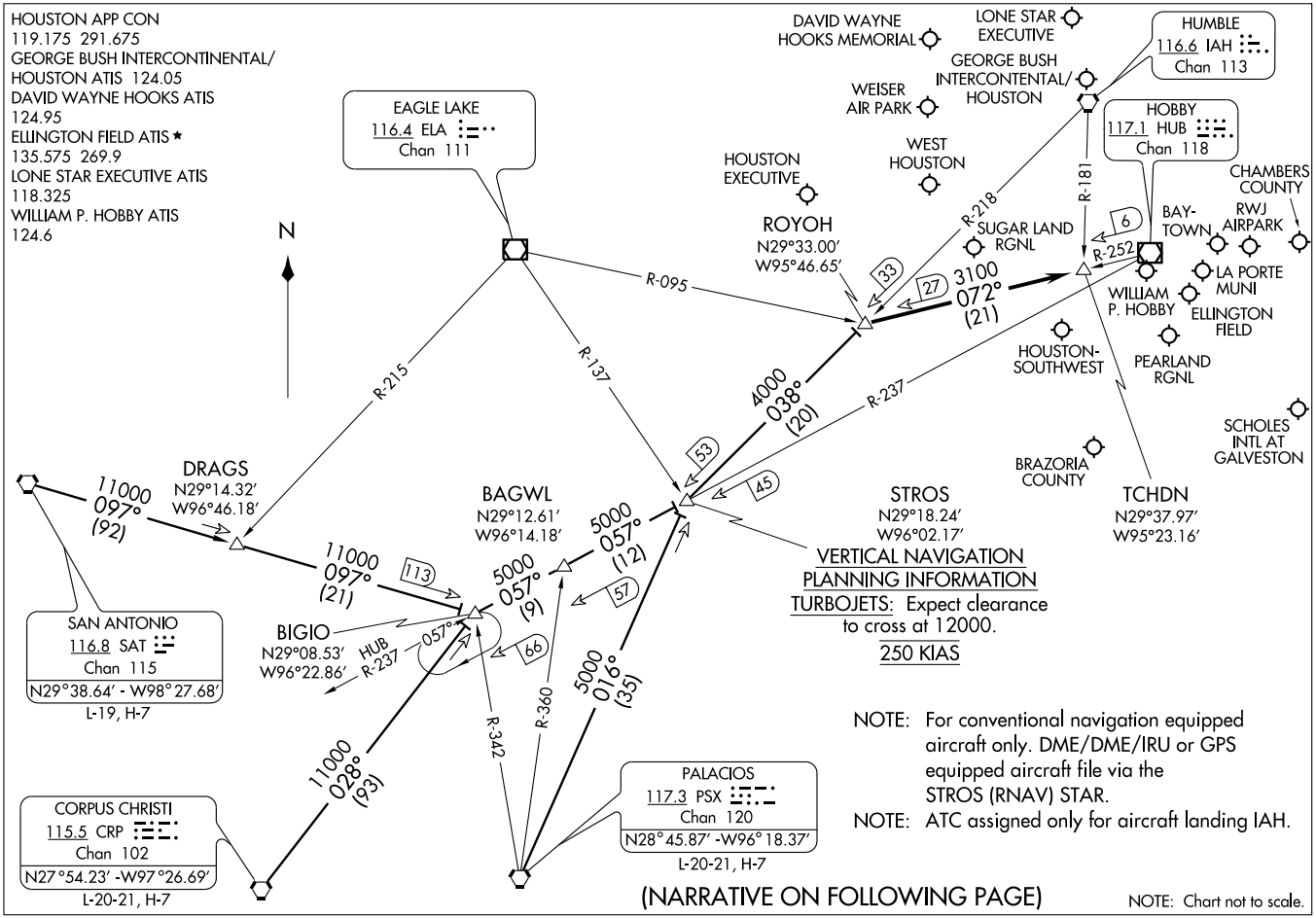
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

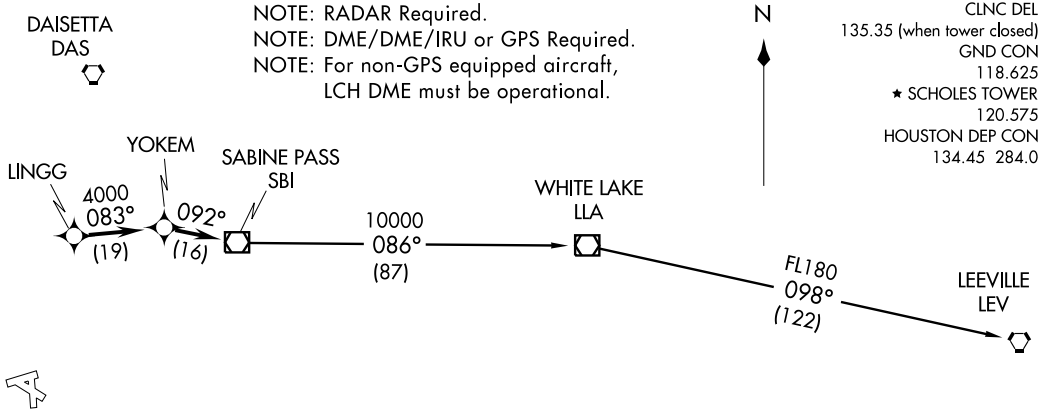
SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS



TAKE-OFF MINIMUMS:

Rwy 13, 31, 35, Standard.

Rwy 17, 300-1 or Standard with a minimum climb of 502′ per NM to 300.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 13: Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17: Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31: Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35: Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)

WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

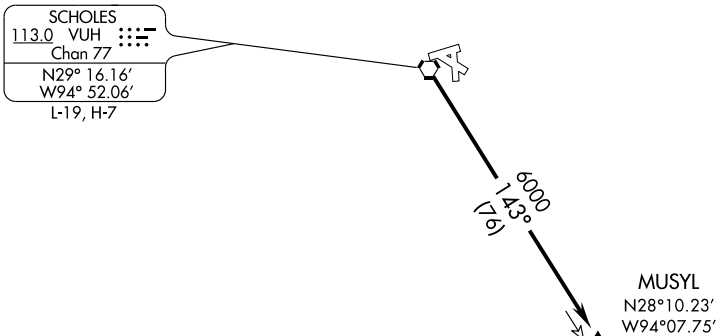
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

SL-164 (FAA)

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502′ per NM to 300.

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

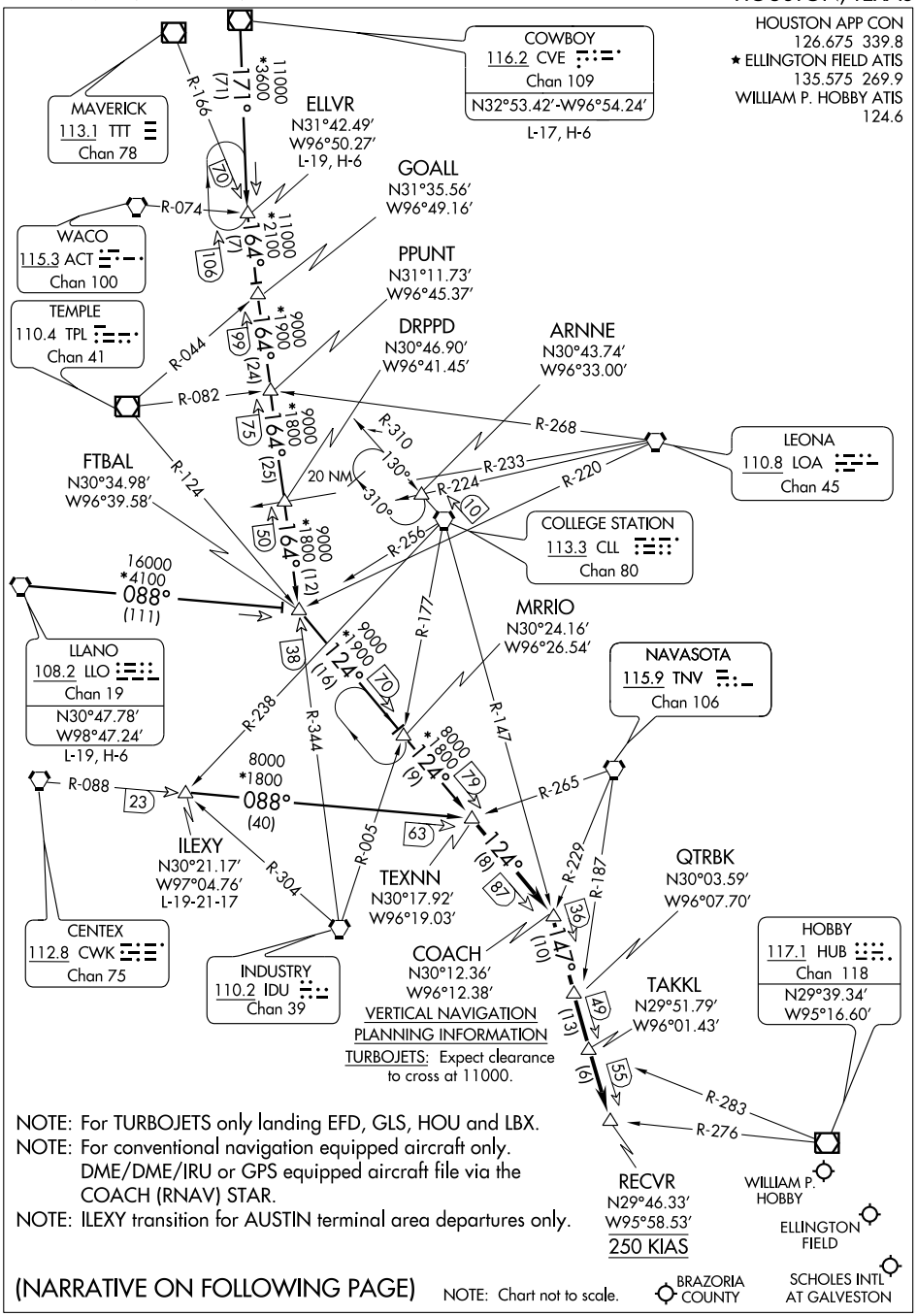
LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

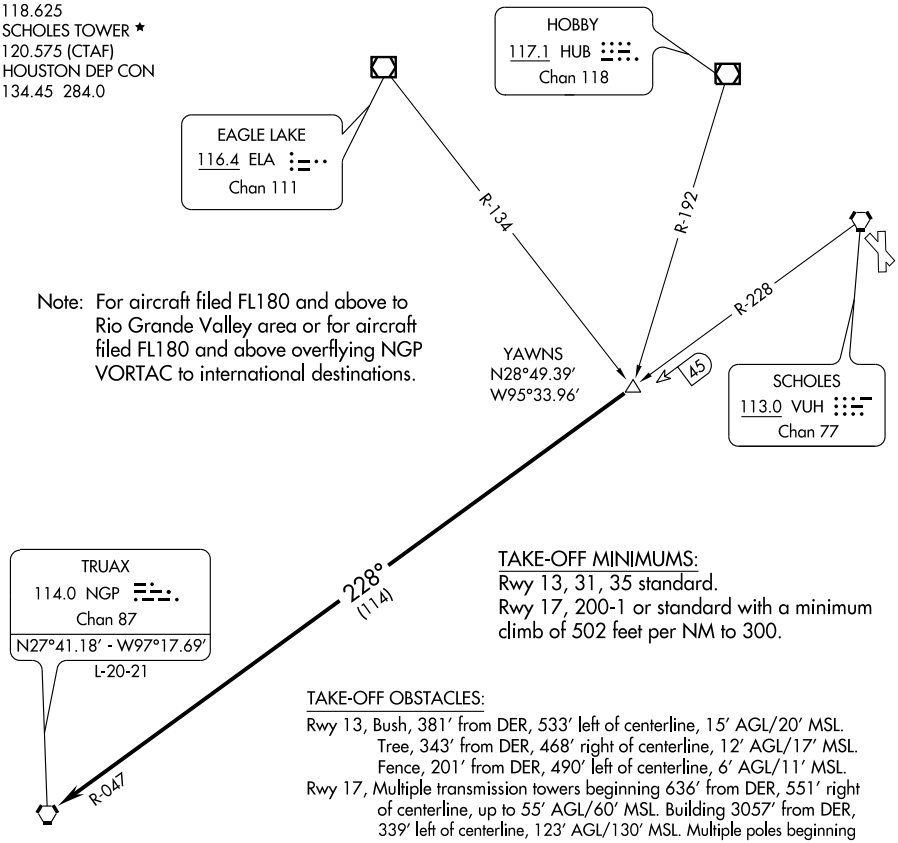
ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

TAKE-OFF OBSTACLES:
Rwy 13, Bush, 381' from DER, 533' left of centerline, 15' AGL/20' MSL.
Tree, 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Fence, 201' from DER, 490' left of centerline, 6' AGL/11' MSL.
Rwy 17, Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL. Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Tree, 460' feet from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree, 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC VUH	APP CRS	Rwy Idg	6000
113.0	143°	TDZE	5
Chan 77		Apt Elev	6

VOR RWY 13

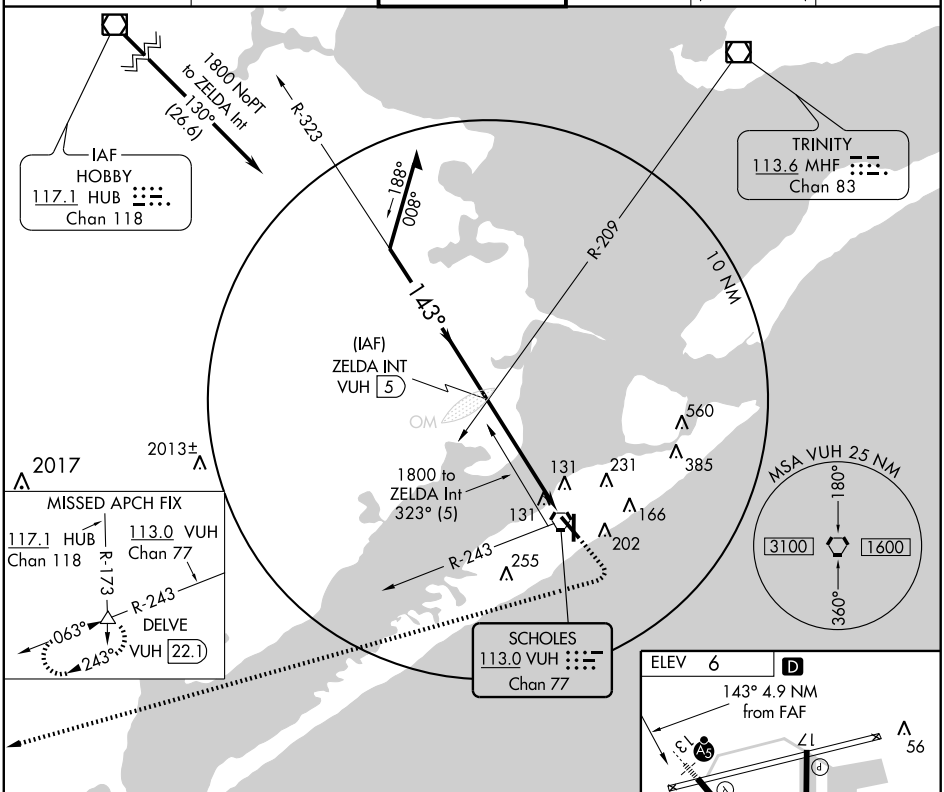
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

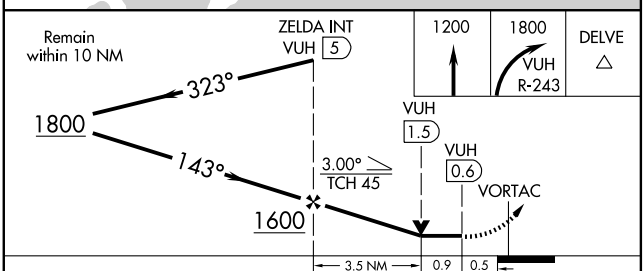
Circling not authorized east of Rwy 13-31.

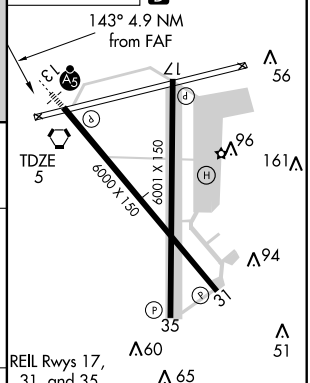
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via VUH R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	SCHOLES TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-13	480-½	475 (500-½)	480-¾ 475 (500-¾)	480-1 475 (500-1)
CIRCLING	500-1	494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLES:

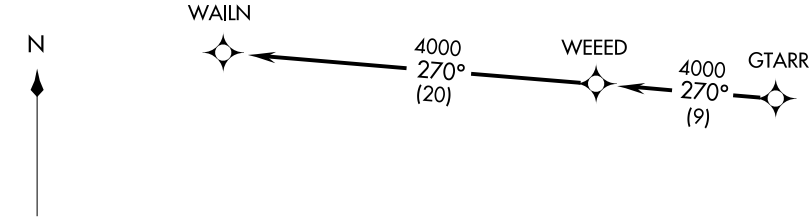
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:

Rwy 13, 31, 35, Standard.

Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

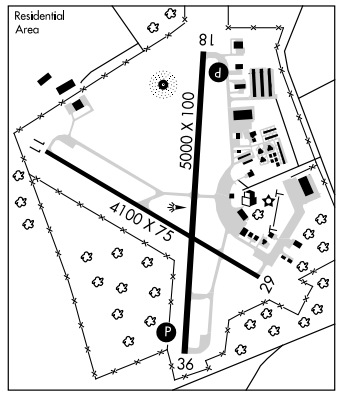
. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
SI-164 (FAA)
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS

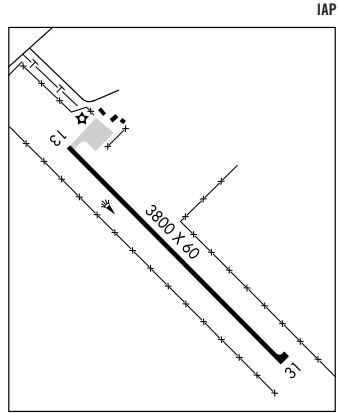
GATESVILLE MUNI (GOP) 3 W UTC−6(−5DT) N31°25.28′ W97°47.82′ SAN ANTONIO
905 B S4 **FUEL** 100LL OX 1, 2, 3, 4 NOTAM FILE GOP L–19C, 21A
RWY 17–35: H3400X60 (ASPH) S–12 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 30′. Trees. **RWY 35:** PAPI(P2L)—GA 3.0° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For fuel call 254–248–1545, after hrs call 254–535–1661. Low flying military jet acft and helicopter in vicinity. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.725 (254) 865–6742. Precipitation unreliable.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 046° 22.7 NM to fld. 1290/8E.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (See HOUSTON)

GEORGETOWN MUNI (GTU) 3 N UTC−6(−5DT) N30°40.73′ W97°40.76′ SAN ANTONIO
790 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE GTU H–7C, L–19C, 21A
RWY 18–36: H5000X100 (ASPH) S–30 MIRL 0.8% up N IAP, AD
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees. Rgt tfc.
RWY 11–29: H4100X75 (ASPH) S–12.5 MIRL 0.7% up NW
RWY 11: Tree. **RWY 29:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended 1300Z‡–dusk. For attendant after hours call 512–869–4532. Rwy 11–29 CLOSED to acft 12,500 lbs and over indefinitely. Deer on and in vicinity of arpt. Military helicopter ops prohibited between 0300–1300Z‡. Portions of Twy E not visible from tower. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE MIRL Rwy 11–29, REIL Rwy 18 and PAPI Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 118.6 (512) 869–3430. LAWRS
COMMUNICATIONS: CTAF 120.225 **ATIS** 118.6 **UNICOM** 123.0
Ⓡ **AUSTIN APP/DEP CON** 119.0 **CLNC DEL** 121.1
TOWER 120.225 (1300–0500Z‡) **GND CON** 119.12
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 331° 19.6 NM to fld. 593/6E.
NDB (MHW) 332 GUO N30°41.06′ W97°40.80′ at fld. NOTAM FILE GTU. Unmonitored 0000–1300Z‡.



GEORGE WEST
LIVE OAK CO (8T6) 2 N UTC−6(−5DT) N28°21.77′ W98°06.99′ SAN ANTONIO
129 B S2 **FUEL** 100LL, JET A NOTAM FILE SJT L–20H
RWY 13–31: H3800X60 (ASPH) MIRL IAP
RWY 13: P-line. **RWY 31:** Brush.
AIRPORT REMARKS: Attended continuously. Fuel self–serve with major credit card. Deer on and invof rwy (seasonal). Birds on and invof arpt. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—122.7.
COMMUNICATIONS: CTAF 122.9
HOUSTON CENTER APP/DEP CON 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 160° 8.7 NM to fld. 270/8E.



APP CRS	Rwy Idg	3800
130°	TDZE	129
	Apt Elev	129

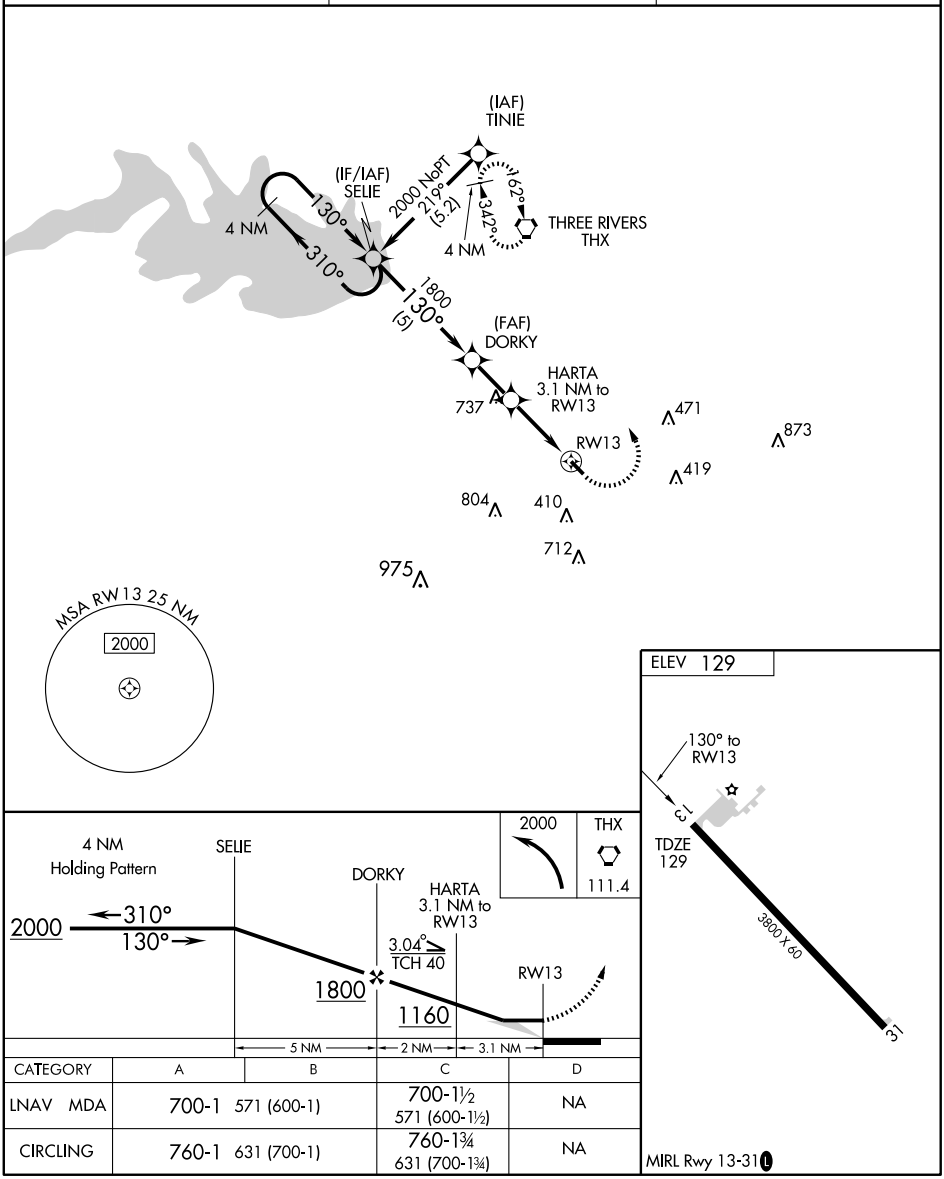
RNAV (GPS) RWY 13

GEORGE WEST/LIVE OAK COUNTY (8T6)

Use Alice Intl altimeter setting. GPS or RNP-0.3 required. NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	122.7 L
134.6 322.5	122.9	



CATEGORY	A	B	C	D
LNAV MDA	700-1 571 (600-1)		700-1½ 571 (600-1½)	NA
CIRCLING	760-1 631 (700-1)		760-1¾ 631 (700-1¾)	NA

MIRL Rwy 13-31 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC THX 111.4 Chan 51	APP CRS 160°	Rwy Idg N/A TDZE N/A Apt Elev 129

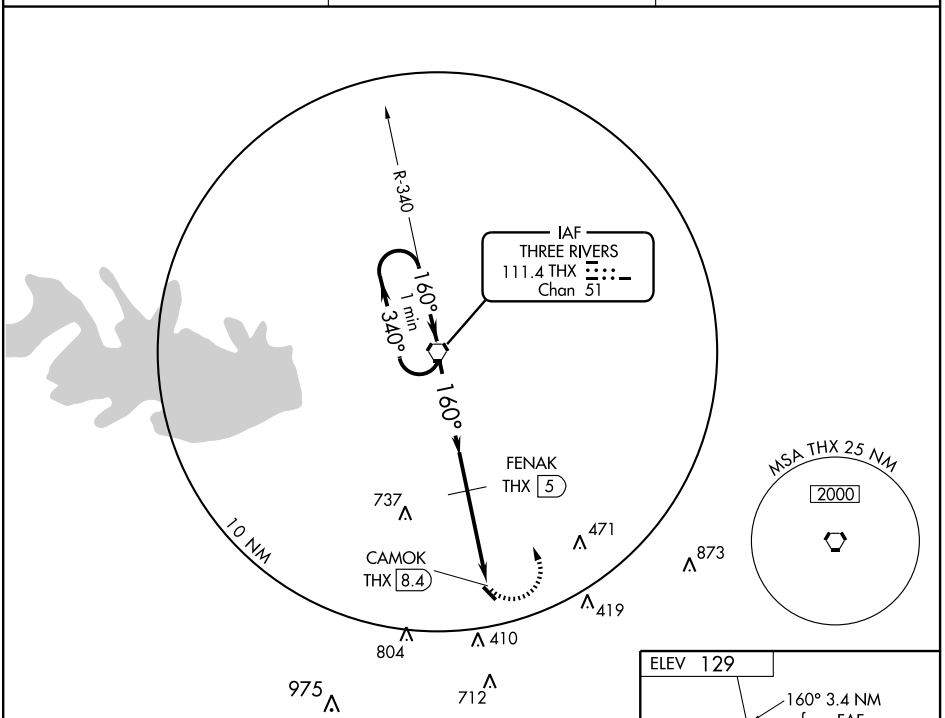
VOR/DME-A

GEORGE WEST/LIVE OAK COUNTY (8T6)

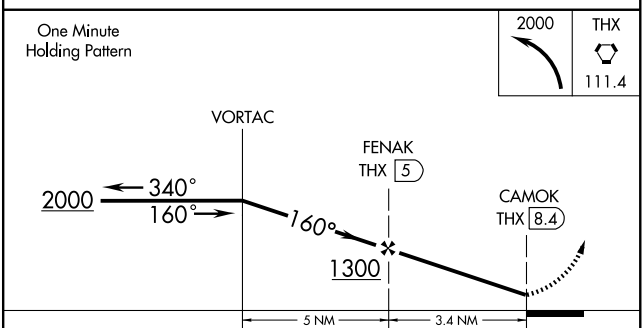
NA — Use Alice Intl altimeter setting.

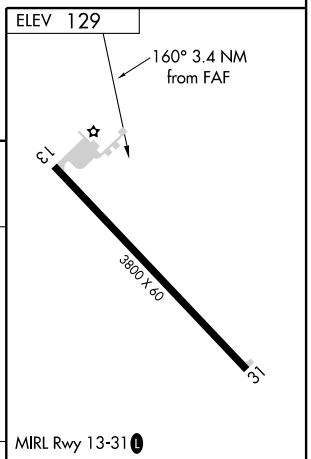
MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	
134.6 322.5	122.9	122.7 L



NoPT for arrivals on THX airway radials 319 clockwise 337.





CATEGORY	A	B	C	D
CIRCLING	760-1 631 (700-1)		760-1¾ 631 (700-1¾)	NA

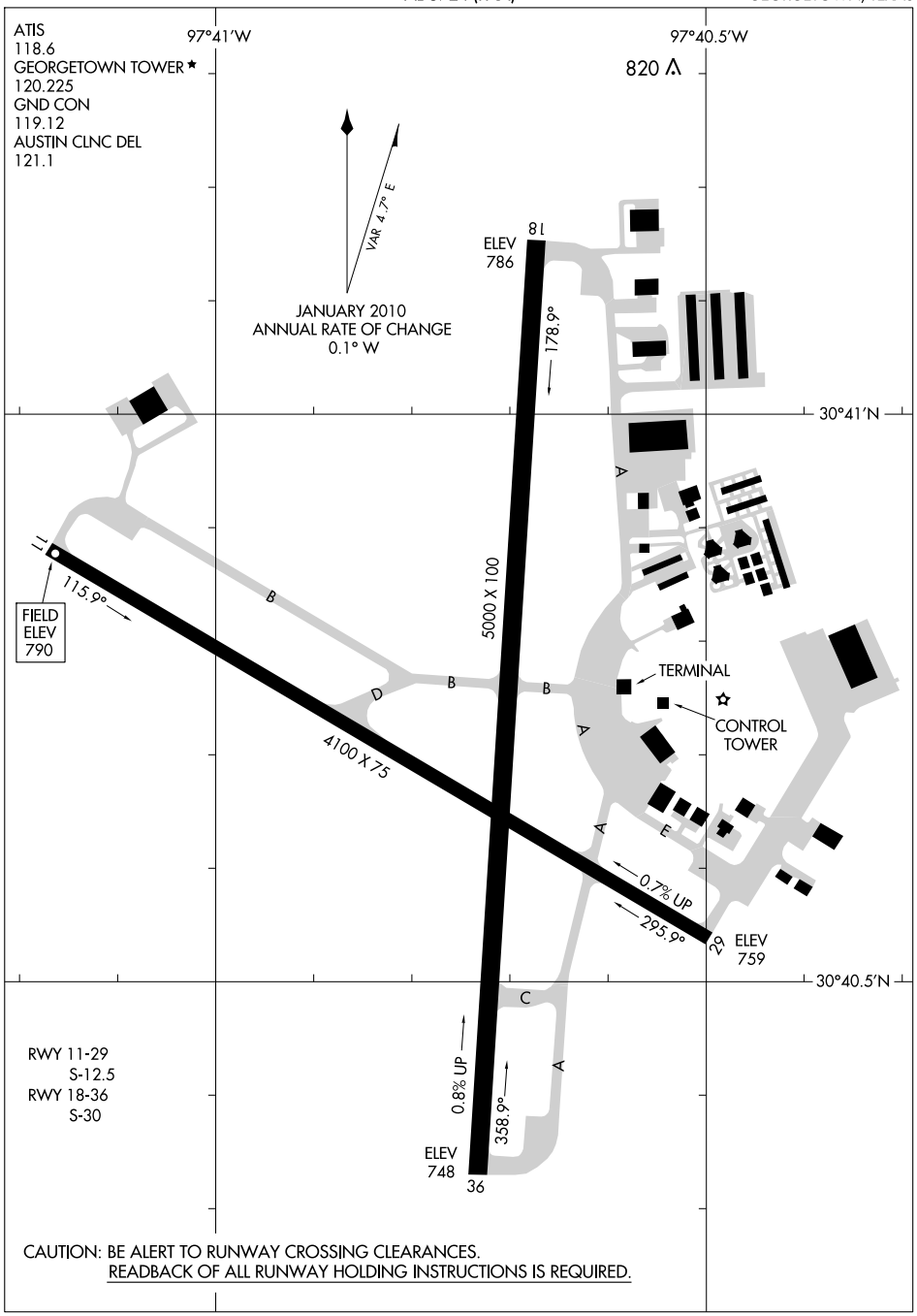
FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-5724 (FAA)

GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS



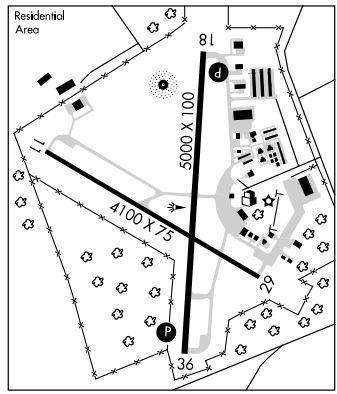
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 26 AUG 2010 to 23 SEP 2010

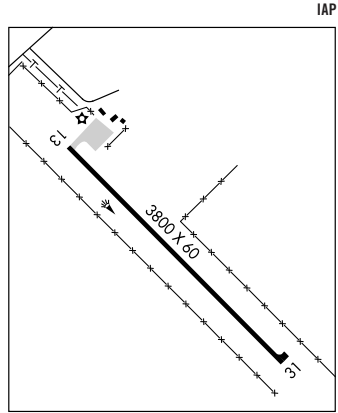
GATESVILLE MUNI (GOP) 3 W UTC−6(−5DT) N31°25.28′ W97°47.82′ SAN ANTONIO
905 B S4 **FUEL** 100LL OX 1, 2, 3, 4 NOTAM FILE GOP L–19C, 21A
RWY 17–35: H3400X60 (ASPH) S–12 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 30′. Trees. **RWY 35:** PAPI(P2L)—GA 3.0° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For fuel call 254–248–1545, after hrs call 254–535–1661. Low flying military jet acft and helicopter in vicinity. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.725 (254) 865–6742. Precipitation unreliable.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 046° 22.7 NM to fld. 1290/8E.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (See HOUSTON)

GEORGETOWN MUNI (GTU) 3 N UTC−6(−5DT) N30°40.73′ W97°40.76′ SAN ANTONIO
790 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE GTU H–7C, L–19C, 21A
RWY 18–36: H5000X100 (ASPH) S–30 MIRL 0.8% up N IAP, AD
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees. Rgt tfc.
RWY 11–29: H4100X75 (ASPH) S–12.5 MIRL 0.7% up NW
RWY 11: Tree. **RWY 29:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended 1300Z‡–dusk. For attendant after hours call 512–869–4532. Rwy 11–29 CLOSED to acft 12,500 lbs and over indefinitely. Deer on and in vicinity of arpt. Military helicopter ops prohibited between 0300–1300Z‡. Portions of Twy E not visible from tower. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE MIRL Rwy 11–29, REIL Rwy 18 and PAPI Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 118.6 (512) 869–3430. LAWRS
COMMUNICATIONS: CTAF 120.225 **ATIS** 118.6 **UNICOM** 123.0
Ⓡ **AUSTIN APP/DEP CON** 119.0 **CLNC DEL** 121.1
TOWER 120.225 (1300–0500Z‡) **GND CON** 119.12
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 331° 19.6 NM to fld. 593/6E.
NDB (MHW) 332 GUO N30°41.06′ W97°40.80′ at fld. NOTAM FILE GTU. Unmonitored 0000–1300Z‡.



GEORGE WEST
LIVE OAK CO (8T6) 2 N UTC−6(−5DT) N28°21.77′ W98°06.99′ SAN ANTONIO
129 B S2 **FUEL** 100LL, JET A NOTAM FILE SJT L–20H
RWY 13–31: H3800X60 (ASPH) MIRL IAP
RWY 13: P-line. **RWY 31:** Brush.
AIRPORT REMARKS: Attended continuously. Fuel self–serve with major credit card. Deer on and invof rwy (seasonal). Birds on and invof arpt. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—122.7.
COMMUNICATIONS: CTAF 122.9
HOUSTON CENTER APP/DEP CON 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 160° 8.7 NM to fld. 270/8E.



BITER FOUR ARRIVAL (BITER.BITER4)

AUSTIN, TEXAS

INDUSTRY TRANSITION (IDU.BITER4): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

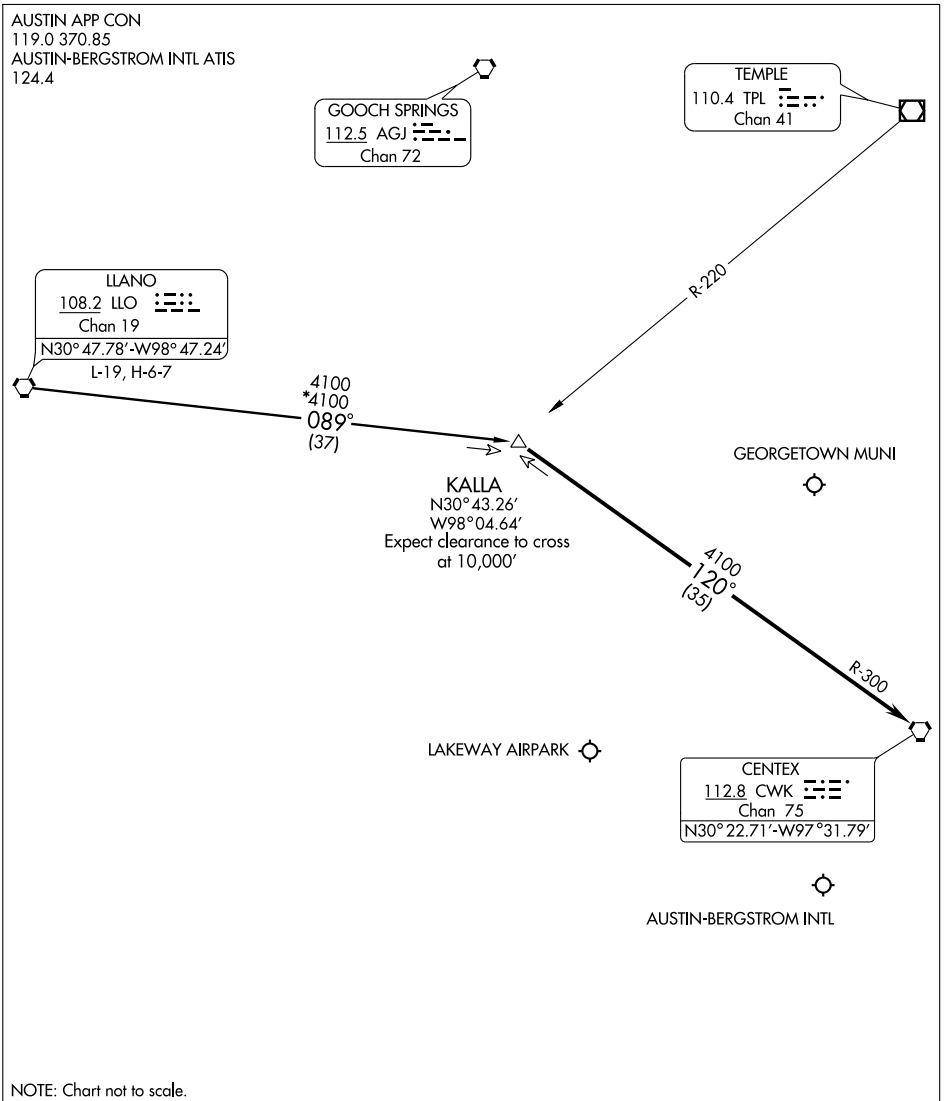
. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

BITER FOUR ARRIVAL (BITER.BITER4)
AUSTIN, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

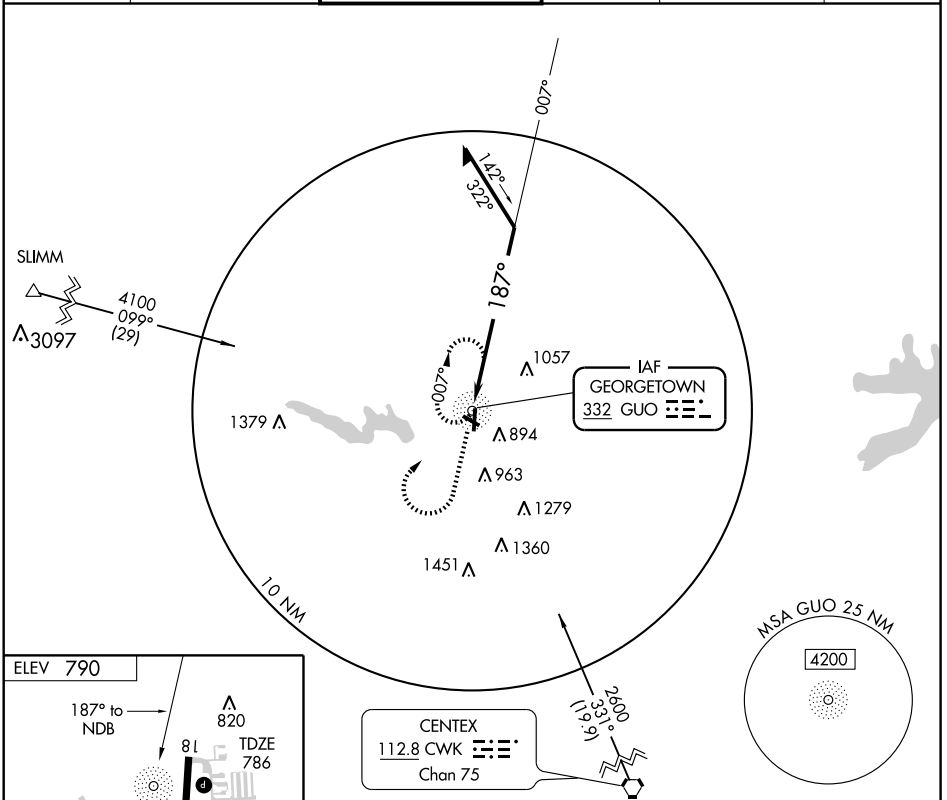
NDB GUO	APP CRS	Rwy Idg	5000
332	187°	TDZE	786
		Apt Elev	790

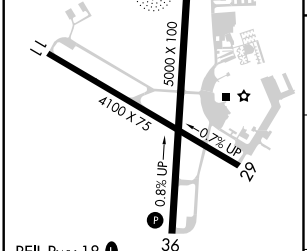
NDB RWY 18
GEORGETOWN MUNI (GTU)

NA

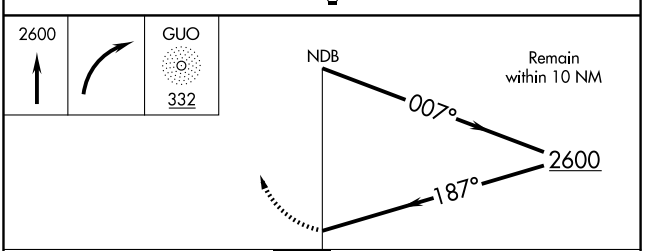
MISSED APPROACH: Climb to 2600 then right turn direct GUO NDB and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1480-1	694 (700-1)	1480-2 694 (700-2)	NA
CIRCLING	1480-1	690 (700-1)	1480-2 690 (700-2)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4100
115°	TDZE	790
	Apt Elev	790

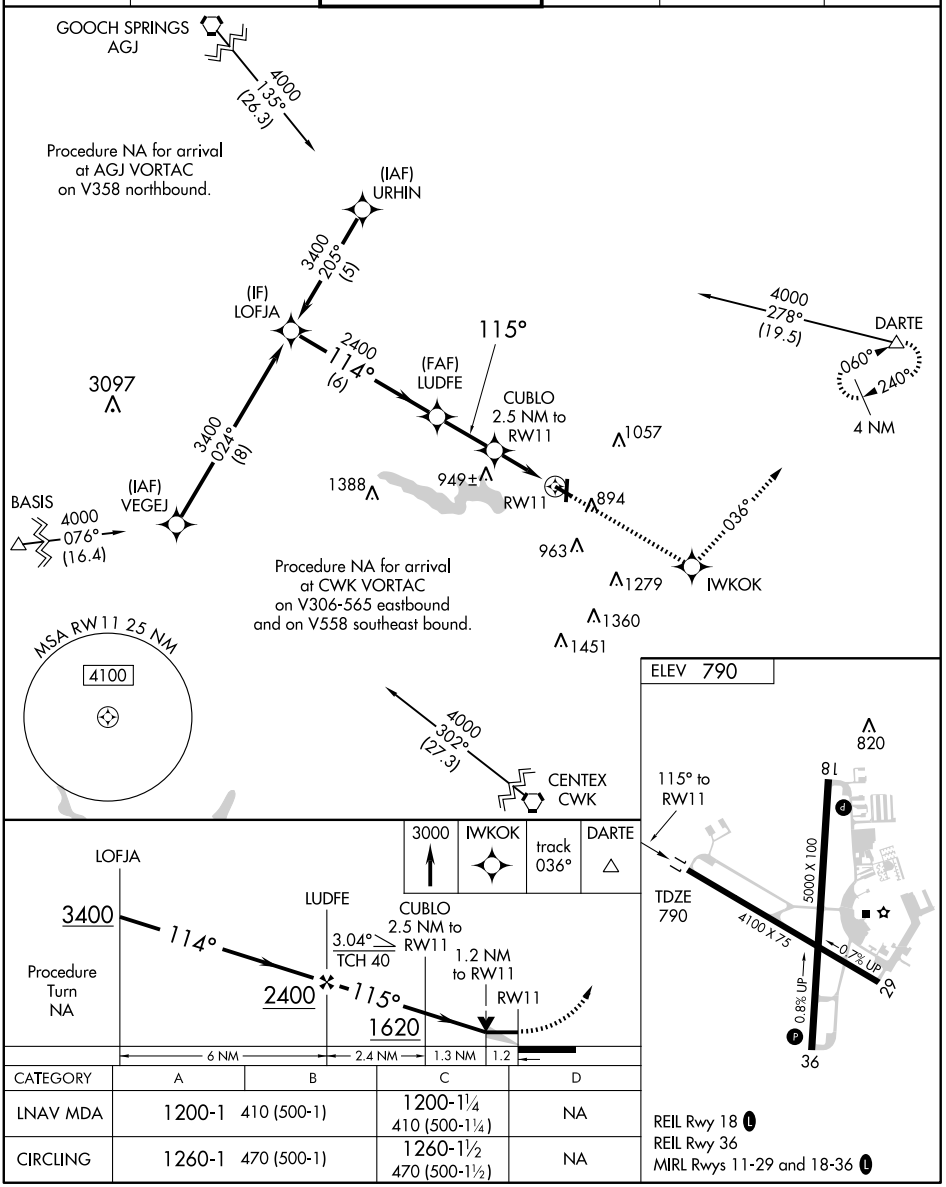
RNAV (GPS) RWY 11

GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet.
VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct IWKOK and via track 036° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0



CATEGORY	A	B	C	D
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

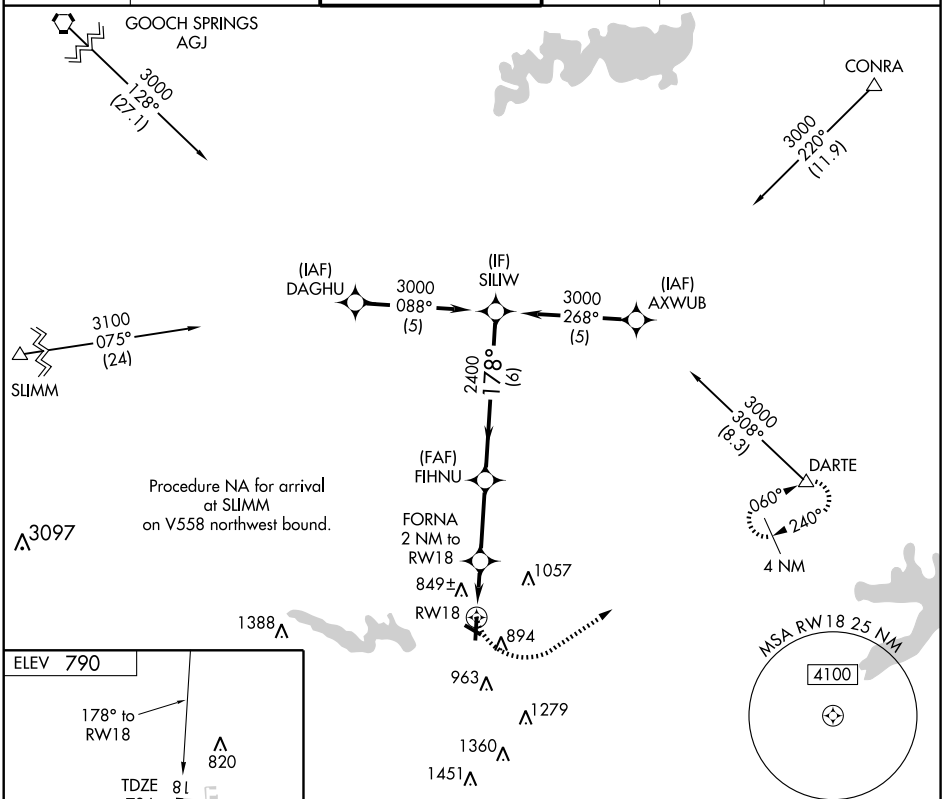
GEORGETOWN MUNI (GTU)

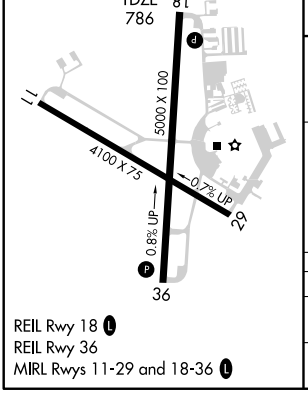
APP CRS	Rwy Idg	5000
178°	TDZE	786
	Apt Elev	790

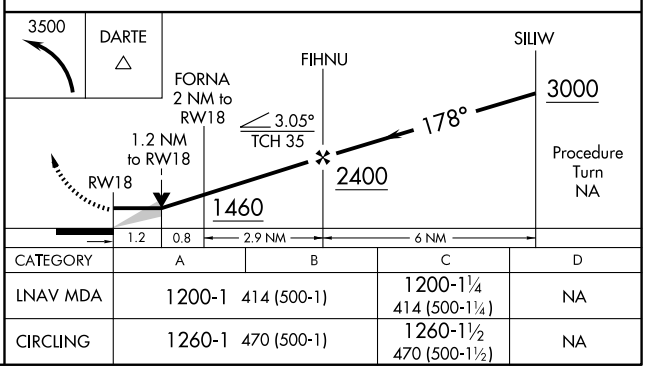
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0







CATEGORY	A	B	C	D
LNAV MDA	1200-1 414 (500-1)		1200-1¼ 414 (500-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4100
295°	TDZE	777
	Apt Elev	790

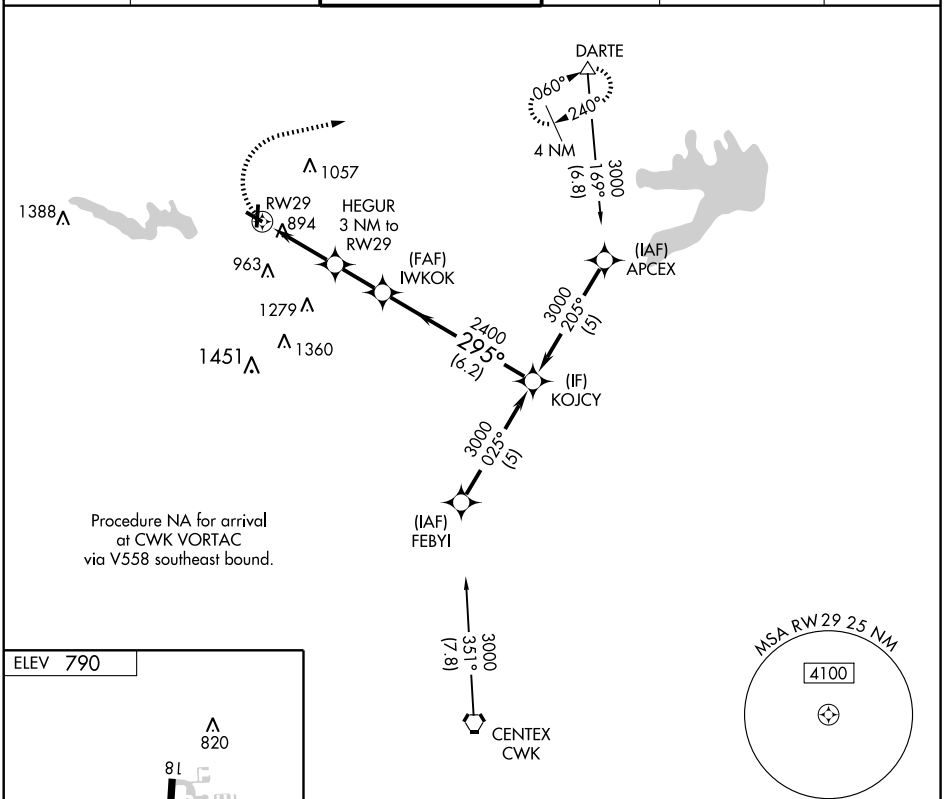
RNAV (GPS) RWY 29

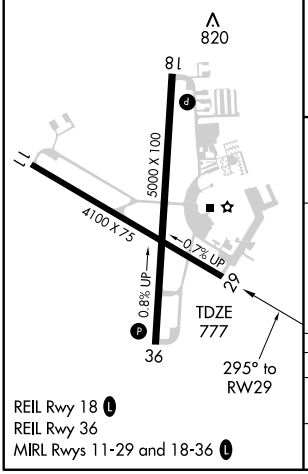
GEORGETOWN MUNI (GTU)

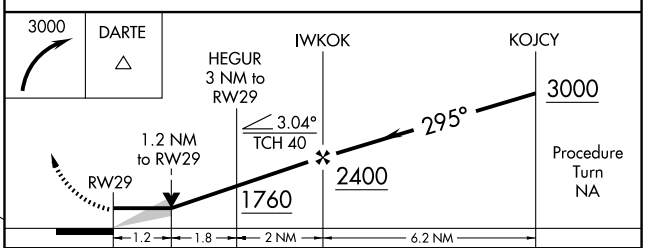
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0







CATEGORY	A	B	C	D
LNAV MDA	1180-1 403 (400-1)		1180-1¼ 403 (400-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 36

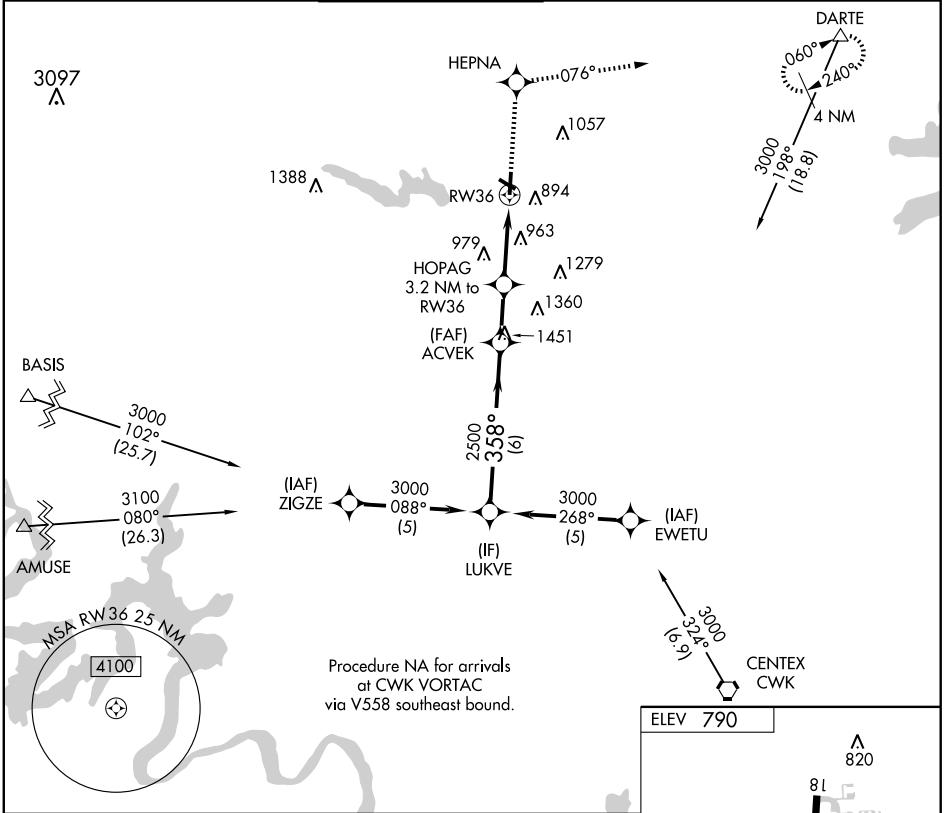
GEORGETOWN MUNI (GTU)

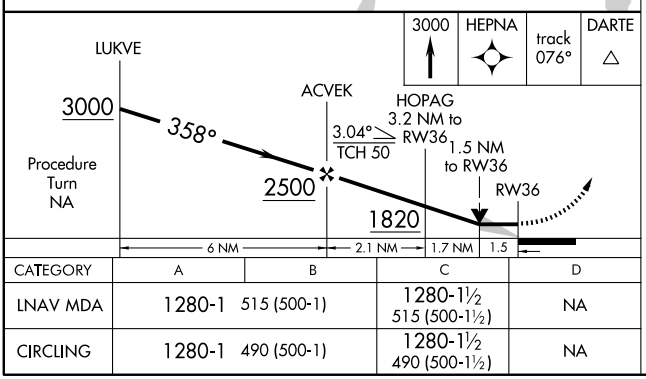
APP CRS	Rwy Idg	5000
358°	TDZE	765
	Apt Elev	790

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet.
VDP NA when using Skylark Field altimeter setting.

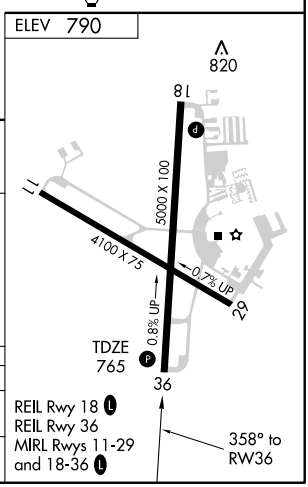
MISSED APPROACH: Climb to 3000 direct HEPNA and via track 076° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0



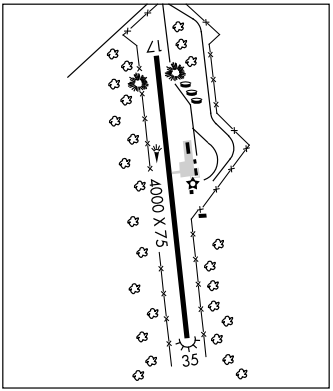


CATEGORY	A	B	C	D
LNAV MDA	1280-1 515 (500-1)		1280-1½ 515 (500-1½)	NA
CIRCLING	1280-1 490 (500-1)		1280-1½ 490 (500-1½)	NA



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

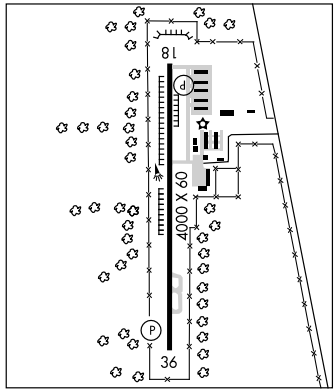
GIDDINGS–LEE CO (GYB) 3 W UTC–6(–5DT) N30°10.16′ W96°58.80′ HOUSTON
485 B S4 **FUEL** 100LL, JET A NOTAM FILE GYB L–19D, 21A
RWY 17–35: H4000X75 (ASPH) S–12.5 MIRL 1.1% up N IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended Tue–Sun 1500–2300Z‡. Deer on and invof arpt.
WEATHER DATA SOURCES: AWOS–3 119.225 (979) 542–0382.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36′ W96°33.73′ 293° 25.2 NM to fld. 419/8E.



GILLESPIE CO (See FREDERICKSBURG)

GILMER

FOX STEPHENS FLD–GILMER MUNI (JXI) 2 S UTC–6(–5DT) N32°41.94′ W94°56.93′ MEMPHIS
415 B S4 **FUEL** 100LL NOTAM FILE JXI L–17D
RWY 18–36: H4000X60 (ASPH) S–12 MIRL IAP
RWY 18: PAPI(P2L)—GA 3.75° TCH 31′. Tree.
RWY 36: PAPI(P2L)—GA 4.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. PAEW invof rwys.
WEATHER DATA SOURCES: AWOS–3 118.2 (903) 734–7313.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LONGVIEW APP/DEP CON** 118.25 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.1 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 109° 23.8 NM to fld. 520/8E.



APP CRS	Rwy Idg	4000
168°	TDZE	485
	Apt Elev	485

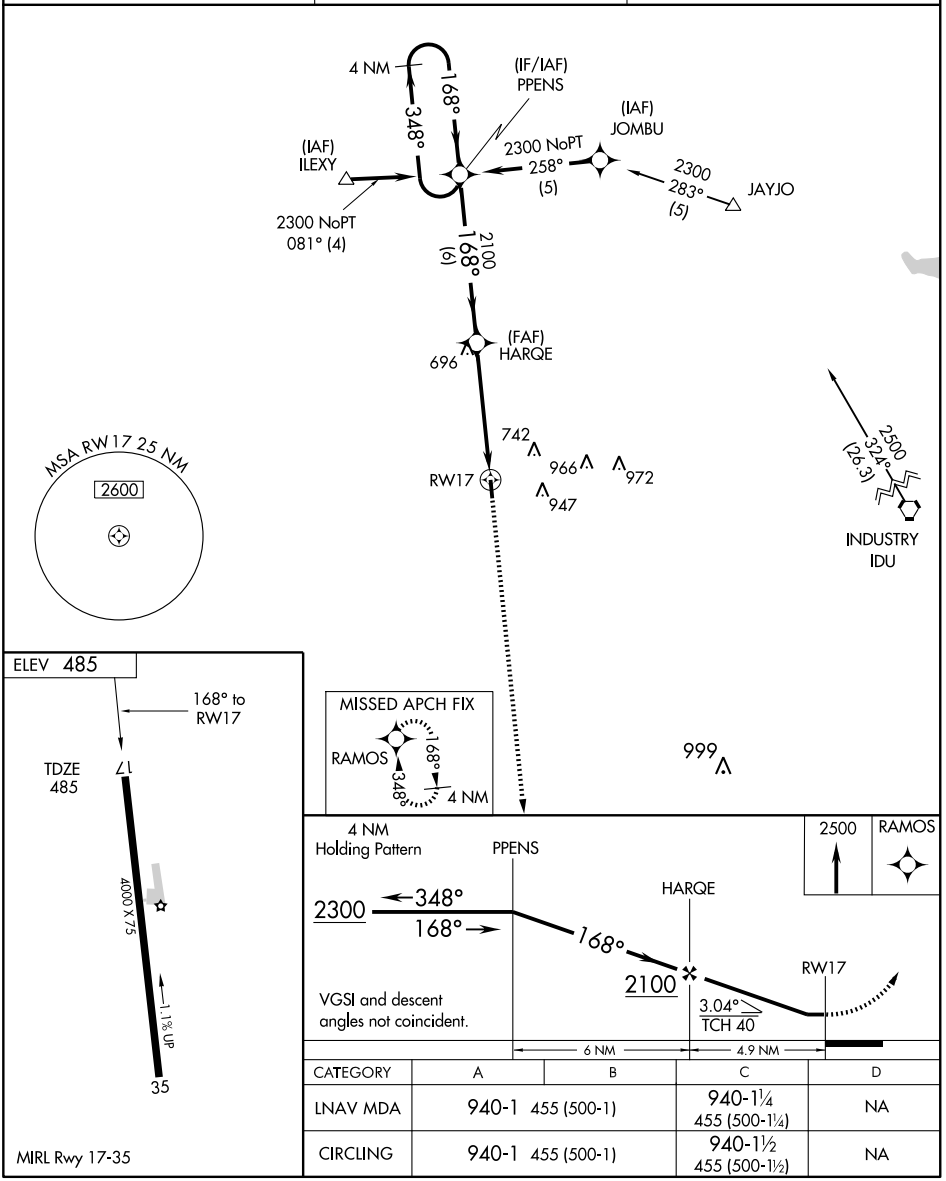
RNAV (GPS) RWY 17

GIDDINGS-LEE COUNTY (GYB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct RAMOS and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	940-1 455 (500-1)		940-1¼ 455 (500-1¼)	NA
CIRCLING	940-1 455 (500-1)		940-1½ 455 (500-1½)	NA

MIRL Rwy 17-35

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

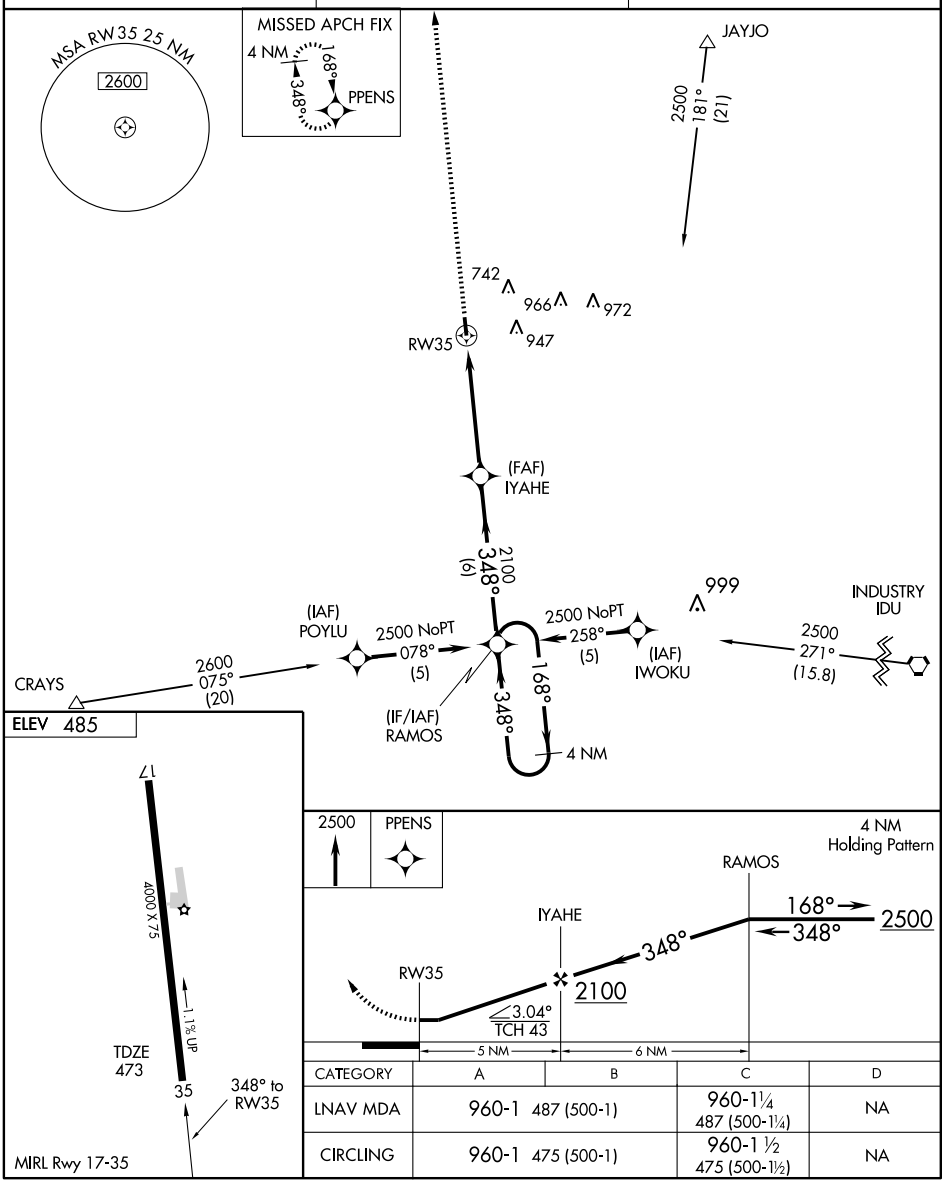
GIDDINGS-LEE COUNTY (GYB)

APP CRS	Rwy Idg	4000
348°	TDZE	473
	Apt Elev	485

DME/DME RNP-0.3 NA. Procedure NA at night. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct PPENS and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	960-1 487 (500-1)		960-1¼ 487 (500-1¼)	NA
CIRCLING	960-1 475 (500-1)		960-1 ½ 475 (500-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC IDU 110.2 Chan 39	APP CRS 293°	Rwy Idg N/A TDZE N/A Apt Elev 485

VOR/DME-A

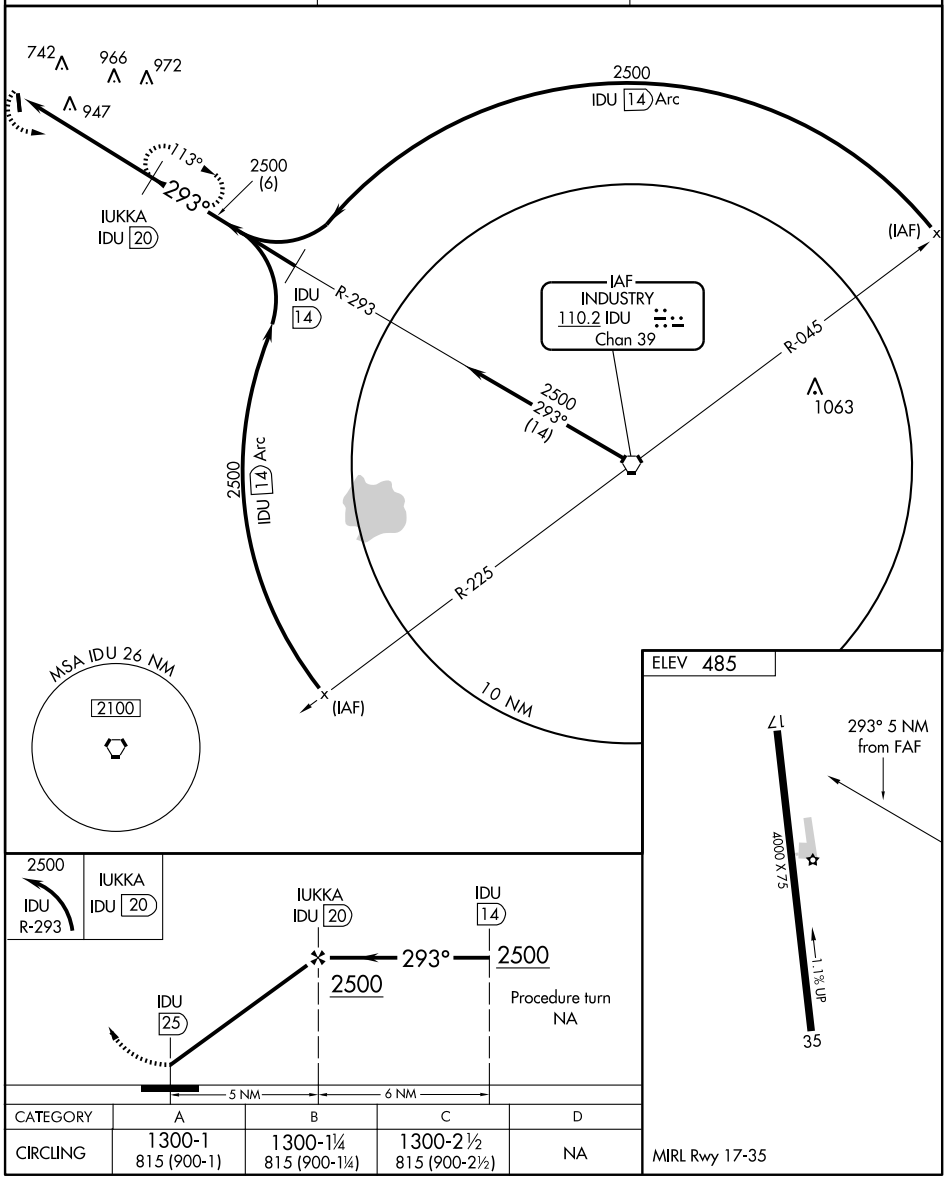
GIDDINGS-LEE COUNTY (GYB)

NA

Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via IDU R-293 to IUKKA 20 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)

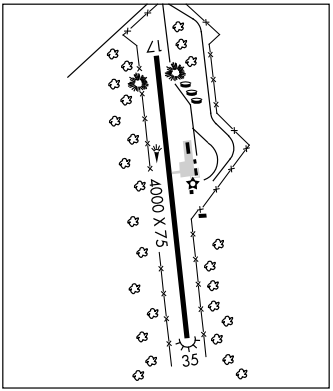


CATEGORY	A	B	C	D
CIRCLING	1300-1 815 (900-1)	1300-1¼ 815 (900-1¼)	1300-2½ 815 (900-2½)	NA

MIRL Rwy 17-35

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

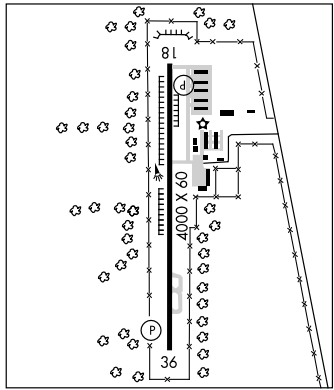
GIDDINGS–LEE CO (GYB) 3 W UTC–6(–5DT) N30°10.16′ W96°58.80′ HOUSTON
485 B S4 **FUEL** 100LL, JET A NOTAM FILE GYB L–19D, 21A
RWY 17–35: H4000X75 (ASPH) S–12.5 MIRL 1.1% up N IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended Tue–Sun 1500–2300Z‡. Deer on and invof arpt.
WEATHER DATA SOURCES: AWOS–3 119.225 (979) 542–0382.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36′ W96°33.73′ 293° 25.2 NM to fld. 419/8E.



GILLESPIE CO (See FREDERICKSBURG)

GILMER

FOX STEPHENS FLD–GILMER MUNI (JXI) 2 S UTC–6(–5DT) N32°41.94′ W94°56.93′ MEMPHIS
415 B S4 **FUEL** 100LL NOTAM FILE JXI L–17D
RWY 18–36: H4000X60 (ASPH) S–12 MIRL IAP
RWY 18: PAPI(P2L)—GA 3.75° TCH 31′. Tree.
RWY 36: PAPI(P2L)—GA 4.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. PAEW invof rwys.
WEATHER DATA SOURCES: AWOS–3 118.2 (903) 734–7313.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LONGVIEW APP/DEP CON** 118.25 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.1 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 109° 23.8 NM to fld. 520/8E.



VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	109°	TDZE	N/A
Chan 87		Apt Elev	415

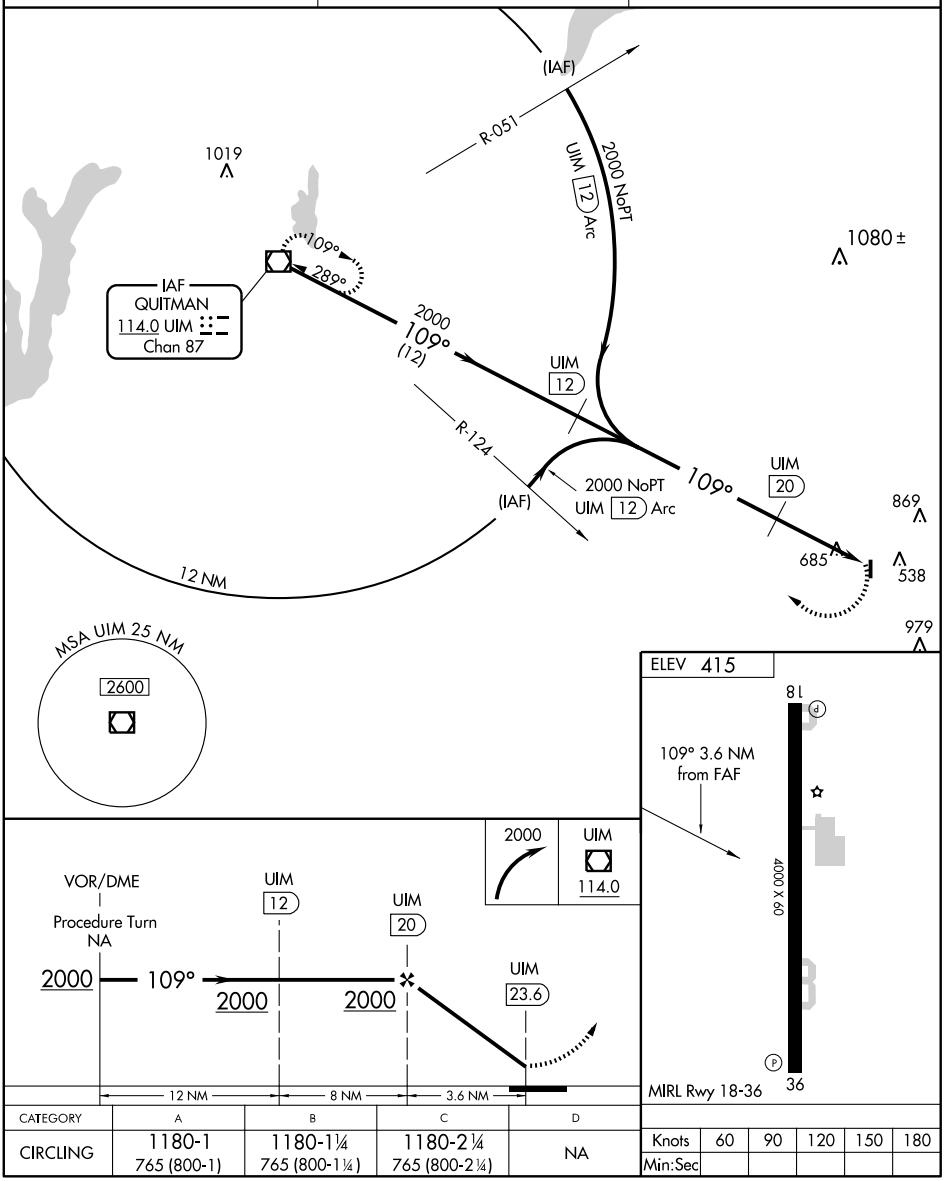
VOR/DME-A

GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

⚠ NA Use Gregg County altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	CTAF
118.2	118.25 270.3	122.9



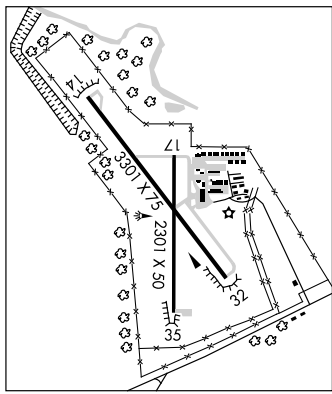
CATEGORY	A	B	C	D
CIRCLING	1180-1 765 (800-1)	1180-1¼ 765 (800-1¼)	1180-2¼ 765 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GLADEWATER MUNI (Ø7F) 2 SW UTC−6(−5DT) N32°31.73′ W94°58.31′ — MEMPHIS L–17D IAP
296 B S2 **FUEL** 100LL NOTAM FILE FTW
RWY 14–32: H3301X75 (ASPH) S–12.5 MIRL 0.3% up SE
RWY 14: Tree. **RWY 32:** Trees.
RWY 17–35: H2301X50 (ASPH) S–7
RWY 17: Tree. **RWY 35:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For service after hours call 903–295–8860. Parachute Jumping.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LONGVIEW APP/DEP CON** 118.25 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.1 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG CO (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 294° 12.9 NM to fld. 320/7E.



GLEN ROSE N32°09.58′ W97°52.65′ NOTAM FILE FTW. — DALLAS–FT WORTH H–6H, L–17C, A
(L) VORTACW 115.0 JEN Chan 97 276° 15.6 NM to Clark Fld Muni. 1300/6E.

GONZALES

ROGER M. DREYER MEMORIAL (T2Ø) 2 NW UTC−6(−5DT) N29°31.75′ W97°27.86′ — SAN ANTONIO L–19C, 21A
354 B NOTAM FILE SJT
RWY 15–33: H3200X50 (ASPH) S–21 MIRL
RWY 15: Trees. **RWY 33:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. MIRL Rwy 15–33 preset on low ints, to increase ints ACTIVATE—123.0.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 170° 51.0 NM to fld. 593/6E.

GOOCH SPRINGS N31°11.13′ W98°08.51′ NOTAM FILE SJT — SAN ANTONIO H–6H, L–19C
H (VORTACW) 112.5 AGJ Chan 72 202° 5.5 NM to Lampasas. 1290/8E.

GOODHUE N30°04.23′ W94°12.66′ NOTAM FILE CXO. — HOUSTON
NDB (MHW) 368 GDE at Beaumont Muni. VFR only. OTS indef.

GORDONVILLE

CEDAR MILLS (3TØ) 3N UTC−6(−5DT) N33°50.36′ W96°48.60′ — DALLAS–FT WORTH
640 NOTAM FILE FTW
RWY 07–25: 3000X60 (TURF)
RWY 07: Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

VORTAC GGG 112.3 Chan 70	APP CRS 115°	Rwy Idg 3301 TDZE 297 Apt Elev 297

VOR/DME or GPS RWY 14

GLADEWATER MUNI (Ø7F)

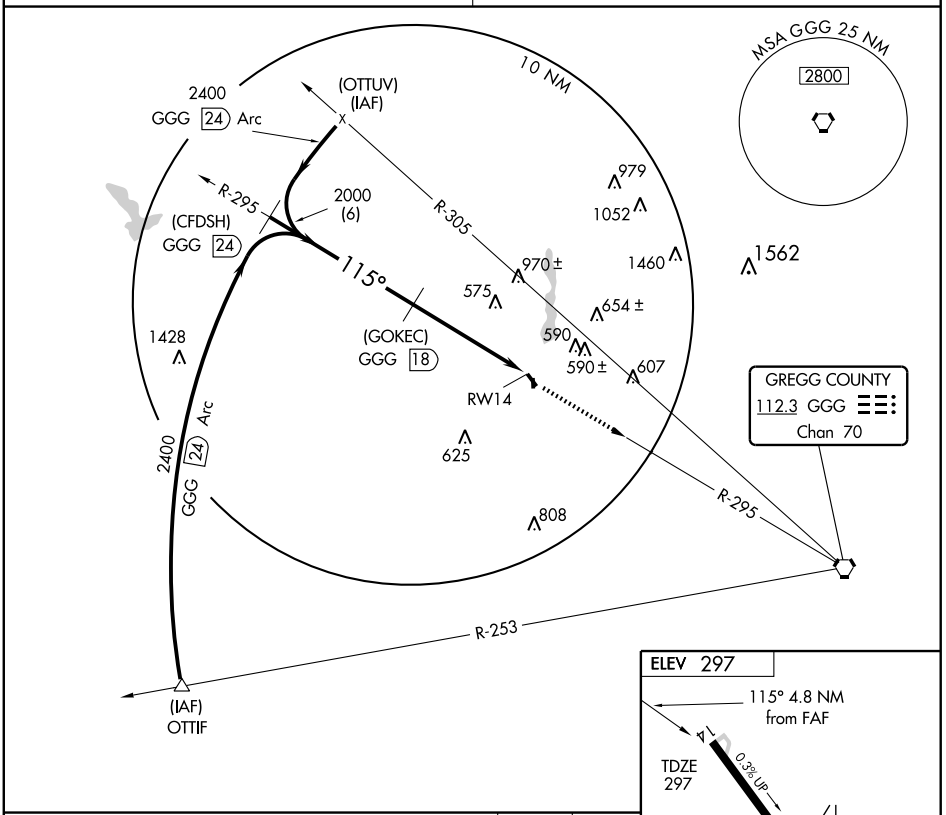
Use Gregg County altimeter setting; when not received procedure not authorized.

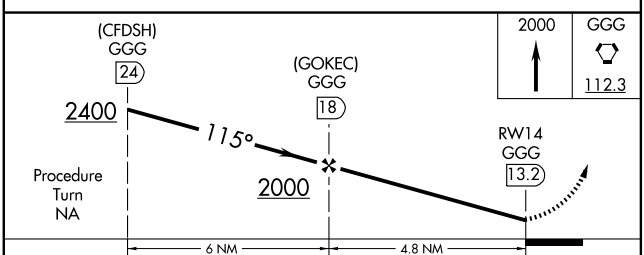
NA

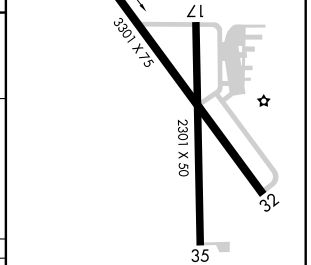
MISSED APPROACH: Climb to 2000 direct GGG VORTAC.

LONGVIEW APP CON ★ 118.25 270.3

CTAF 122.9







CATEGORY	A	B	C	D
S-14	880-1 583 (600-1)		880-1½ 583 (600-1½)	NA
CIRCLING	880-1 583 (600-1)		880-1½ 583 (600-1½)	NA

MIRL Rwy 14-32

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GRAFORD

POSSUM KINGDOM (F35) 12 SW UTC−6(−5DT) N32°55.40′ W98°26.21′ — DALLAS–FT WORTH L–17B IAP

1008 B NOTAM FILE FTW

RWY 02–20: H3500X60 (ASPH) S–24 MIRL

RWY 02: PAPI(P2L)—GA 3.5° TCH 30′. Tree.

RWY 20: PAPI(P2L)—GA 3.5° TCH 30′. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02–20—CTAF. PAPI Rwy 02 and Rwy 20 opr continuously. NOTE: See Special Notices—Aerobatic Practice Area.

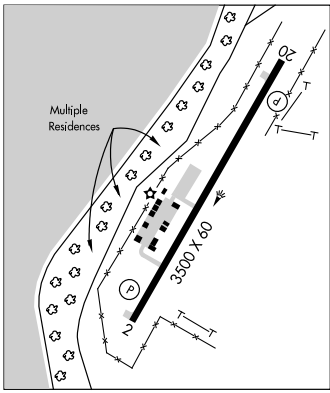
COMMUNICATIONS: CTAF 122.9

FORT WORTH CENTER APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 289° 25.2 NM to fld. 900/9E.

BRAZOS RIVER NDB (MHW) 280 GZV N32°57.09′ W98°24.79′ 208° 2.1 NM to fld. Unmonitored 2300–1300Z‡.



GRAHAM

GRAHAM MUNI (RPH) 2 E UTC−6(−5DT) N33°06.64′ W98°33.29′ — DALLAS–FORT WORTH H–6H, L–17B IAP

1123 B S4 **FUEL** 100LL, JET A NOTAM FILE RPH

RWY 03–21: H5000X75 (ASPH) S–12 MIRL

RWY 03: VASI(V2L)—GA 3.5° TCH 27′. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40′. Trees.

RWY 18–36: H3317X50 (ASPH) S–8 0.5% up S

RWY 18: Thld dsplcd 639′. Road.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Deer on and invof arpt.

WEATHER DATA SOURCES: AWOS–3 118.025 (940) 521–0685.

COMMUNICATIONS: CTAF/UNICOM 122.975

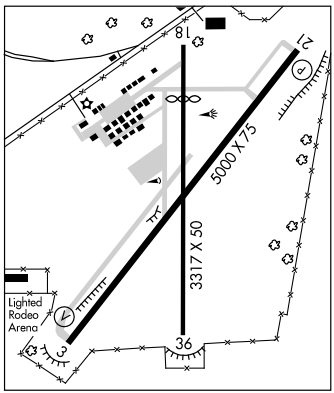
JACKSBORO RCO 122.4 (FORT WORTH RADIO)

FORT WORTH CENTER APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 300° 36.4 NM to fld. 900/9E.

NDB (MHW) 371 GHX N33°09.95′ W98°29.80′ 215° 4.4 NM to fld. NOTAM FILE RPH. OTS indefly.



ROSSER RANCH (1Ø) 6 SW UTC−6(−5DT) N33°00.92′ W98°37.52′ — DALLAS–FT. WORTH

1112 NOTAM FILE FTW

RWY 18–36: 3600X200 (TURF)

RWY 18: Tree. **RWY 36:** Fence.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

APP CRS		
023°	Rwy Idg	3500
	TDZE	1008
	Apt Elev	1008

RNAV (GPS) RWY 2

GRAFORD/ POSSUM KINGDOM (F35)

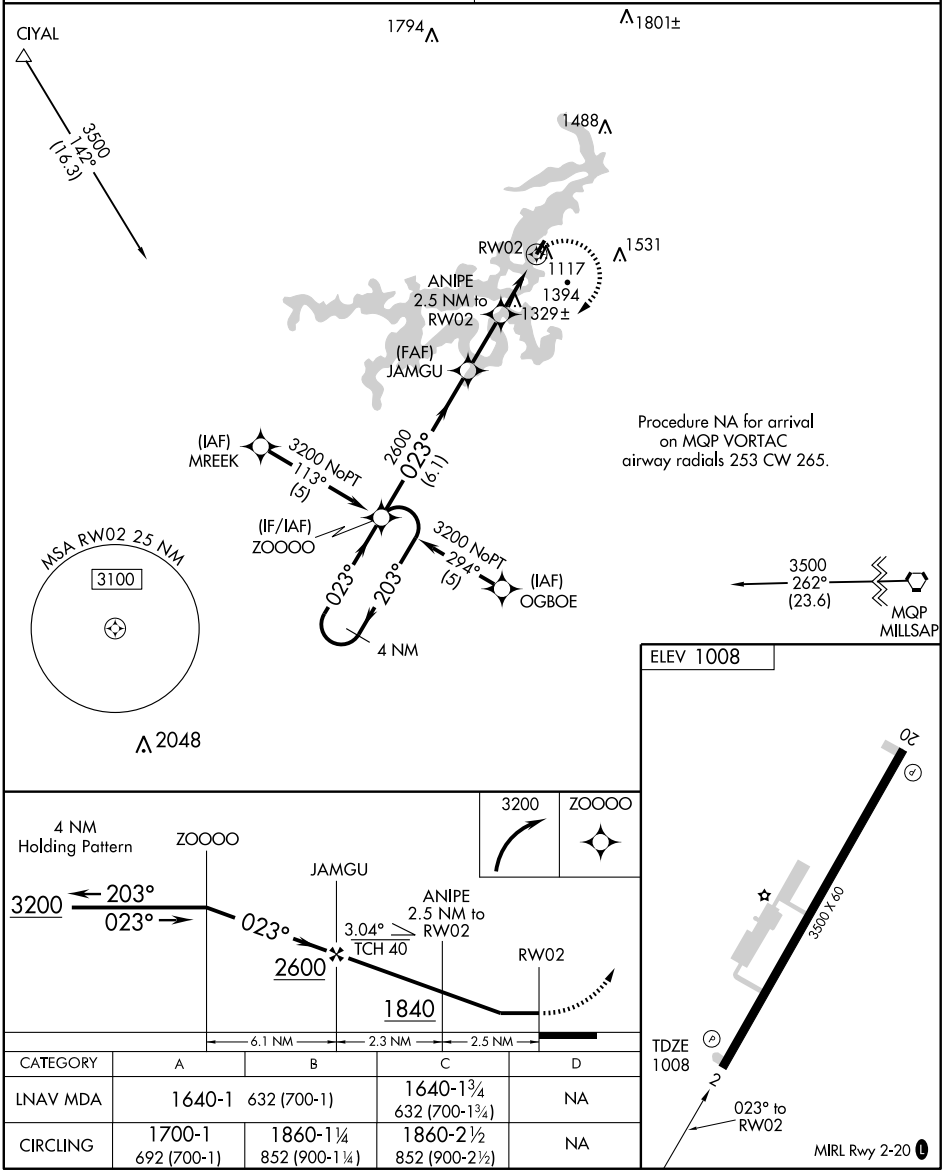
▼ ▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L

SC-2, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LNAV MDA	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

APP CRS	Rwy Idg	3500
204°	TDZE	1008
	Apt Elev	1008

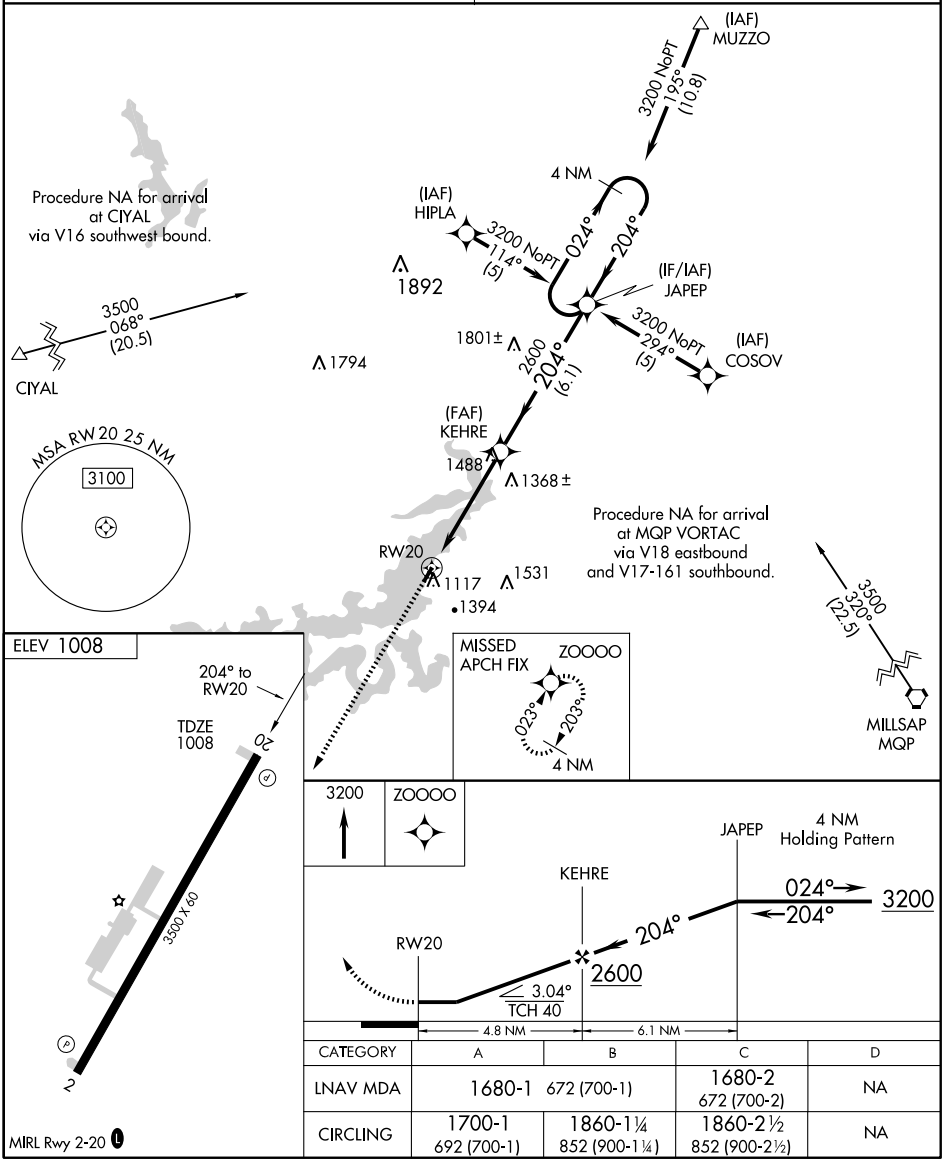
RNAV (GPS) RWY 20

GRAFORD/ POSSUM KINGDOM (F35)

T NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cats B and C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

MIRL Rwy 2-20 L

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

GRAFORD

POSSUM KINGDOM (F35) 12 SW UTC−6(−5DT) N32°55.40′ W98°26.21′ — DALLAS–FT WORTH L–17B IAP

1008 B NOTAM FILE FTW

RWY 02–20: H3500X60 (ASPH) S–24 MIRL

RWY 02: PAPI(P2L)—GA 3.5° TCH 30′. Tree.

RWY 20: PAPI(P2L)—GA 3.5° TCH 30′. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02–20—CTAF. PAPI Rwy 02 and Rwy 20 opr continuously. NOTE: See Special Notices—Aerobatic Practice Area.

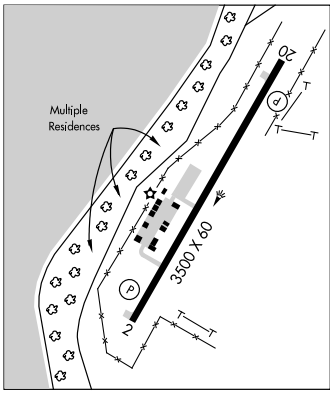
COMMUNICATIONS: CTAF 122.9

FORT WORTH CENTER APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 289° 25.2 NM to fld. 900/9E.

BRAZOS RIVER NDB (MHW) 280 GZV N32°57.09′ W98°24.79′ 208° 2.1 NM to fld. Unmonitored 2300–1300Z‡.



GRAHAM

GRAHAM MUNI (RPH) 2 E UTC−6(−5DT) N33°06.64′ W98°33.29′ — DALLAS–FORT WORTH H–6H, L–17B IAP

1123 B S4 **FUEL** 100LL, JET A NOTAM FILE RPH

RWY 03–21: H5000X75 (ASPH) S–12 MIRL

RWY 03: VASI(V2L)—GA 3.5° TCH 27′. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40′. Trees.

RWY 18–36: H3317X50 (ASPH) S–8 0.5% up S

RWY 18: Thld dsplcd 639′. Road.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Deer on and invof arpt.

WEATHER DATA SOURCES: AWOS–3 118.025 (940) 521–0685.

COMMUNICATIONS: CTAF/UNICOM 122.975

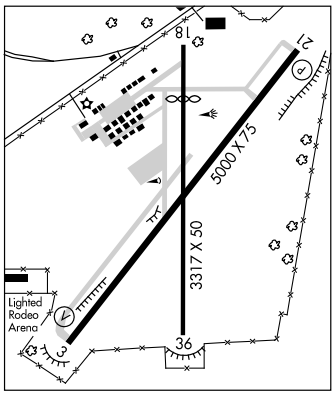
JACKSBORO RCO 122.4 (FORT WORTH RADIO)

FORT WORTH CENTER APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 300° 36.4 NM to fld. 900/9E.

NDB (MHW) 371 GHX N33°09.95′ W98°29.80′ 215° 4.4 NM to fld. NOTAM FILE RPH. OTS indefly.



ROSSER RANCH (1Ø) 6 SW UTC−6(−5DT) N33°00.92′ W98°37.52′ — DALLAS–FT. WORTH

1112 NOTAM FILE FTW

RWY 18–36: 3600X200 (TURF)

RWY 18: Tree. **RWY 36:** Fence.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 3

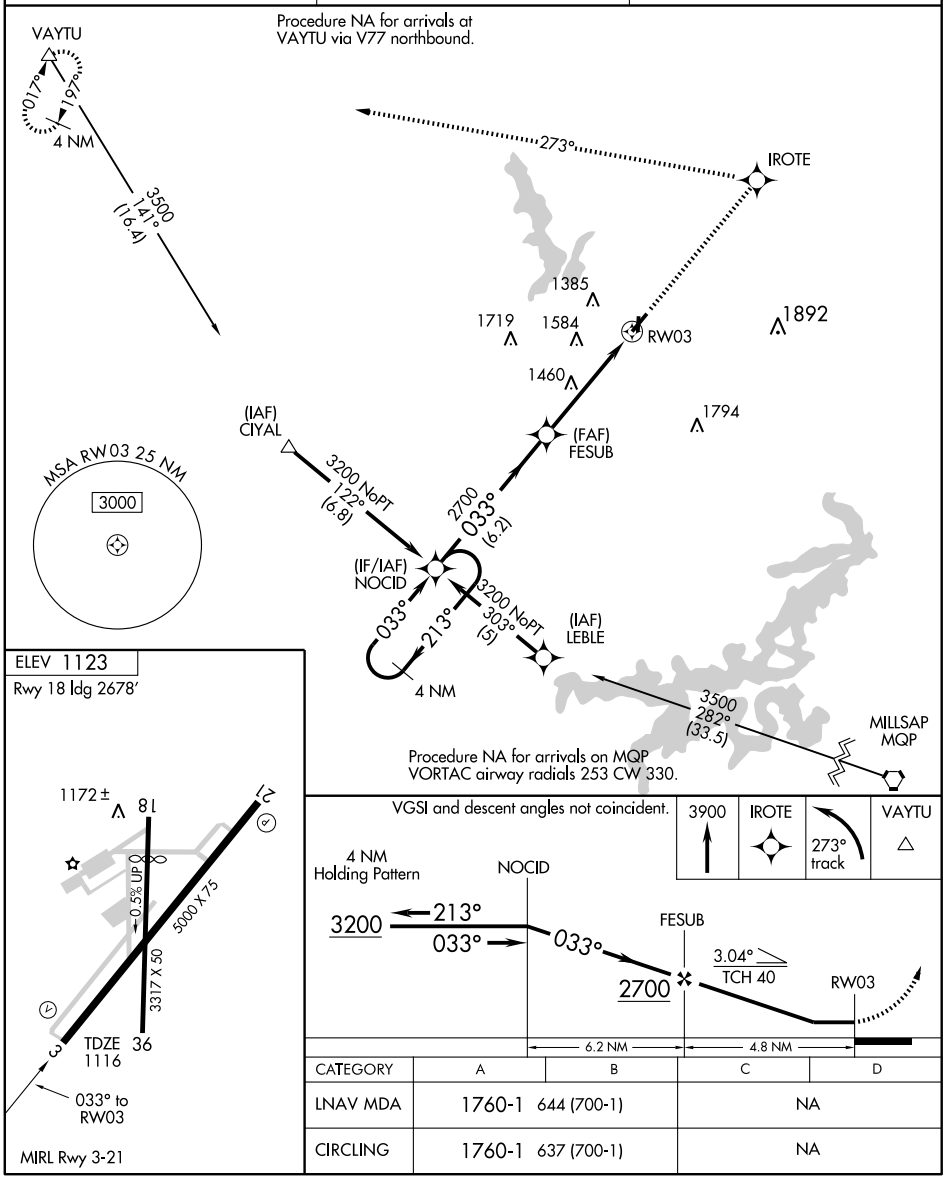
GRAHAM MUNI (RPH)

APP CRS	Rwy Idg	5000
033°	TDZE	1116
	Apt Elev	1123

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and circling CAT B visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1760-1 644 (700-1)		NA	
CIRCLING	1760-1 637 (700-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 21

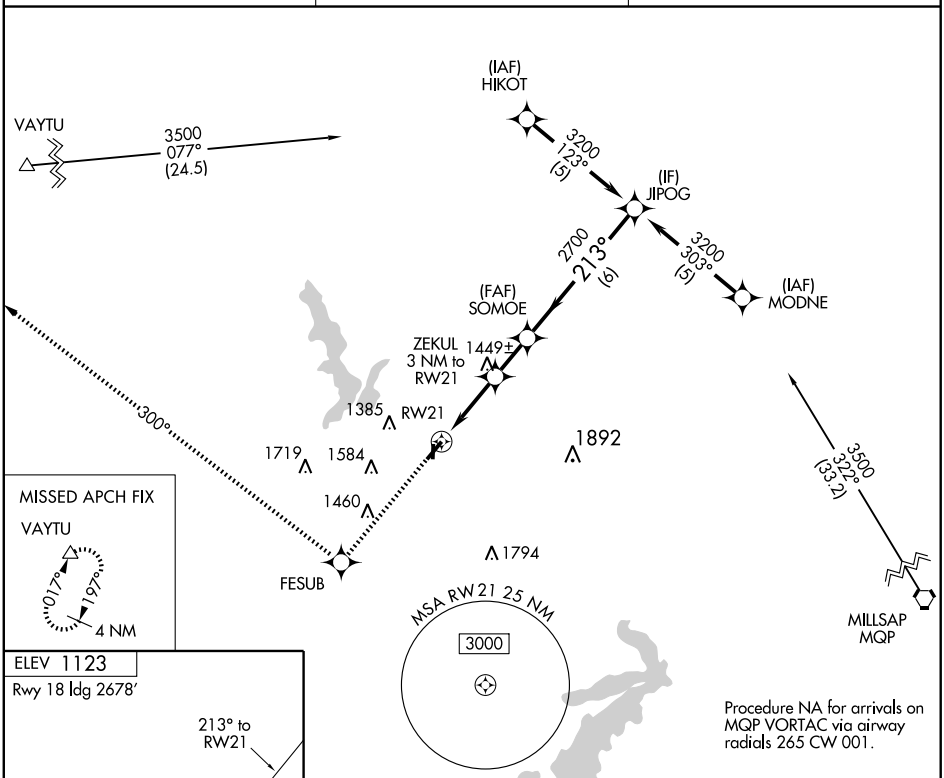
GRAHAM MUNI (RPH)

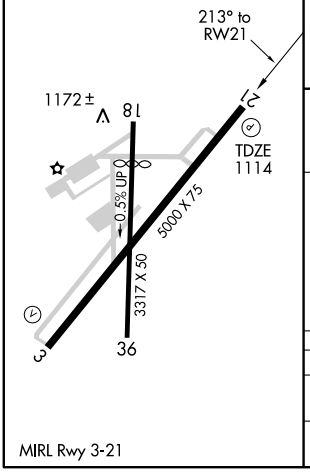
APP CRS	Rwy Idg	5000
213°	TDZE	1114
	Apt Elev	1123

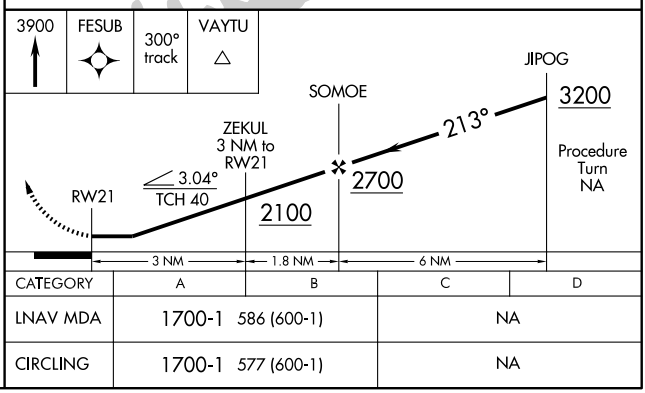
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)



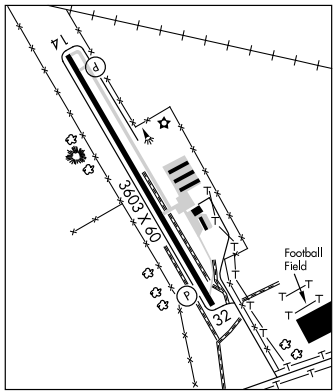




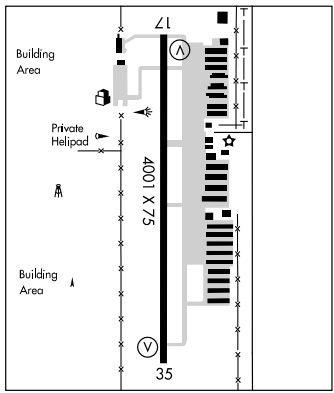
CATEGORY	A	B	C	D
LNAV MDA	1700-1 586 (600-1)		NA	
CIRCLING	1700-1 577 (600-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010

GRANBURY RGNL (GDJ) 2 W UTC−6(−5DT) N32°26.67′ W97°49.02′ **DALLAS–FT. WORTH**
778 B S4 **FUEL** 100LL, JET A NOTAM FILE GDJ **L–17C, A**
RWY 14–32: H3603X60 (ASPH) S–12 MIRL **IAP**
RWY 14: PAPI(P2L)—GA 3.0°TCH 30′. Fence. Rgt tfc.
RWY 32: PAPI(P2L)—GA 3.8°TCH 30′. Fence.
AIRPORT REMARKS: Attended Mar–Oct 1400–0100Z‡, Nov–Feb 1400–0000Z‡. Fuel avbl 24 hr self serve with major credit card. For Jet A after hrs call 817–579–8533 during office hrs prior to arrival. MIRL Rwy 14–32 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (817) 573–7514
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GLEN ROSE (L) VORTACW 115.0 JEN Chan 97 N32°09.58′ W97°52.65′ 004° 17.3 NM to fld. 1300/6E.



GRAND PRAIRIE MUNI (GPM) 4 SW UTC−6(−5DT) N32°41.93′ W97°02.82′ **DALLAS–FT. WORTH**
588 B S3 **FUEL** 100LL, JET A NOTAM FILE GPM **COPTER**
RWY 17–35: H4001X75 (CONC) S–30 MIRL **L–17C, A**
RWY 17: VASI(V4L)—GA 3.0° TCH 26′. Trees. **IAP, AD**
RWY 35: REIL. VASI(V4L)—GA 4.0° TCH 37′. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0300Z‡. Extensive helicopter tfc West side of arpt. PAEW on and invof Twys A and D. PAEW south and west AER 35. ACTIVATE MIRL Rwy 17–35 and REIL Rwy 35—CTAF. VASI Rwys 17 and 35 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.475 (972) 606–1433
COMMUNICATIONS: CTAF 128.55 **UNICOM** 122.8
Ⓡ **RGNL APP/DEP CON** 135.975
TOWER 128.55 (1200–0200Z daylight savings time 1400–0000Z standard time.) **GND CON** 121.15
AIRSPACE: CLASS D svc 1300–0300Z‡ daylight savings time 1400–0000Z‡ standard time other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 176° 10.2 NM to fld. 540/6E.



GRAWUNDER FLD (See BELLVILLE)

GRAY N31°01.97′ W97°48.83′ NOTAM FILE GRK. **SAN ANTONIO**
(T) VORW/DME 111.8 GRK Chan 55 332° 2.2 NM to Robert Gray AAF (Fort Hood). 980/7E. **L–19C, 21A**
Unmonitored.

GREATER MORRIS CO (See DAINGERFIELD)

WAAS	APP CRS	Rwy Idg	3603
CH 99618	144°	TDZE	778
W14A		Apt Elev	778

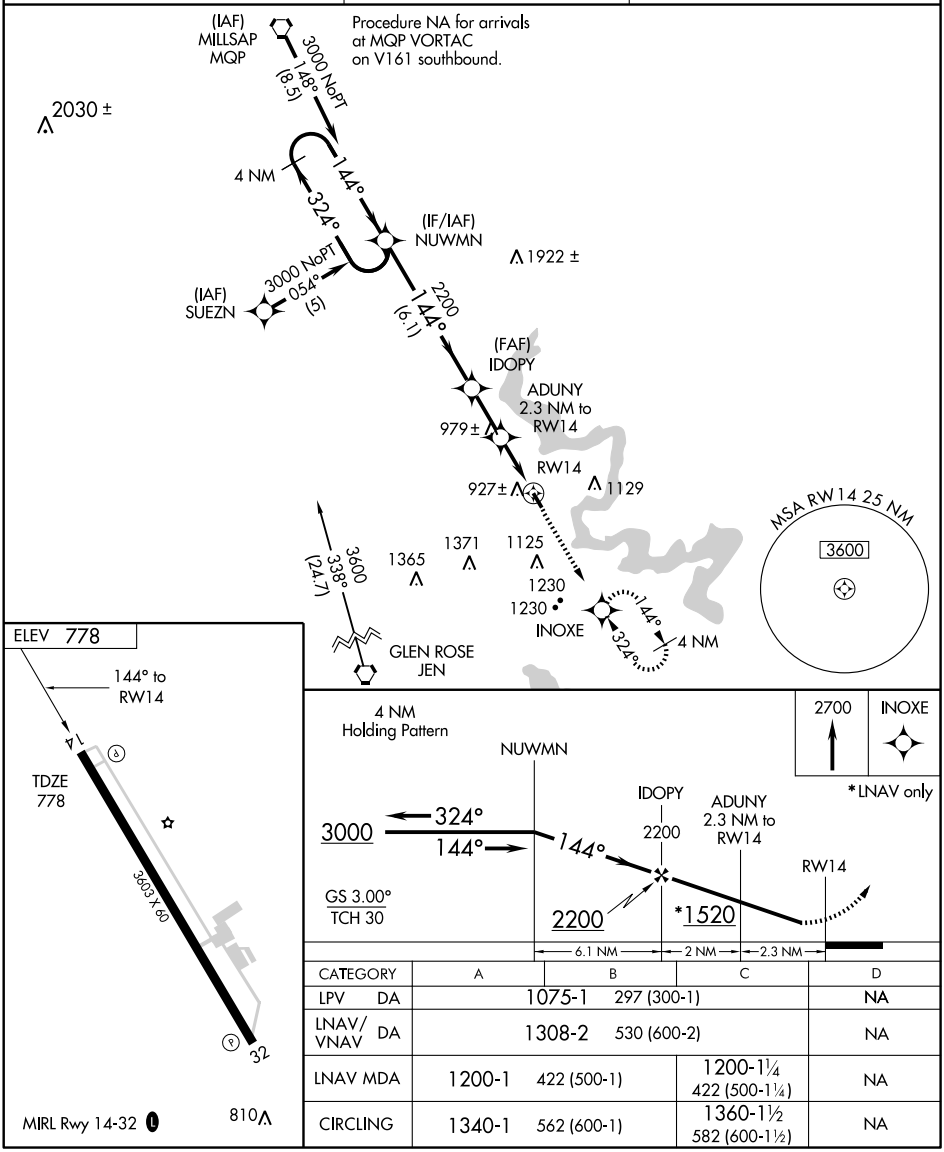
RNAV (GPS) RWY 14

GRANBURY RGNL (GDJ)

Baro-VNAV NA when using Forth Worth Meacham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Fort Worth-Meacham altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2700 direct INOXE and hold, continue climb-in-hold to 2700.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1075-1	297 (300-1)		NA
LNAV/VNAV DA	1308-2	530 (600-2)		NA
LNAV MDA	1200-1	422 (500-1)	1200-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	562 (600-1)	1360-1½ 582 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

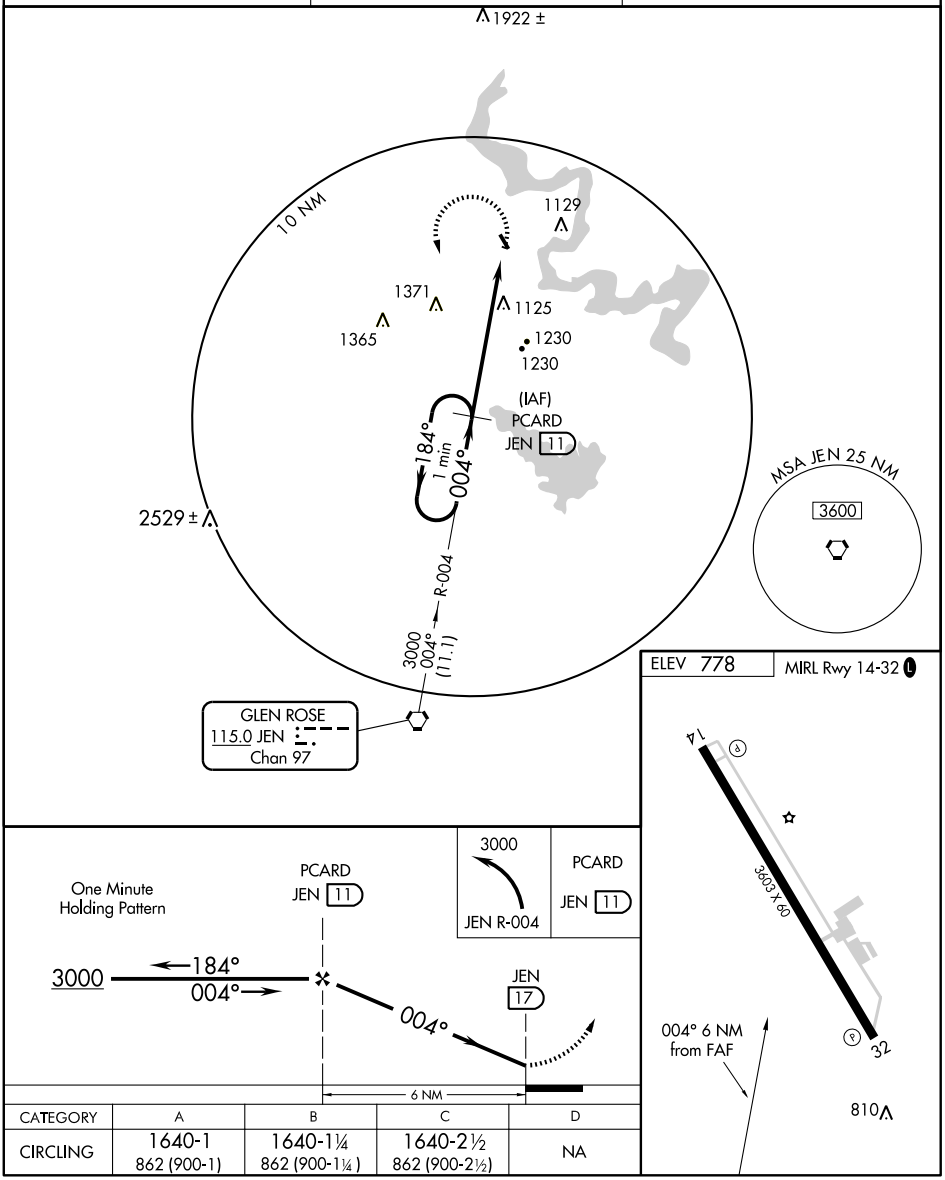
VORTAC JEN 115.0 Chan 97	APP CRS 004°	Rwy Idg N/A TDZE N/A Apt Elev 778

VOR/DME-A
GRANBURY RGNL (GDJ)

Use Fort Worth Meacham altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-004 to PCARD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1640-1 862 (900-1)	1640-1¼ 862 (900-1¼)	1640-2½ 862 (900-2½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC MQP 117.7 Chan 124	APP CRS 142°	Rwy Idg 3603 TDZE 778 Apt Elev 778

VOR/DME RWY 14

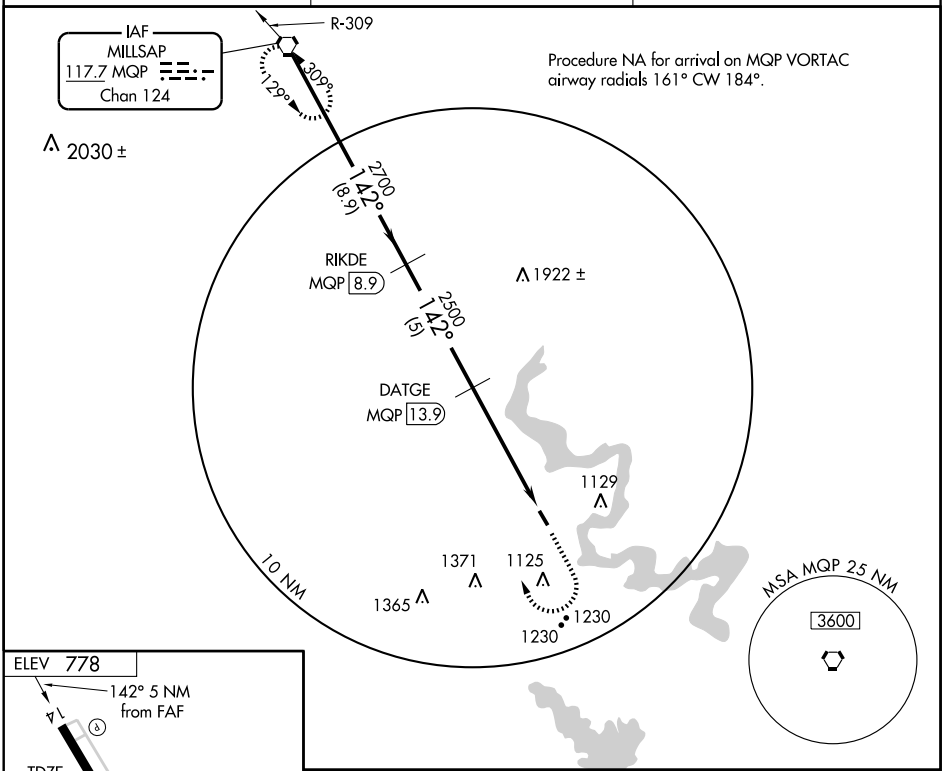
GRANBURY RGNL (GDJ)

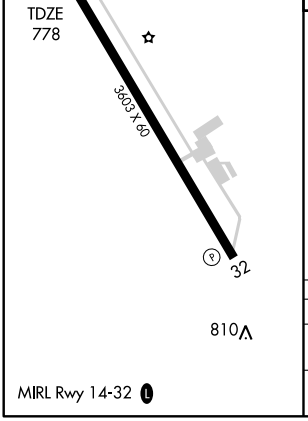
Use Fort Worth Meacham Intl altimeter setting.

NA

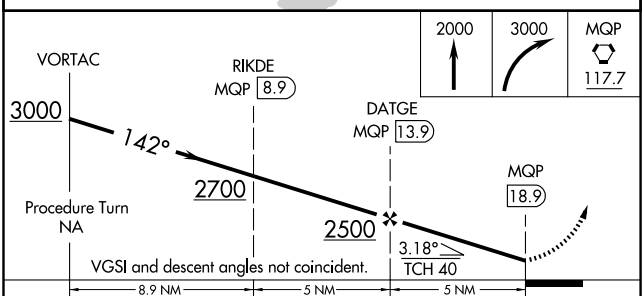
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MQP VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L





MIRL Rwy 14-32 L

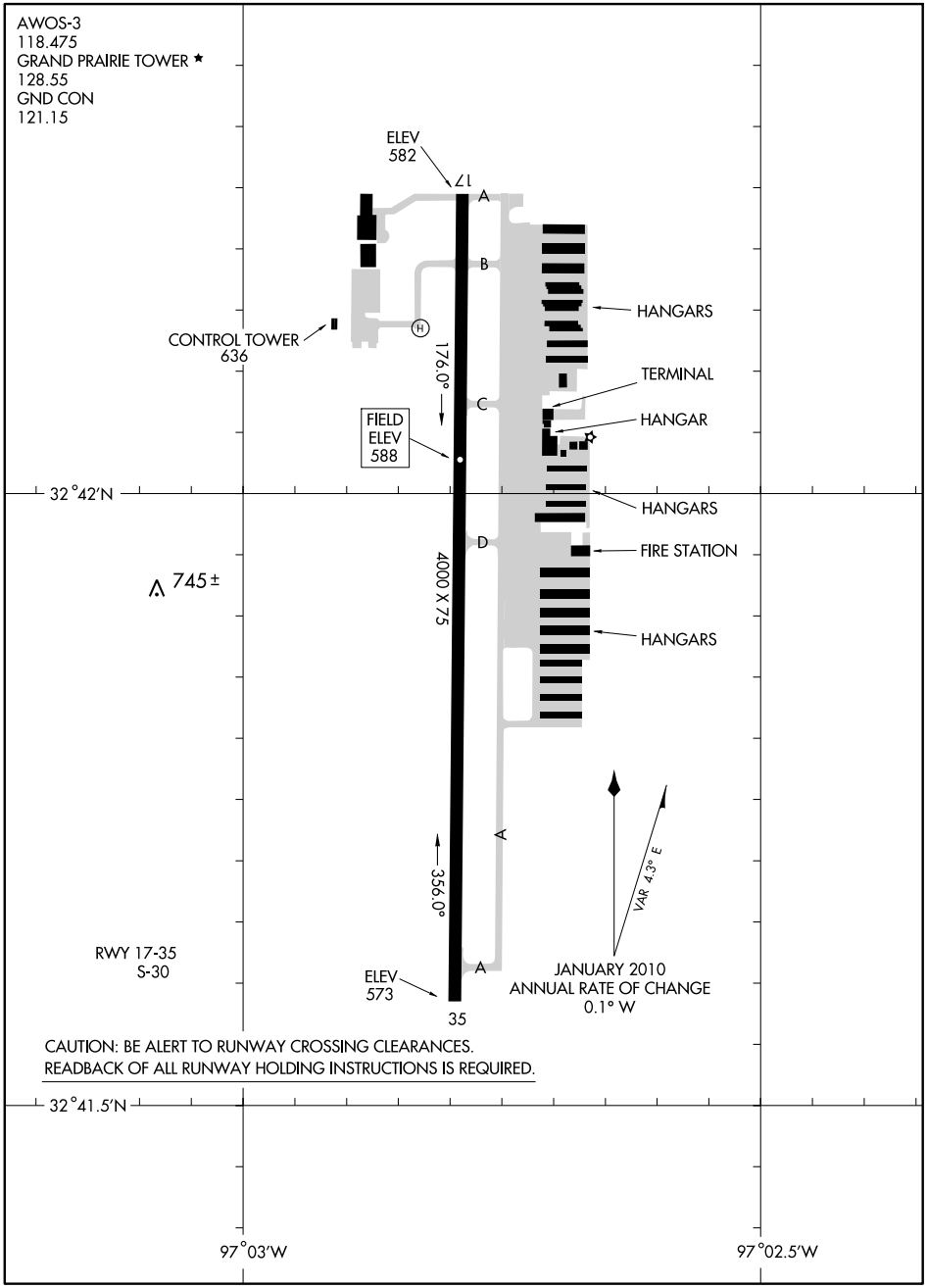


CATEGORY	A	B	C	D
S-14	1400-1	622 (700-1)	1400-1¾ 622 (700-1¾)	NA
CIRCLING	1420-1 642 (700-1)	1440-1 662 (700-1)	1440-1¾ 662 (700-1¾)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

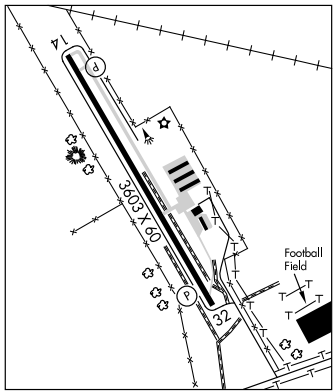
AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS

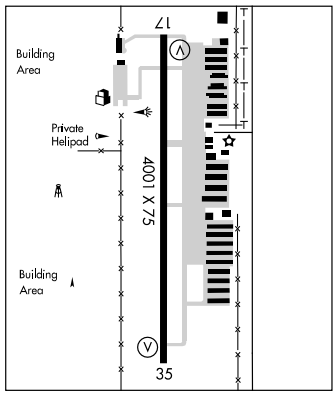


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GRANBURY RGNL (GDJ) 2 W UTC−6(−5DT) N32°26.67′ W97°49.02′ **DALLAS–FT. WORTH**
778 B S4 **FUEL** 100LL, JET A NOTAM FILE GDJ **L–17C, A**
RWY 14–32: H3603X60 (ASPH) S–12 MIRL **IAP**
RWY 14: PAPI(P2L)—GA 3.0°TCH 30′. Fence. Rgt tfc.
RWY 32: PAPI(P2L)—GA 3.8°TCH 30′. Fence.
AIRPORT REMARKS: Attended Mar–Oct 1400–0100Z‡, Nov–Feb 1400–0000Z‡. Fuel avbl 24 hr self serve with major credit card. For Jet A after hrs call 817–579–8533 during office hrs prior to arrival. MIRL Rwy 14–32 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (817) 573–7514
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.15
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GLEN ROSE (L) VORTACW 115.0 JEN Chan 97 N32°09.58′ W97°52.65′ 004° 17.3 NM to fld. 1300/6E.



GRAND PRAIRIE MUNI (GPM) 4 SW UTC−6(−5DT) N32°41.93′ W97°02.82′ **DALLAS–FT. WORTH**
588 B S3 **FUEL** 100LL, JET A NOTAM FILE GPM **COPTER**
RWY 17–35: H4001X75 (CONC) S–30 MIRL **L–17C, A**
RWY 17: VASI(V4L)—GA 3.0° TCH 26′. Trees. **IAP, AD**
RWY 35: REIL. VASI(V4L)—GA 4.0° TCH 37′. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0300Z‡. Extensive helicopter tfc West side of arpt. PAEW on and invof Twys A and D. PAEW south and west AER 35. ACTIVATE MIRL Rwy 17–35 and REIL Rwy 35—CTAF. VASI Rwys 17 and 35 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.475 (972) 606–1433
COMMUNICATIONS: CTAF 128.55 **UNICOM** 122.8
Ⓡ **RGNL APP/DEP CON** 135.975
TOWER 128.55 (1200–0200Z daylight savings time 1400–0000Z standard time.) **GND CON** 121.15
AIRSPACE: CLASS D svc 1300–0300Z‡ daylight savings time 1400–0000Z‡ standard time other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 176° 10.2 NM to fld. 540/6E.



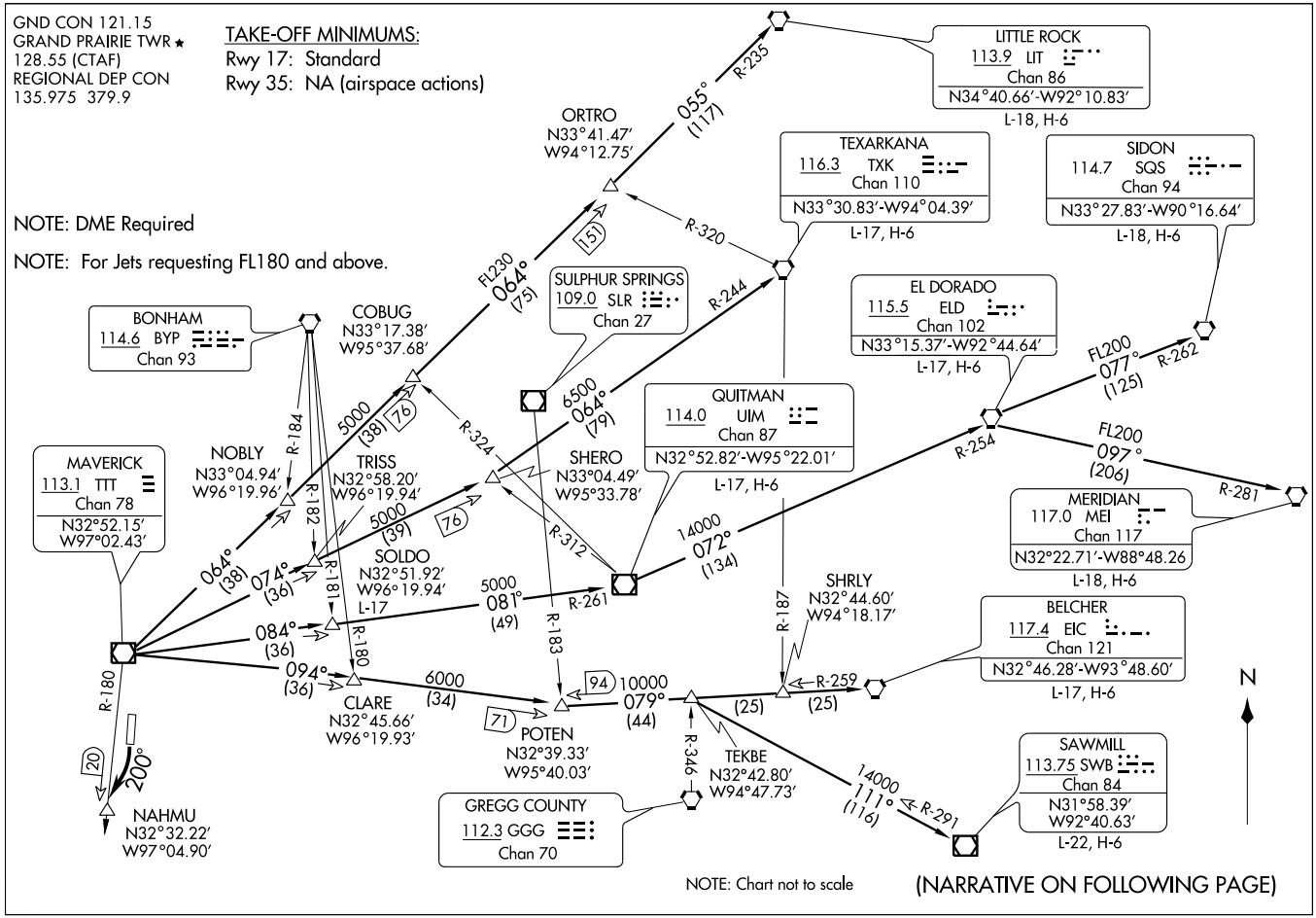
GRAWUNDER FLD (See BELLVILLE)

GRAY N31°01.97′ W97°48.83′ NOTAM FILE GRK. **SAN ANTONIO**
(T) VORW/DME 111.8 GRK Chan 55 332° 2.2 NM to Robert Gray AAF (Fort Hood). 980/7E. **L–19C, 21A**
Unmonitored.

GREATER MORRIS CO (See DAINGERFIELD)

DALLAS NINE DEPARTURE (DALL9.TTT) 09351

GRAND PRAIRIE MUNI (GPM) GRAND PRAIRIE, TEXAS



DALLAS NINE DEPARTURE (DALL9.TTT) 09351
GRAND PRAIRIE MUNI (GPM) GRAND PRAIRIE, TEXAS

SL-9209 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

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DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

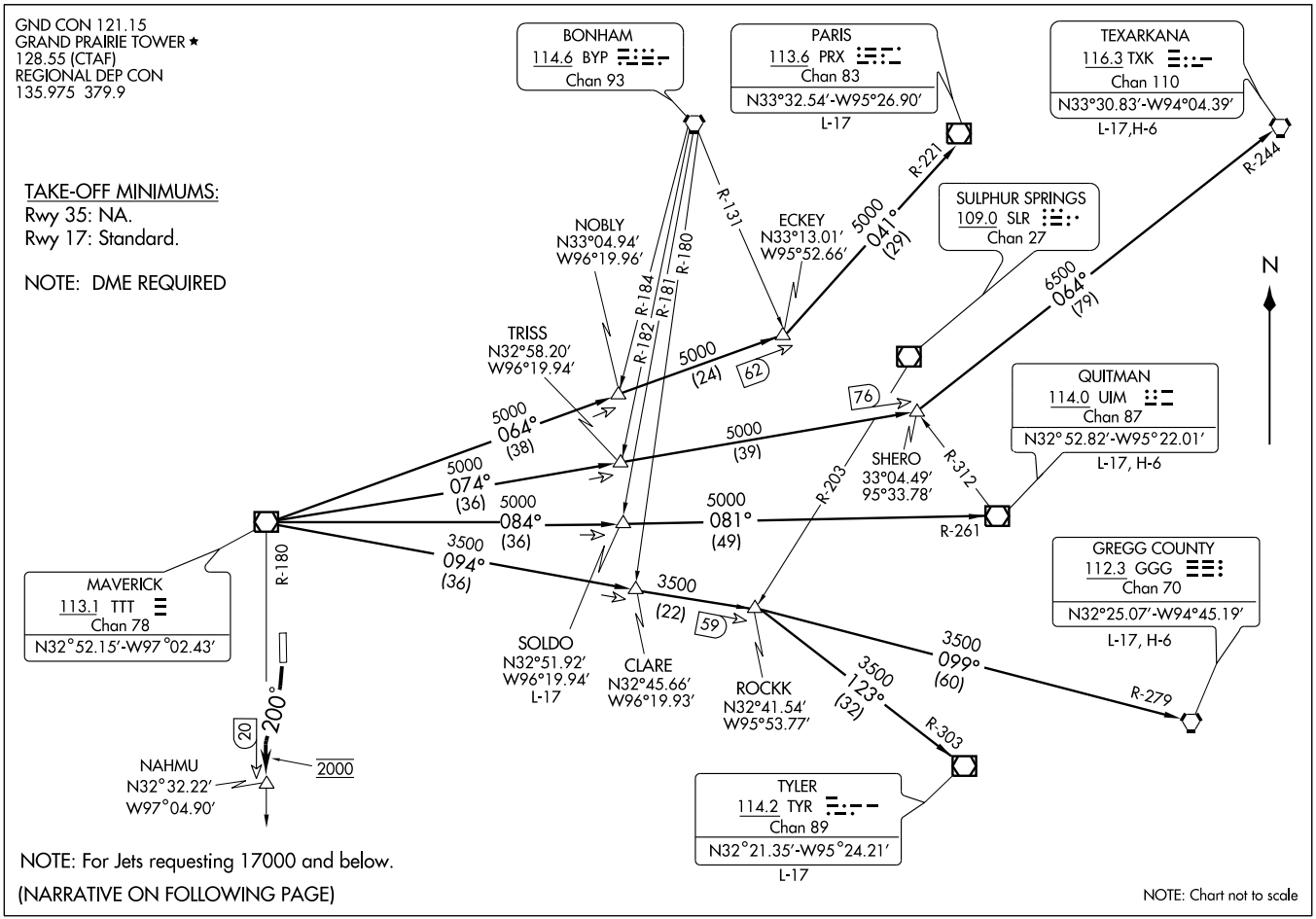
GARLAND THREE DEPARTURE (GARL3.TTT) 09351

GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)

GND CON 121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

TAKE-OFF MINIMUMS:
Rwy 35: NA.
Rwy 17: Standard.

NOTE: DME REQUIRED



GARLAND THREE DEPARTURE (GARL3.TTT) 09351
GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)

SL-9209 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

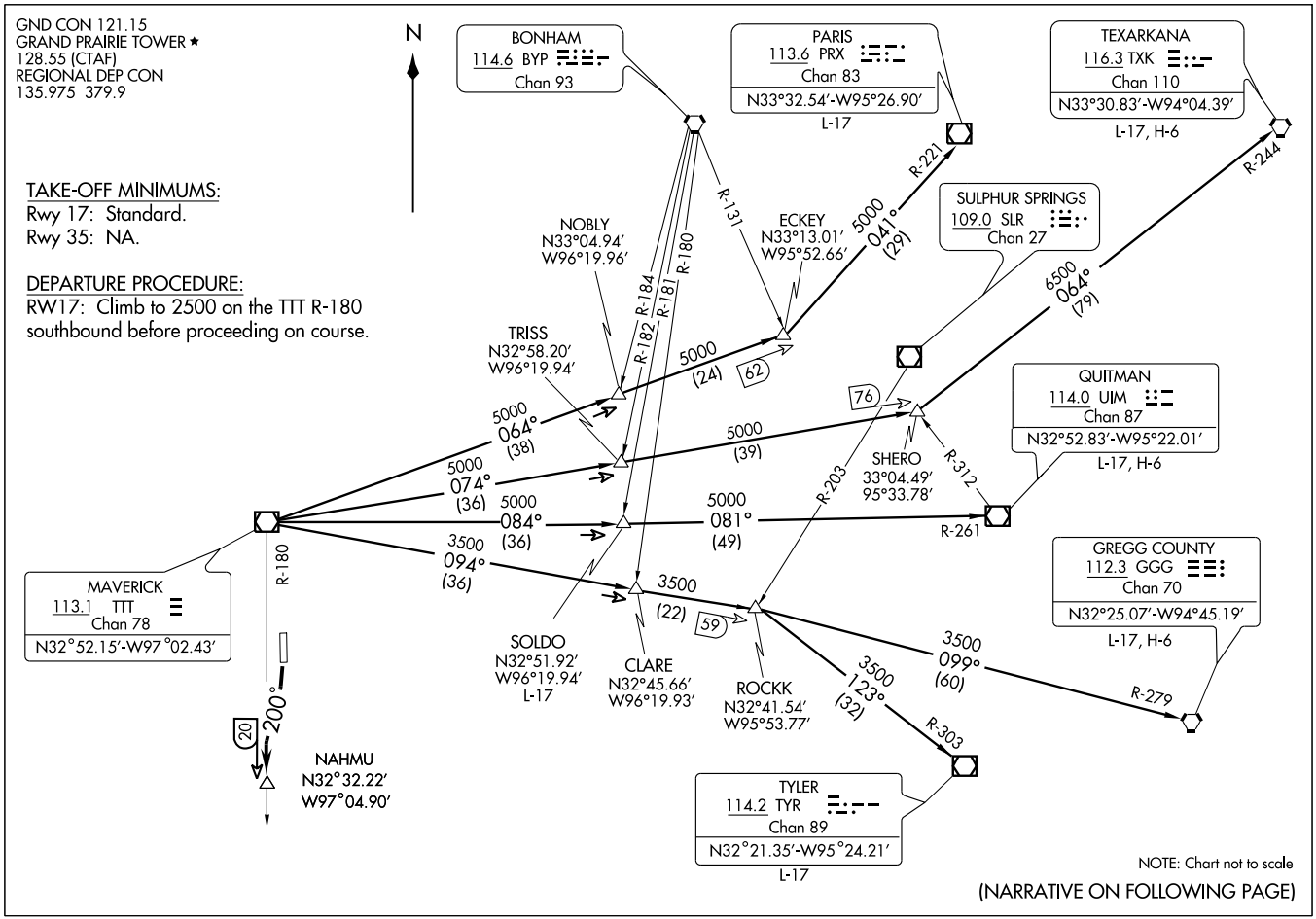
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS



SL-9209 (FAA)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Antenna 190' from departure end of runway, 456' right of centerline, 26' AGL/615' MSL.
Road, multiple poles and signs beginning 570 from departure end of runway, 410' right of centerline, up to 31' AGL/ 620' MSL.
Tree 1,506' from departure end of runway, 517' right of centerline, 37' AGL/617' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

GND CON 121.15
GRAND PRAIRIE TWR★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TAKE-OFF MINIMUMS:
Rwy 35: NA
Rwy 17: Standard.

NOTE: DME Required.

NAHMU
N32°32.22′
W97°04.90′
TTT 20

NELYN
N32°17.10′
W97°11.15′

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

DARTZ
N32°17.07′
W96°48.93′

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06′
W96°39.80′

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

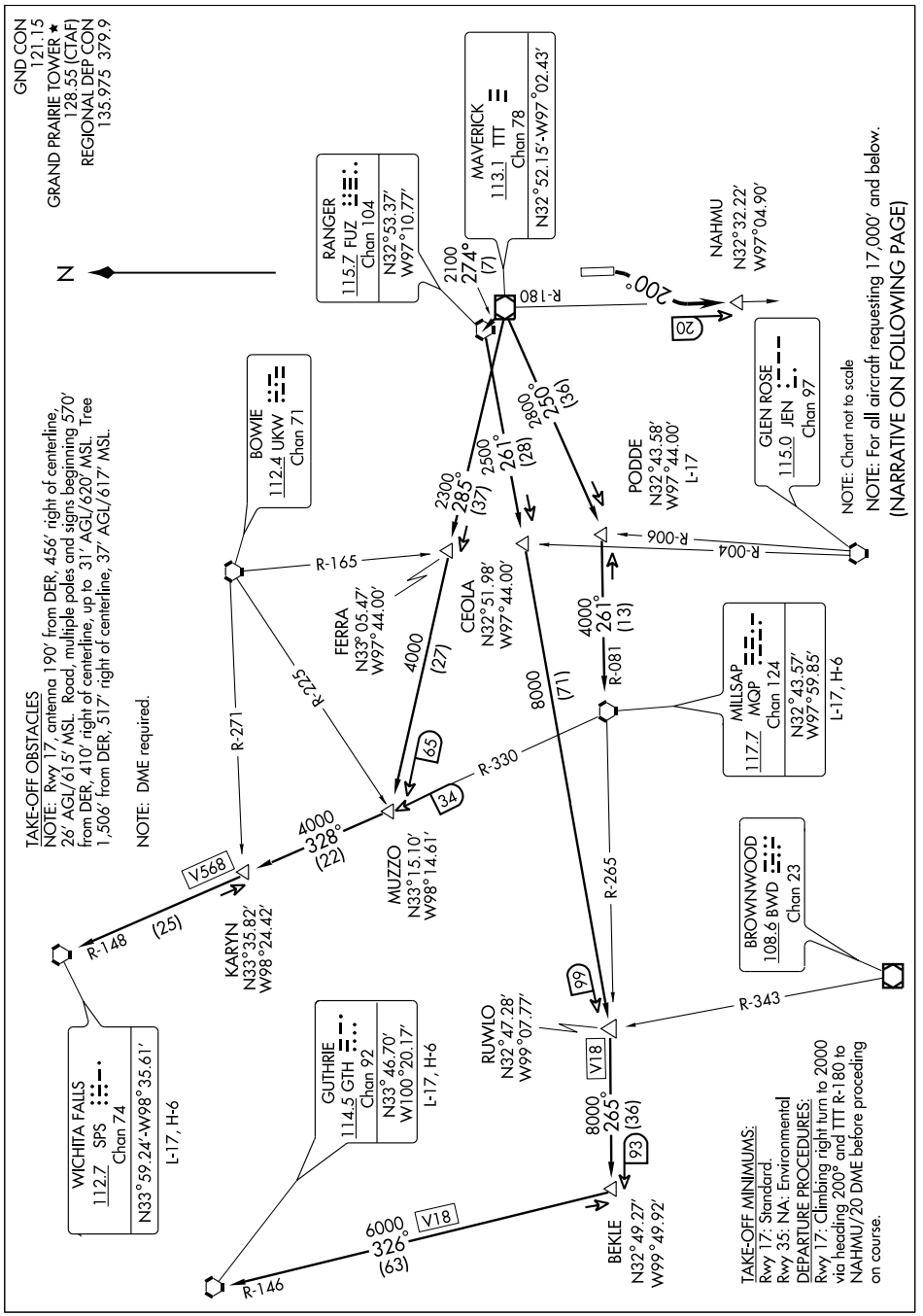
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-16 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

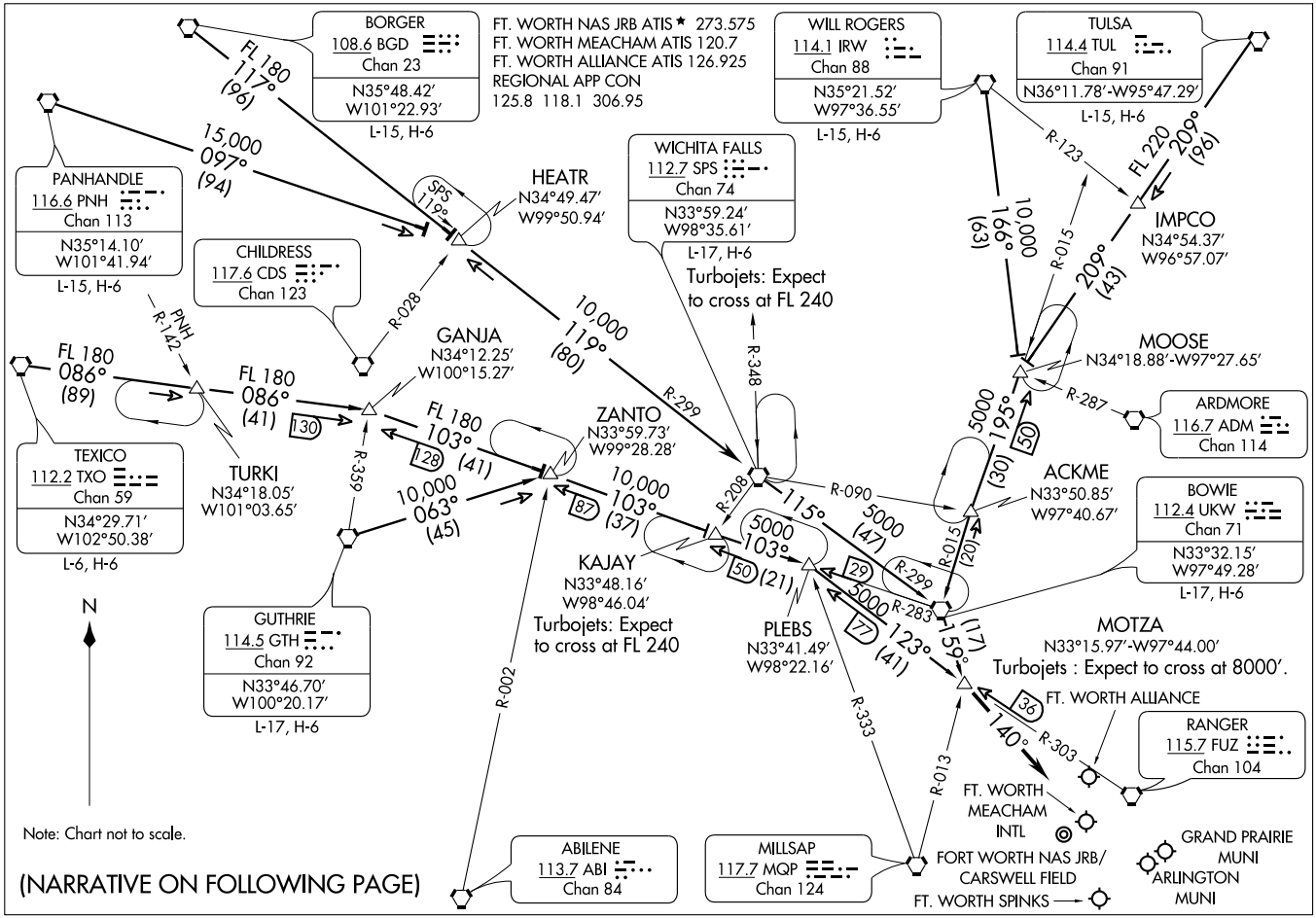
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



Note: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
DALLAS-FT. WORTH, TEXAS

ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

GRAND PRAIRIE MUNI (GPM)

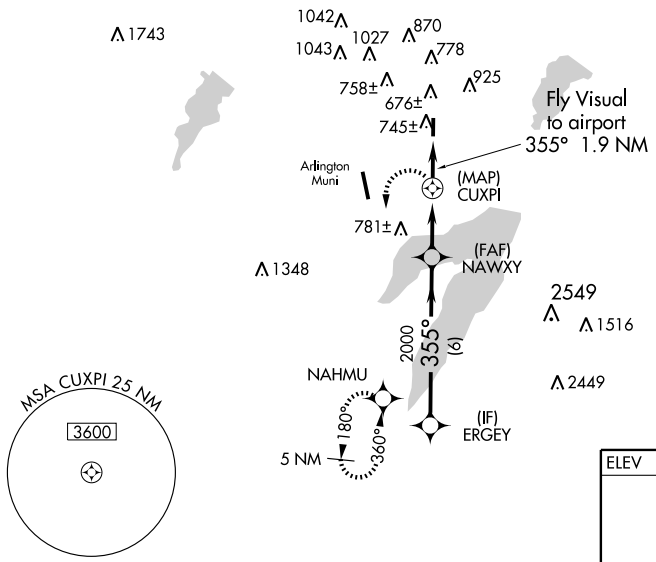
APP CRS	Rwy Idg	4000
355°	TDZE	589
	Apt Elev	589

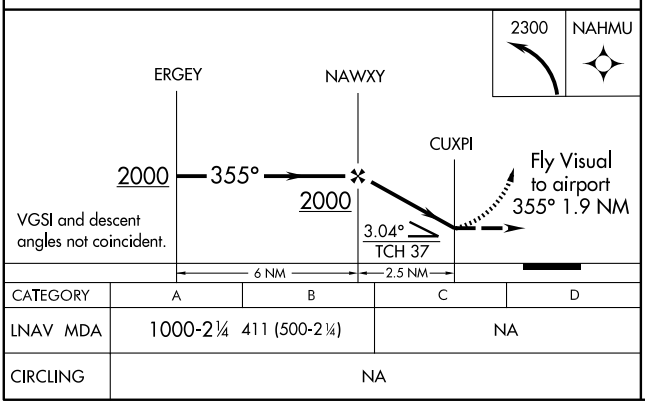
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.

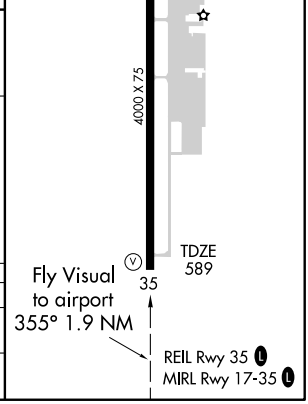
AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED





CATEGORY	A	B	C	D
LNAV MDA	1000-2¼ 411 (500-2¼)		NA	
CIRCLING	NA			



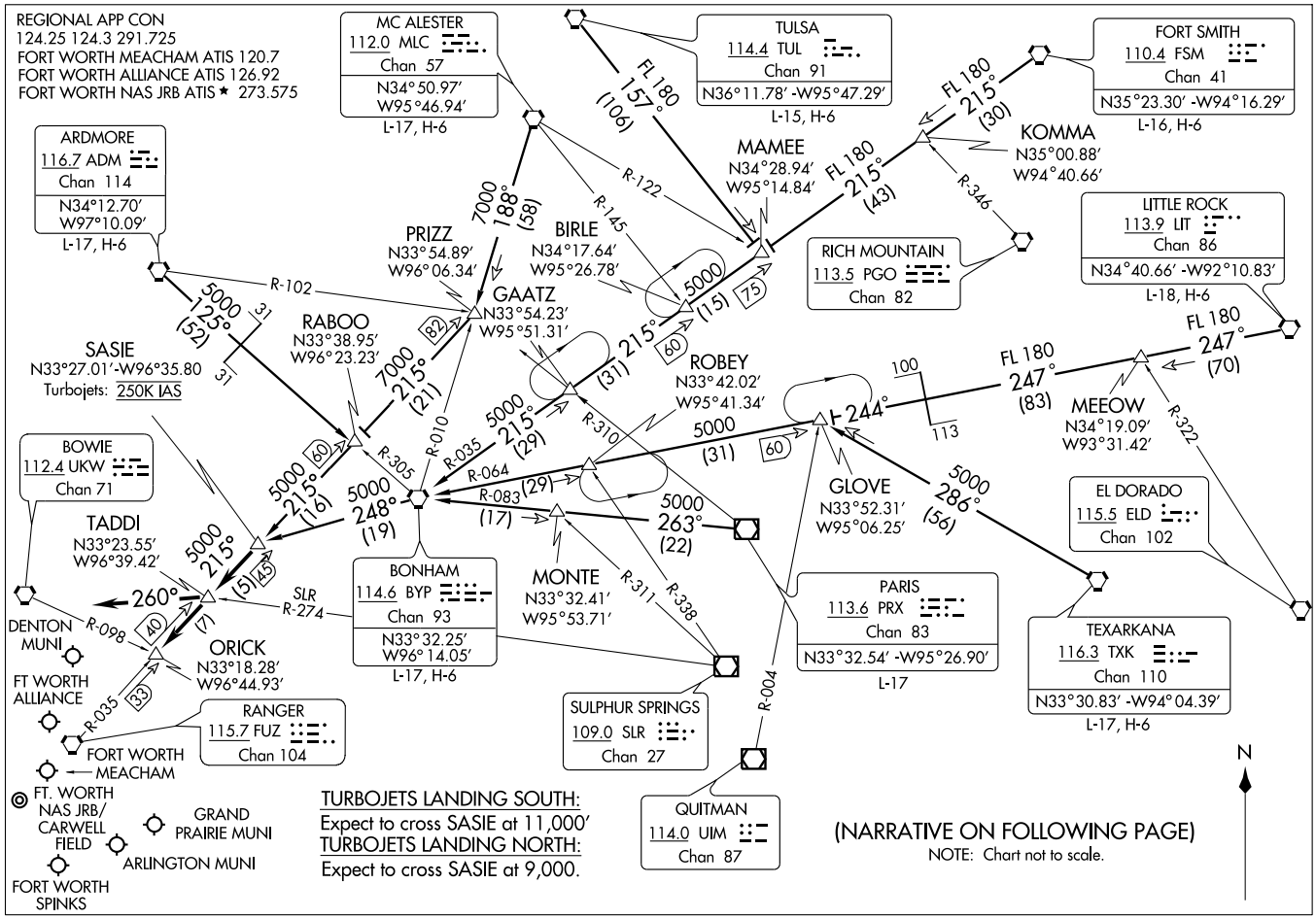
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE, TEXAS

GND CON 121.15
GRAND PRAIRIE TWR ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3
118.475

NOTE: DME Required.

TAKE-OFF MINIMUMS:
Rwy 17: STANDARD.
Rwy 35: NA (Airspace Actions)

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

NAHMU
N32°32.22′
W97°04.90′

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TEXOMA ONE DEPARTURE
(TEX1.FUZ) 09351
GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)
SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TTT	APP CRS	Rwy Idg	4000
113.1	356°	TDZE	589
Chan 78		Apt Elev	589

VOR/DME RWY 35

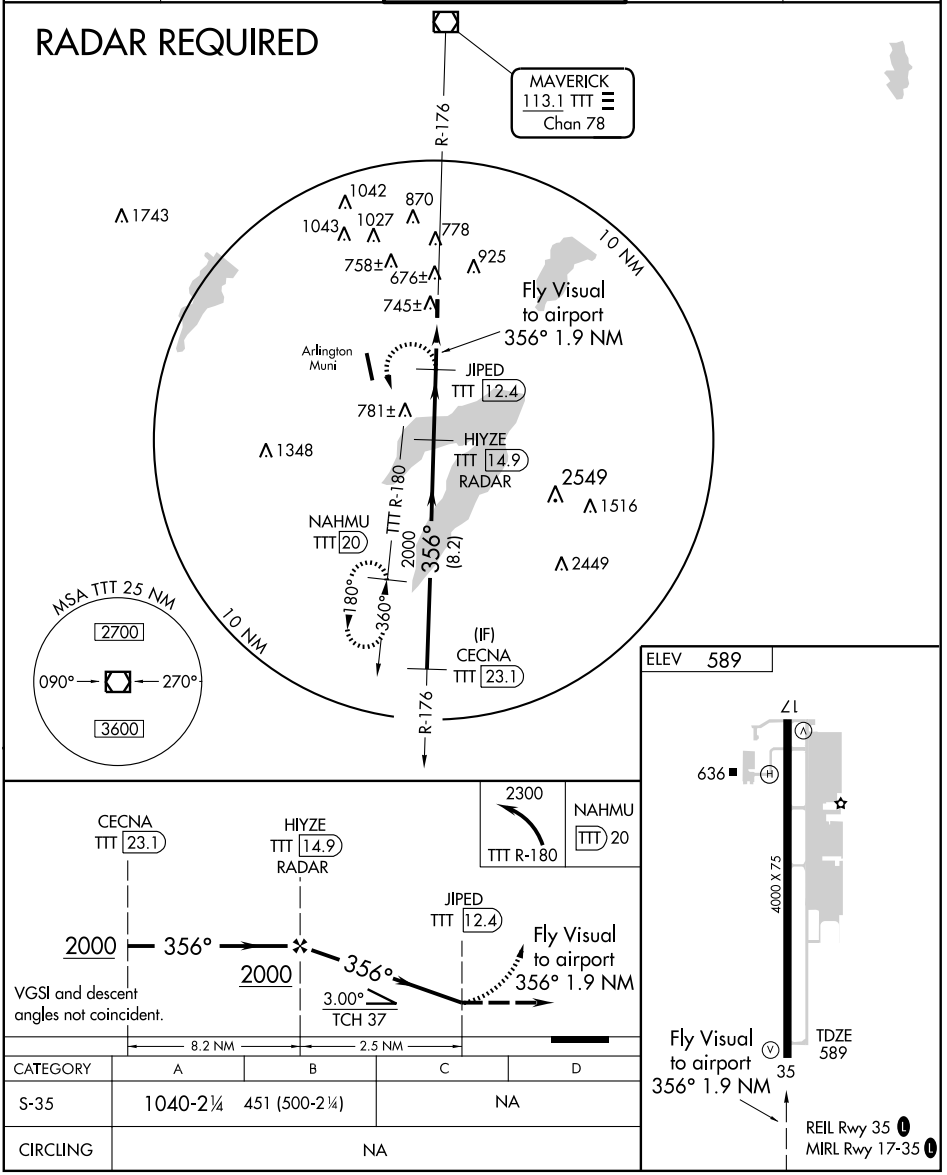
GRAND PRAIRIE MUNI (GPM)

If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via TTT R-180 to NAHMU/20 DME and hold.

AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED



CATEGORY	A	B	C	D
S-35	1040-2¼ 451 (500-2¼)		NA	
CIRCLING	NA			

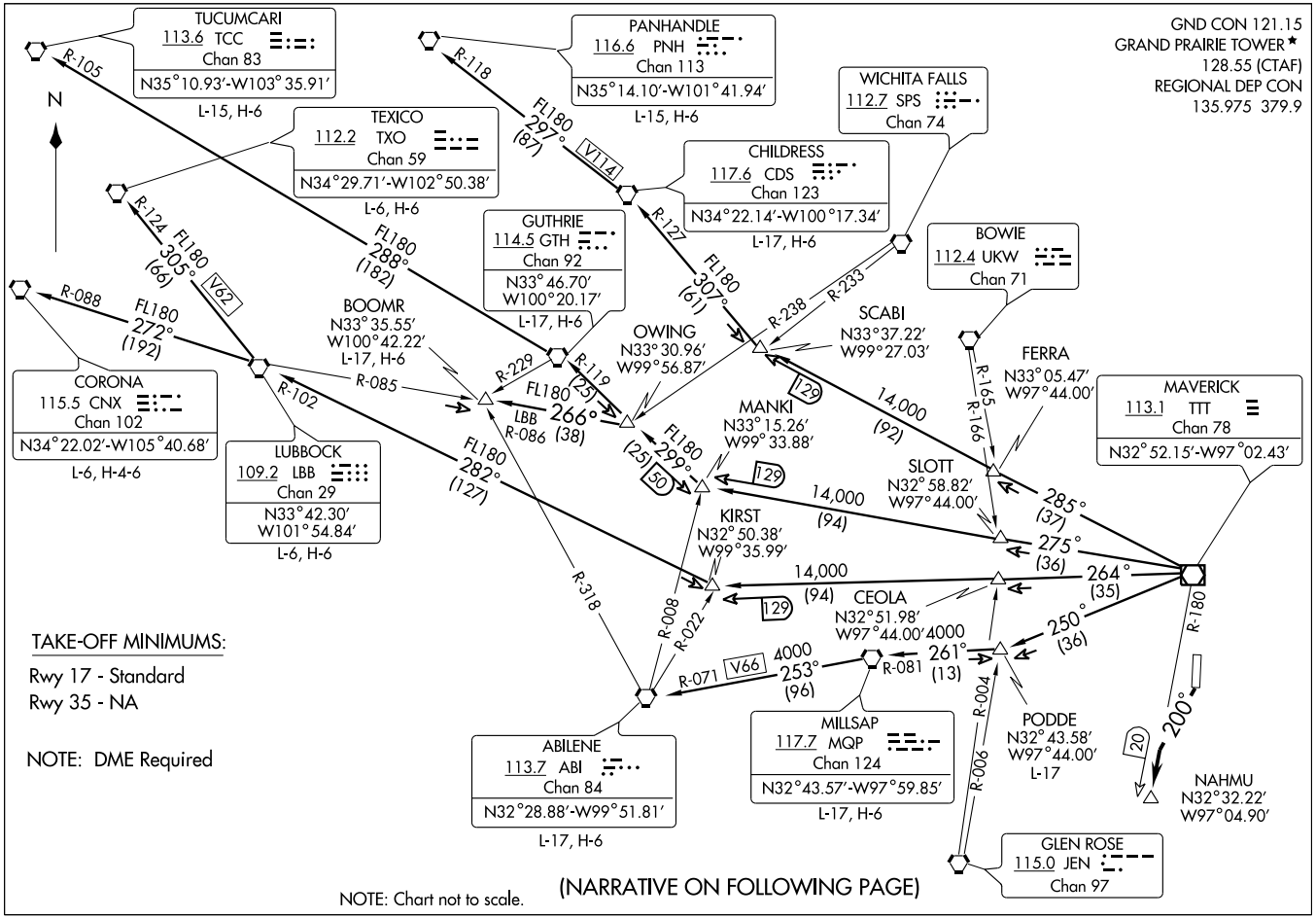
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

SL-9209 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

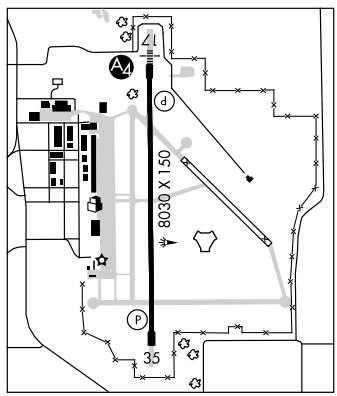
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

GREENVILLE

MAJORS (GVT) CIV/MIL/P/AF 4 SE UTC−6(−5DT) N33°04.07′ W96°03.92′ **DALLAS–FT. WORTH**
535 B S4 **FUEL** 100LL, JET A TPA—1500(965) NOTAM FILE GVT **H–6H, L–17D**
RWY 17–35: H8030X150 (ASPH) S–26 MIRL **IAP, DIAP**
RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 64′. Fence. 0.3% up.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 58′. Fence.
MILITARY SERVICE: JASU 1(B–10) 1(B–10A) 1(MD–3) 1(MA–1) 1(MA–3) **FUEL** (NC–100LL, A)
AIRPORT REMARKS: Attended Sun–Thu 1330–2300Z‡, Fri–Sat 1330–0000Z‡. Rwy 35 REIL OTS indef. ACTIVATE MALS Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.425 (903) 454–9801
COMMUNICATIONS: CTAF 118.65 **UNICOM** 122.95
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.85
TOWER 118.65 385.425 (Mon–Fri 1330–2200Z‡)
GND CON 121.7 335.8 **AFMCLO FLT** 349.6 15048 (Same Control)
AIRSPACE: CLASS D svc Mon–Fri 1330–2200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
SULPHUR SPRINGS (L) VORW/DME 109.0 SLR Chan 27 N33°11.91′ W95°32.56′ 246° 27.5 NM to fld. 508/8E.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 157° 29.4 NM to fld. 700/6E. **HIWAS.**
ARVILLA (T) TACAN Chan 33 MJF (109.6) N33°03.98′ W96°03.68′ at fld. NOTAM FILE GVT.
Unusable:
026°–034° byd 18 NM blo 2000′
081°–094° byd 10 NM blo 2000′
CASH NDB (MHW) 428 SYW N32°58.91′ W96°04.04′ 356° 5.1 NM to fld.
MAJOR NDB (LOM) 201 GV N33°09.38′ W96°03.82′ 176° 5.3 NM to fld.
ILS 110.5 I–GVT Rwy 17. Class IC. LOM MAJOR NDB. MM unmonitored.



GREGG CO N32°25.07′ W94°45.19′ NOTAM FILE GGG. **MEMPHIS**
(L) VORTACW 112.3 GGG Chan 70 127° 2.9 NM to East Texas Rgnl. 320/7E. **H–6I, L–17D**
RCO 122.2 (FORT WORTH RADIO)

GRINDSTONE MOUNTAIN N33°36.32′ W97°46.40′ NOTAM FILE FTW. **DALLAS–FT. WORTH**
NDB (MHW) 356 GMZ at Bowie Muni. **A**

GROESBECK N31°34.89′ W96°32.95′ NOTAM FILE FTW. **HOUSTON**
(L) VORW/DME 108.8 GNL Chan 25 022° 3.9 NM to Mexia–Limestone Co. 512/5E. **L–19D, A**
DME portion unusable:
150°–205° byd 30 NM blo 2,500′ 230°–310° byd 30 NM blo 2,400′
345°–035° byd 35 NM blo 2,500′

GROVETON–TRINITY CO (33R) 3 NW UTC−6(−5DT) N31°05.09′ W95°09.85′ **HOUSTON**
340 B NOTAM FILE CXO **L–19E, 21A**
RWY 16–34: H3500X60 (ASPH) S–8 LIRL
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 254° 23.5 NM to fld. 200/5E. **HIWAS.**

GRUVER

CLUCK RANCH (2E3) 17 SW UTC−6(−5DT) N36°10.63′ W101°41.67′ **WICHITA**
3423 B NOTAM FILE FTW **L–15B**
RWY 01–19: H3605X35 (ASPH) S–12.5 **IAP**
RWY 01: **RWY 19:** TRCV(TRIL)—GA 5.0° TCH 18′.
AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. Rwy 01–19 loose gravel on surface. Rwy 19 TRIL OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 315° 26.9 NM to fld. 3130/11E.

ILS 2 RWY 17

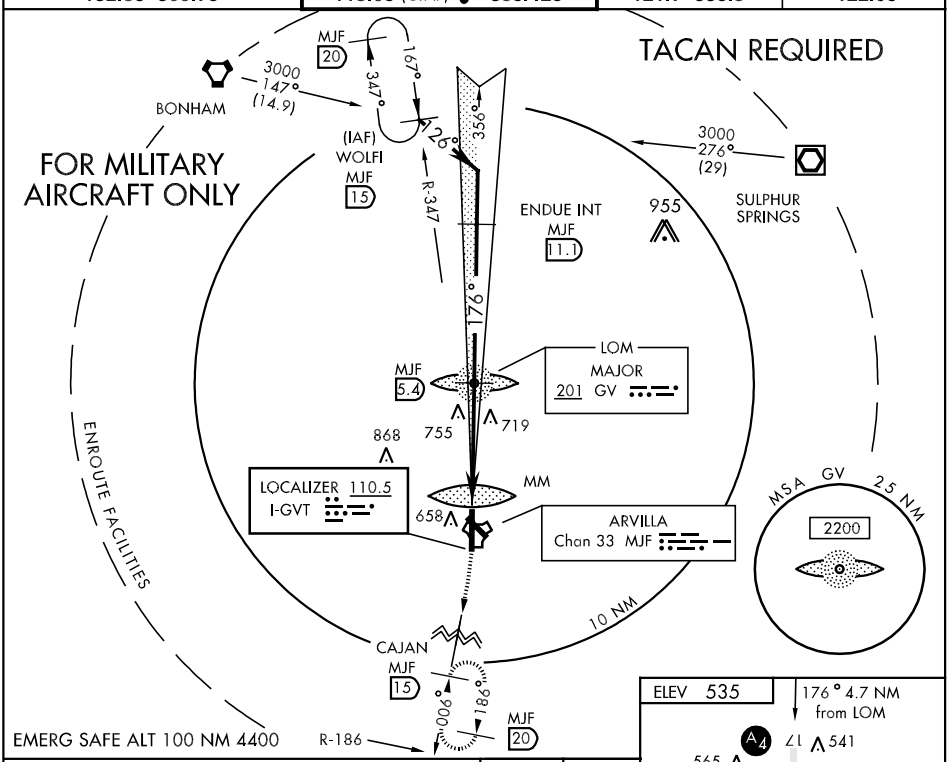
LOC I-GVT 110.5	APCH CRS 176°	Rwy ldg 8030 TDZE 534 Arpt Elev 535	AL-5138 [USAF]	GREENVILLE/ MAJORS (KGVT)

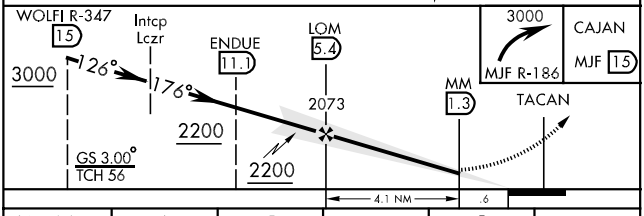
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

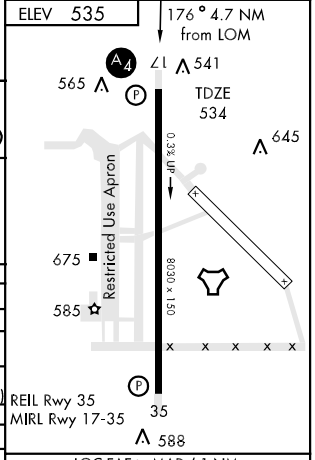
MALS A4

MISSED APPROACH: Climbing right turn to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17 *	1060-¾ 526 (600-¾)		1060-1¼ 526 (600-1¼)	1060-1½ 526 (600-1½)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-ILS 17	837-1 303 (400-1)				
S-LOC 17 **	1160-¾ 626 (700-¾)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1 625 (700-1)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

LOC FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	176°	TDZE	534
		Apt Elev	535

ILS or LOC RWY 17

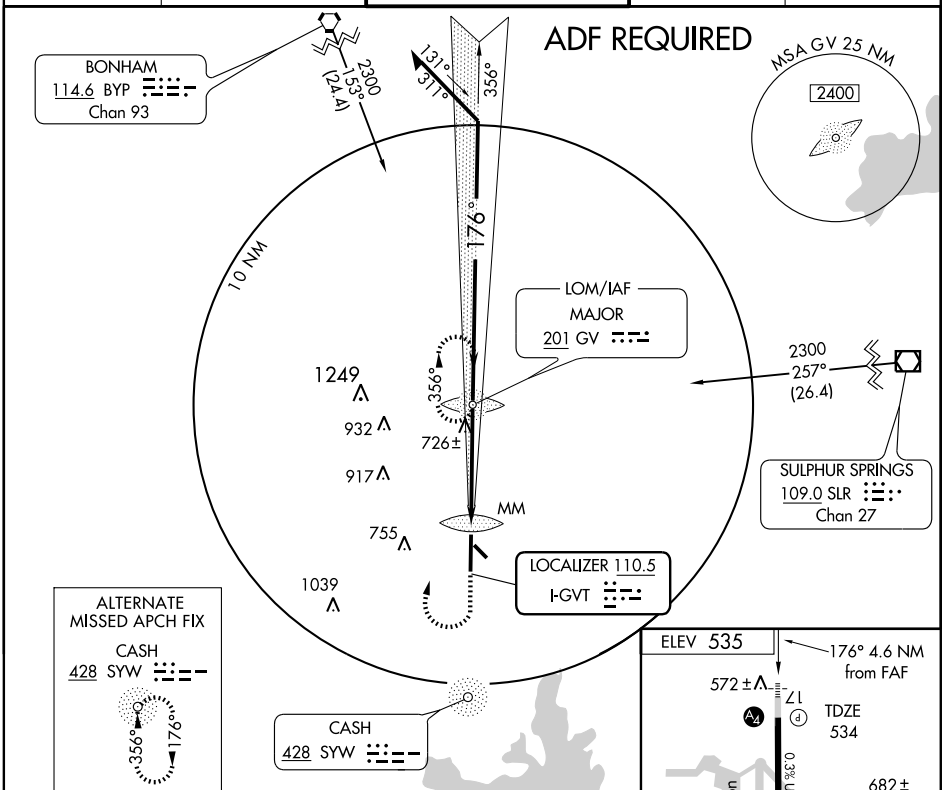
GREENVILLE/ MAJORS (GVT)

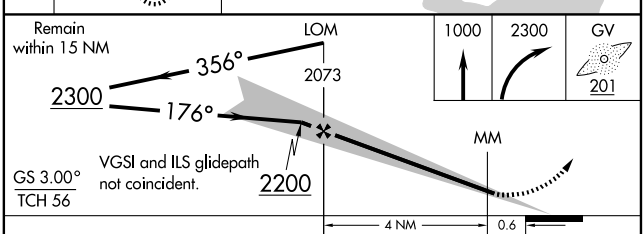
When local altimeter setting not received, use Terrell altimeter setting and increase DA 64 feet and all MDA 80 feet and increase S-ILS 17 all Cats visibility ¼ mile, S-LOC 17 Cat A, B, C and D visibility ¼ mile, Cat E visibility ½ mile, and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to S-LOC 17 Cat C. ADF Required.

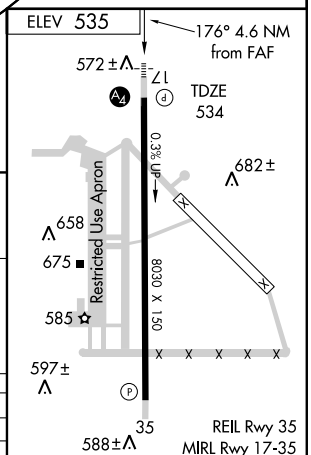
MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 direct GV LOM and hold, continue climb-in-hold to 2300.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

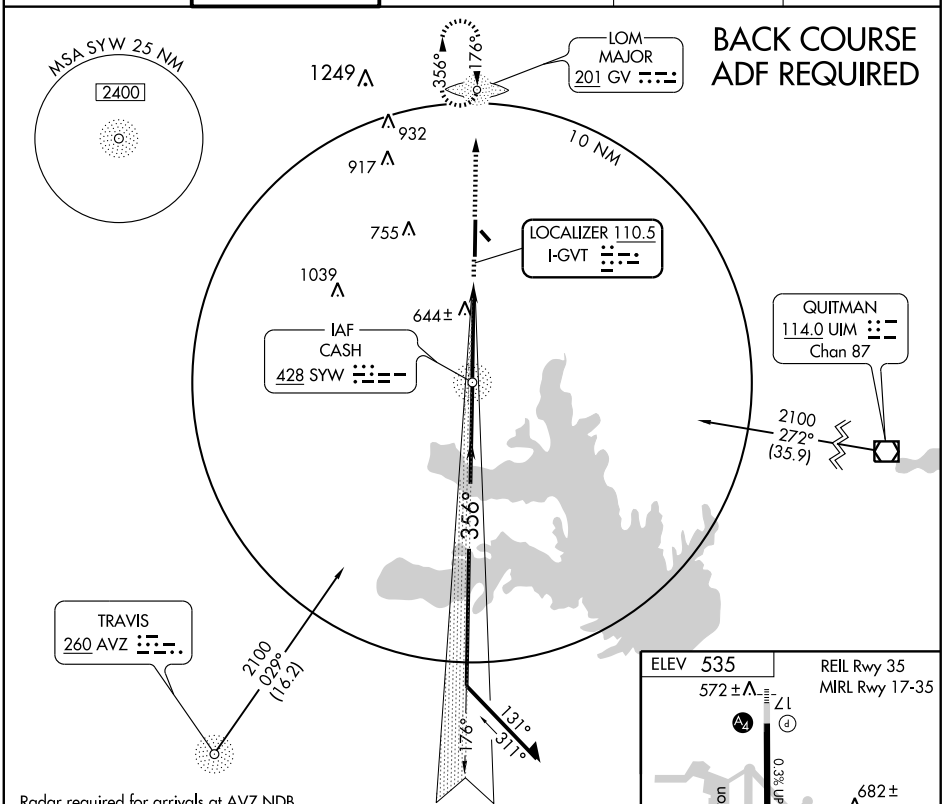
LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	356°	TDZE	531
		Apt Elev	535

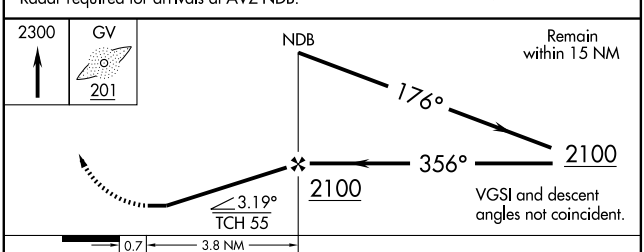
LOC BC RWY 35
GREENVILLE/MAJORS (GVT)

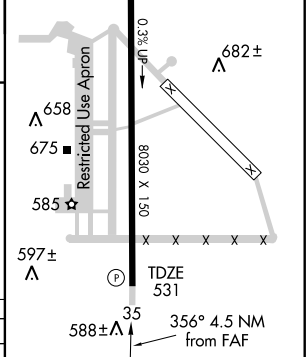
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting and increase all MDAs 80 feet and increase S-35 Cat C, D, and E visibility ¼ mile, circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct GV LOM and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	980-1 449 (500-1)		980-1¼ 449 (500-1¼)	980-1½ 449 (500-1½)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

GREENVILLE/MAJORS (GVT)

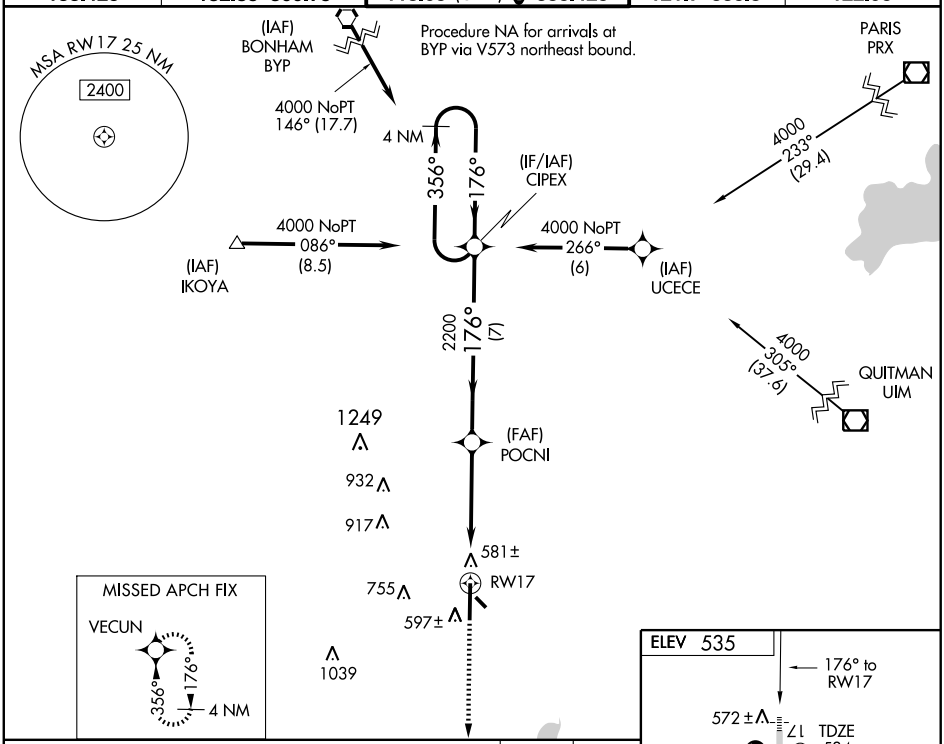
WAAS CH 86205 W17A	APP CRS 176°	Rwy Idg 8030 TDZE 534 Apt Elev 535

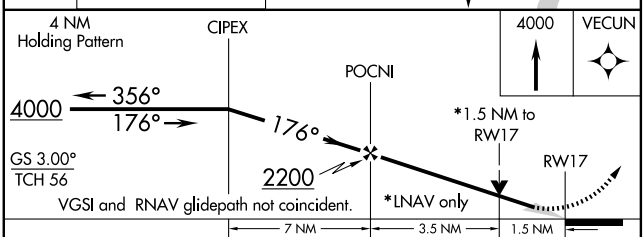
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all DA 64 feet and MDA 80 feet and increase LPV visibility all Cats ¼ mile, LNAV/VNAV Cat A, B, and C visibility ½ mile, Cat D and E visibility ¼ mile and LNAV Cat C and D visibility ¼ mile and Cat E visibility ½ mile and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to LNAV Cat C.

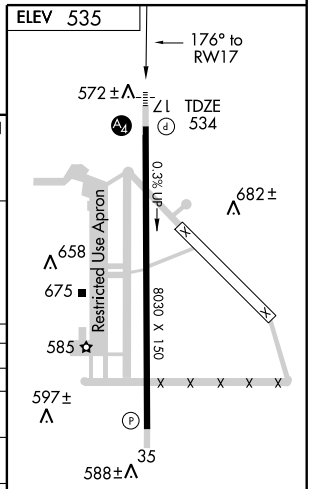
MALS

MISSED APPROACH: Climb to 4000 direct VECUN and hold, continue climb-in hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	798-1 264 (300-1)				
LNAV/VNAV DA	849-¾ 315 (400-¾)			849-1 315 (400-1)	
LNAV MDA	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

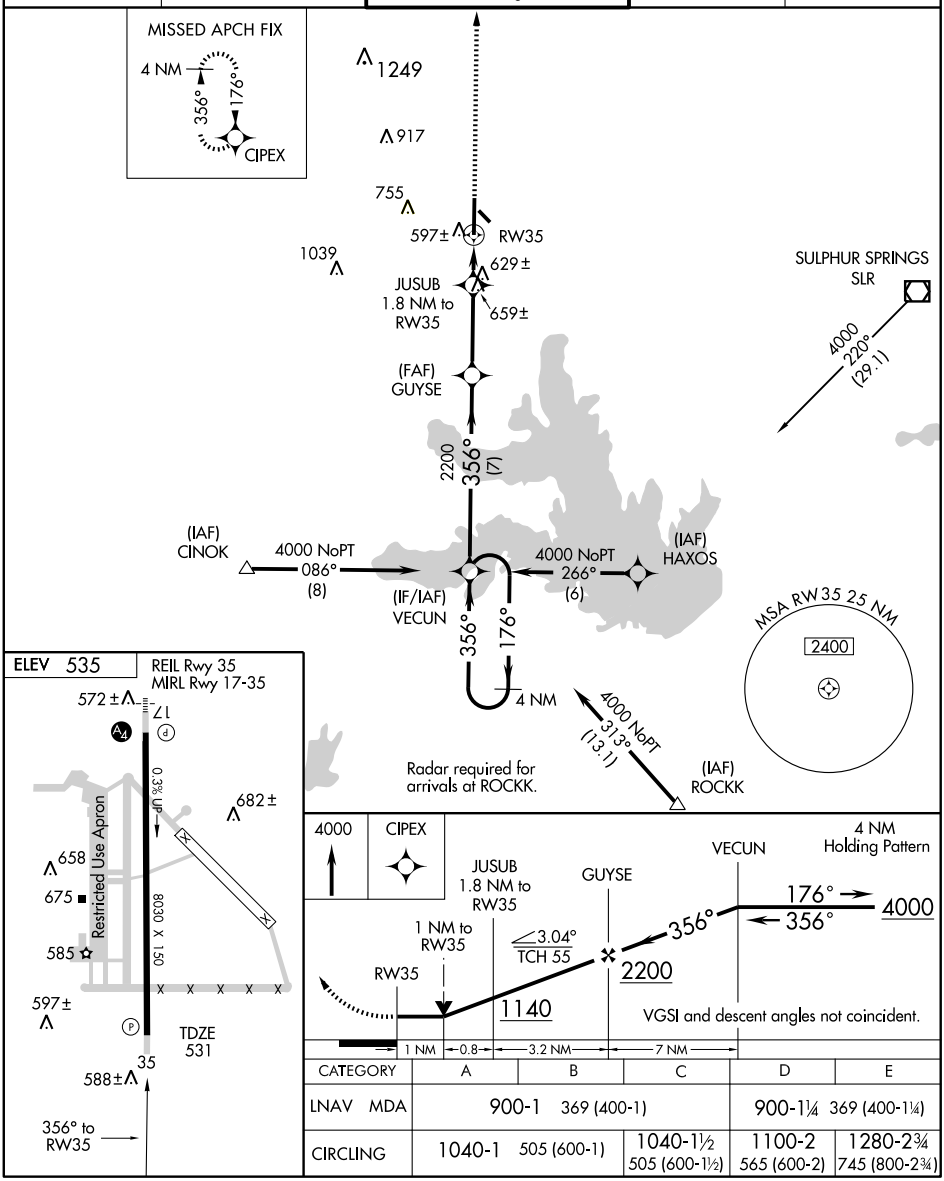
GREENVILLE/ MAJORS (GVT)

APP CRS	Rwy Idg	8030
356°	TDZE	531
	Apt Elev	535

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase LNAV Cat C, D, and E visibility ¼ mile and circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CIPEX and hold, continue climb-in-hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95



CATEGORY	A	B	C	D	E
LNAV MDA	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 17

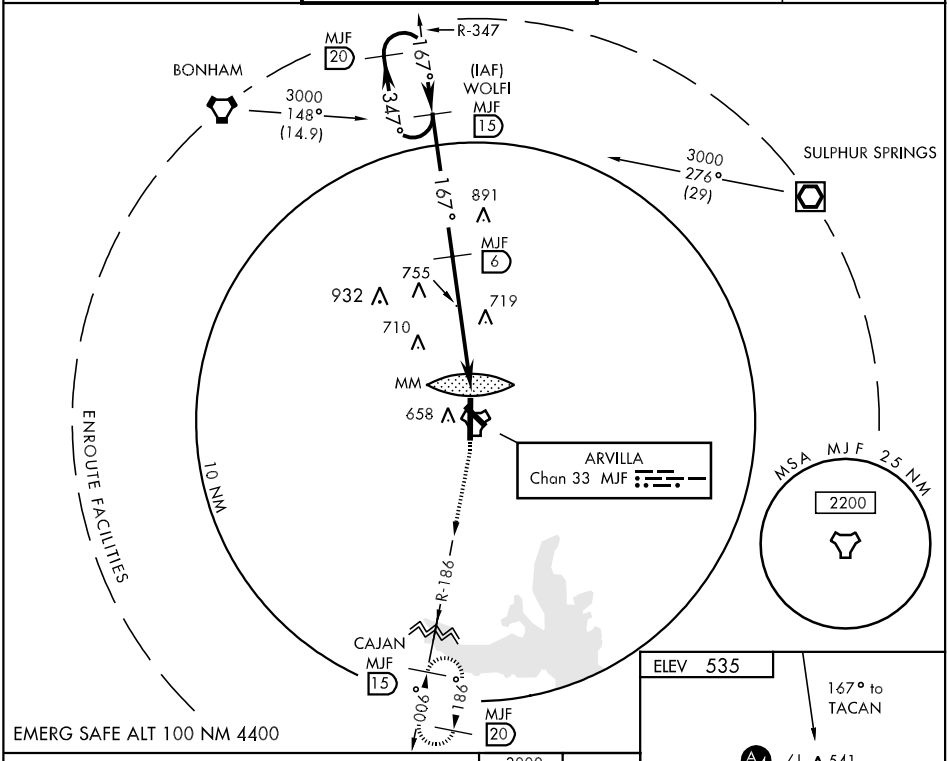
TACAN MJF Chan 33	APCH CRS 167°	Rwy Idg 8030 / TDZE 534 / Arpt Elev 535	AL-5138 [USAF]	GREENVILLE/ MAJORS (KGVT)

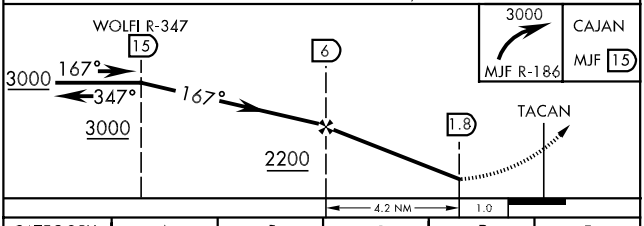
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

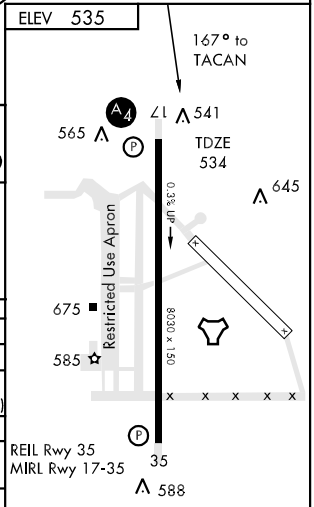
MALS

MISSED APPROACH: Climb to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17 *	1060-1¼ 526 (600-1¼)			1060-1½ 526 (600-1½)	
CIRCLING	1060-1¼ 525 (600-1¼)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-17 **	1160-1¼ 626 (700-1¼)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1¼ 625 (700-1¼)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

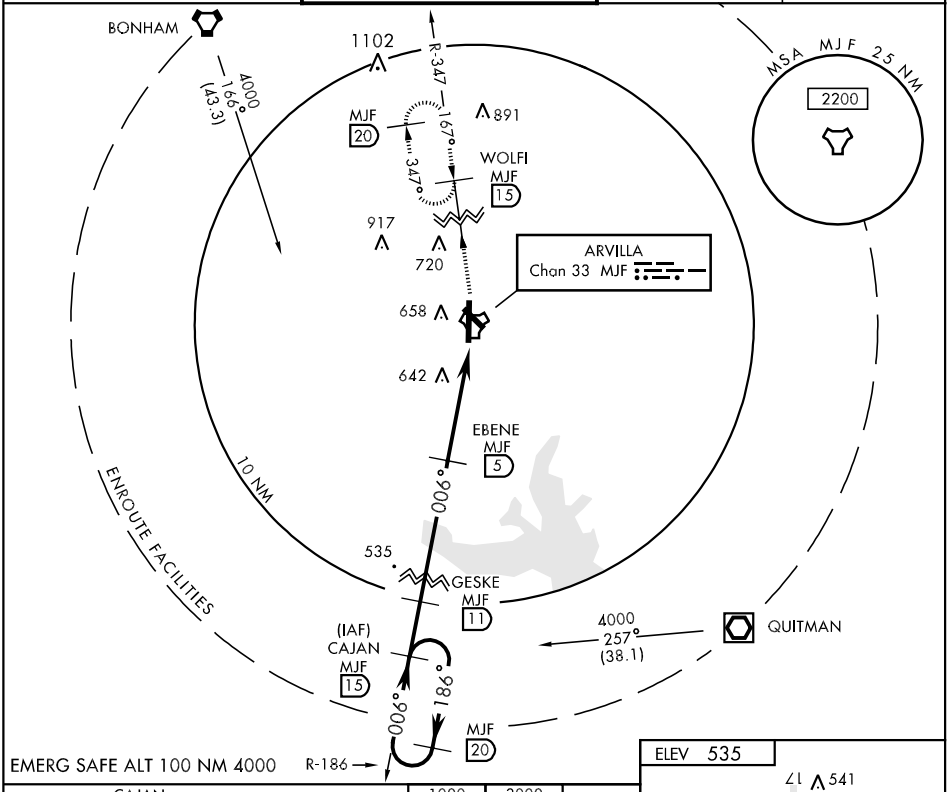
TACAN RWY 35

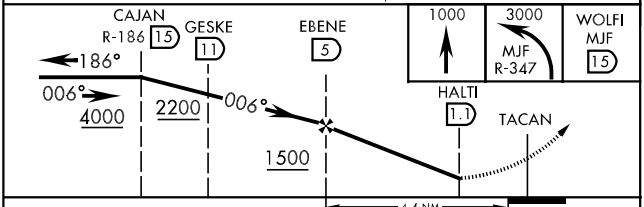
TACAN MJF Chan 33	APCH CRS 006°	Rwy Idg 8030 TDZE 531 Arpt Elev 535	AL-5138 [USAF]	GREENVILLE/MAJORS (KGVT)

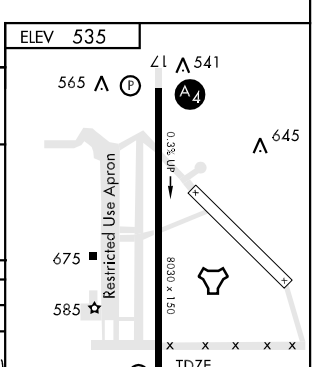
NA — When control tower closed, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 via MJF TACAN R-347 to WOLFI 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE FIELD ALTIMETER SETTING MINIMUMS					
S-35	1000-1 469 (500-1)		1000-1¼ 469 (500-1¼)	1000-1½ 469 (500-1½)	1000-1¾ 469 (500-1¾)
CIRCLING	1140-1 605 (700-1)		1140-1¾ 605 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

TACAN RWY 35

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BYP	APP CRS	Rwy Idg	8030
114.6	157°	TDZE	534
Chan 93		Apt Elev	535

VOR/DME RWY 17

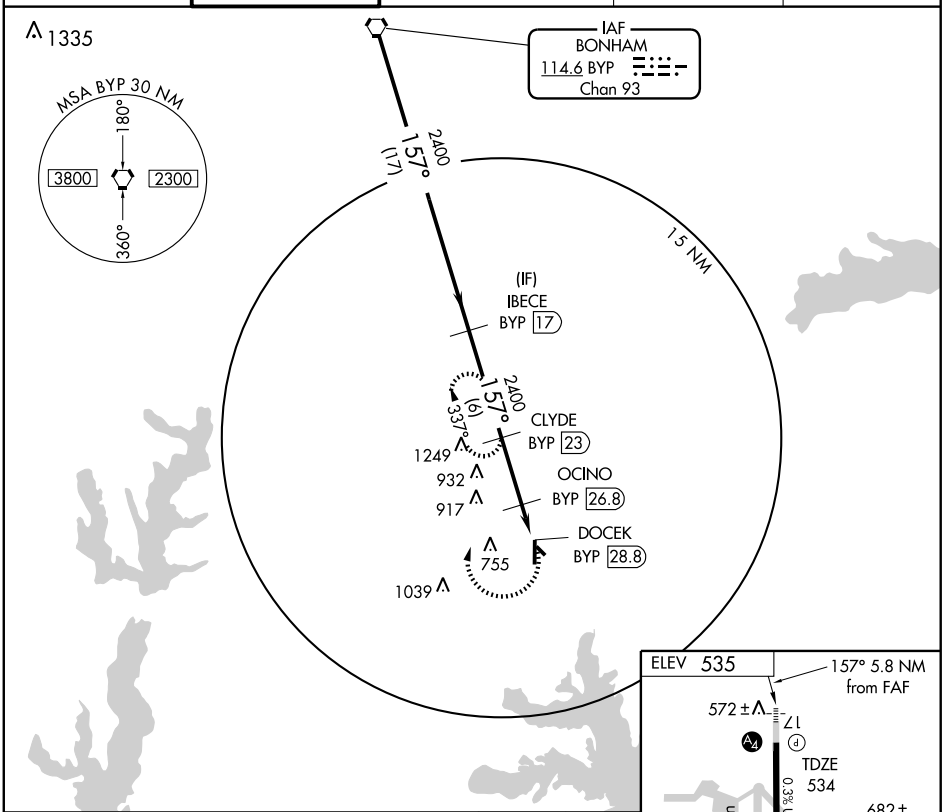
GREENVILLE/ MAJORS (GVT)

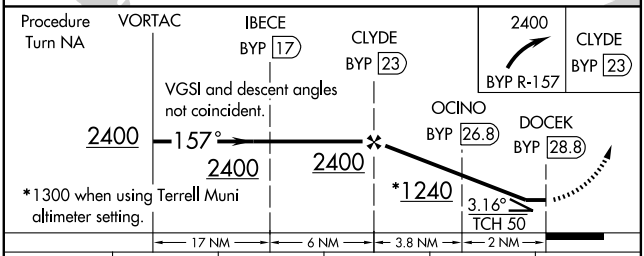
If local altimeter setting not received, use Terrell Muni altimeter setting and increase all MDAs 80 feet.

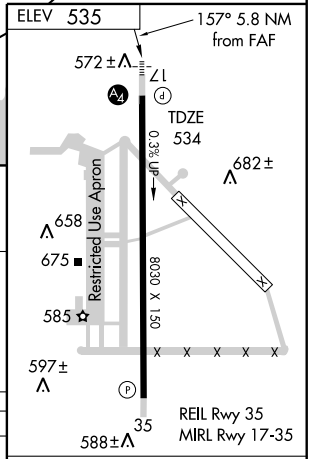
MALS

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER *	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







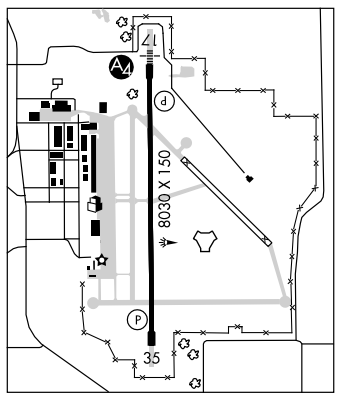
CATEGORY	A	B	C	D	E
S-17	1120-1 586 (600-1)	1120-1¼ 586 (600-1¼)	1120-1½ 586 (600-1½)	1120-2 586 (600-2)	
CIRCLING	1120-1 585 (600-1)	1120-1¼ 585 (600-1¼)	1120-1½ 585 (600-1½)	1120-2 585 (600-2)	1280-2¾ 745 (800-2¾)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

GREENVILLE

MAJORS (GVT) CIV/MIL/P/AF 4 SE UTC−6(−5DT) N33°04.07′ W96°03.92′ **DALLAS–FT. WORTH**
535 B S4 **FUEL** 100LL, JET A TPA—1500(965) NOTAM FILE GVT **H–6H, L–17D**
RWY 17–35: H8030X150 (ASPH) S–26 MIRL **IAP, DIAP**
RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 64′. Fence. 0.3% up.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 58′. Fence.
MILITARY SERVICE: JASU 1(B–10) 1(B–10A) 1(MD–3) 1(MA–1) 1(MA–3) **FUEL** (NC–100LL, A)
AIRPORT REMARKS: Attended Sun–Thu 1330–2300Z‡, Fri–Sat 1330–0000Z‡. Rwy 35 REIL OTS indef. ACTIVATE MALS Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.425 (903) 454–9801
COMMUNICATIONS: CTAF 118.65 **UNICOM** 122.95
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.85
TOWER 118.65 385.425 (Mon–Fri 1330–2200Z‡)
GND CON 121.7 335.8 **AFMCLO FLT** 349.6 15048 (Same Control)
AIRSPACE: CLASS D svc Mon–Fri 1330–2200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
SULPHUR SPRINGS (L) VORW/DME 109.0 SLR Chan 27 N33°11.91′ W95°32.56′ 246° 27.5 NM to fld. 508/8E.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 157° 29.4 NM to fld. 700/6E. **HIWAS.**
ARVILLA (T) TACAN Chan 33 MJF (109.6) N33°03.98′ W96°03.68′ at fld. NOTAM FILE GVT.
Unusable:
026°–034° byd 18 NM blo 2000′
081°–094° byd 10 NM blo 2000′
CASH NDB (MHW) 428 SYW N32°58.91′ W96°04.04′ 356° 5.1 NM to fld.
MAJOR NDB (LOM) 201 GV N33°09.38′ W96°03.82′ 176° 5.3 NM to fld.
ILS 110.5 I–GVT Rwy 17. Class IC. LOM MAJOR NDB. MM unmonitored.



GREGG CO N32°25.07′ W94°45.19′ NOTAM FILE GGG. **MEMPHIS**
(L) VORTACW 112.3 GGG Chan 70 127° 2.9 NM to East Texas Rgnl. 320/7E. **H–6I, L–17D**
RCO 122.2 (FORT WORTH RADIO)

GRINDSTONE MOUNTAIN N33°36.32′ W97°46.40′ NOTAM FILE FTW. **DALLAS–FT. WORTH**
NDB (MHW) 356 GMZ at Bowie Muni. **A**

GROESBECK N31°34.89′ W96°32.95′ NOTAM FILE FTW. **HOUSTON**
(L) VORW/DME 108.8 GNL Chan 25 022° 3.9 NM to Mexia–Limestone Co. 512/5E. **L–19D, A**
DME portion unusable:
150°–205° byd 30 NM blo 2,500′ 230°–310° byd 30 NM blo 2,400′
345°–035° byd 35 NM blo 2,500′

GROVETON–TRINITY CO (33R) 3 NW UTC−6(−5DT) N31°05.09′ W95°09.85′ **HOUSTON**
340 B NOTAM FILE CXO **L–19E, 21A**
RWY 16–34: H3500X60 (ASPH) S–8 LIRL
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 254° 23.5 NM to fld. 200/5E. **HIWAS.**

GRUVER

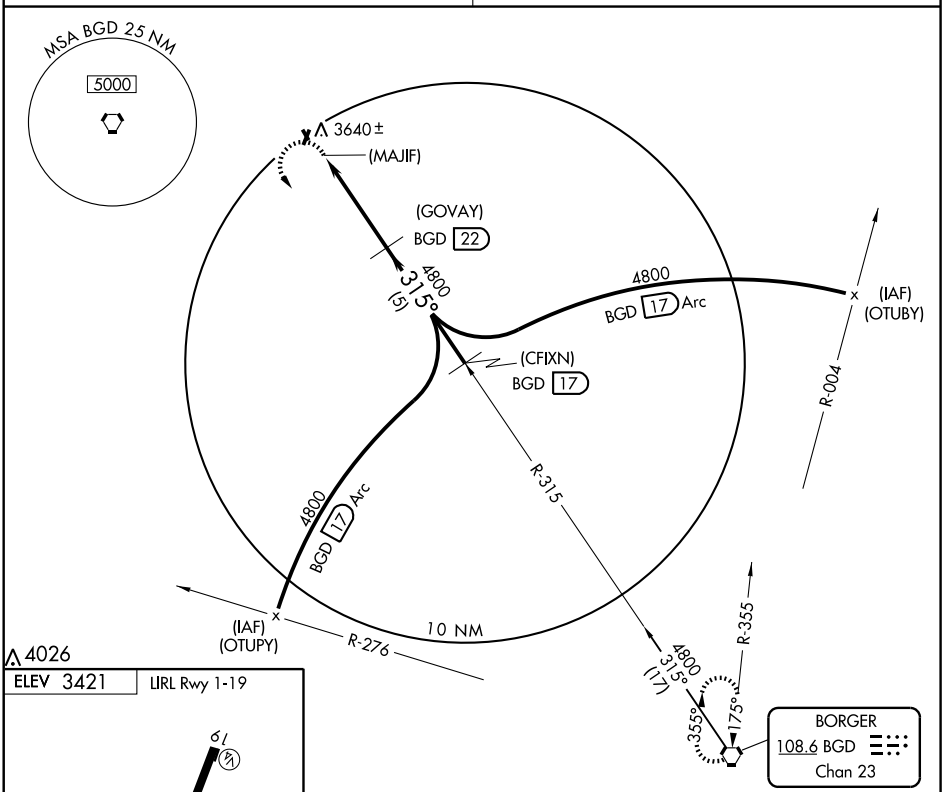
CLUCK RANCH (2E3) 17 SW UTC−6(−5DT) N36°10.63′ W101°41.67′ **WICHITA**
3423 B NOTAM FILE FTW **L–15B**
RWY 01–19: H3605X35 (ASPH) S–12.5 **IAP**
RWY 01: **RWY 19:** TRCV(TRIL)—GA 5.0° TCH 18′.
AIRPORT REMARKS: Unattended. Rotating bcn OTS indef. Rwy 01–19 loose gravel on surface. Rwy 19 TRIL OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 315° 26.9 NM to fld. 3130/11E.

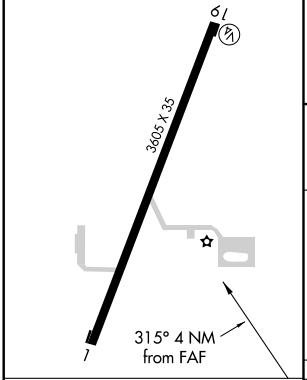
VORTAC BGD 108.6 Chan 23	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 3421

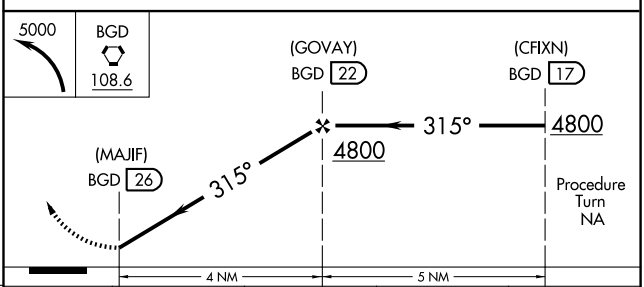
VOR/DME or GPS-A

GRUVER/ CLUCK RANCH (2E3)

⚠ NA Use Dalhart altimeter setting; when not available, use Amarillo altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	(CTAF) 122.9







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4140-1 700 (700-1)	4140-1¼ 700 (700-1¼)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

GRUVER MUNI (E19) 2 SW UTC−6(−5DT) N36°14.02′ W101°25.93′ **WICHITA**
3205 B NOTAM FILE FTW **L–15B**
RWY 02–20: H4698X60 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 20: Fence.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 344° 25.7 NM to fld. 3130/11E.

GUADALUPE PASS N31°49.97′ W104°48.55′ **EL PASO**
RCO 122.35 (ALBUQUERQUE RADIO) **L–6G**

GUNNISON GUL N27°18.23′ W93°32.30′ **L–21B, GOMW**
AWOS–3 119.025

GUTHRIE N33°46.70′ W100°20.17′ NOTAM FILE FTW. **DALLAS–FT. WORTH**
(L) VORTACW 114.5 GTH Chan 92 360° 15.2 NM to Dan E. Richards Muni. 1940/10E. **H–6G, L–17B**

HALE CO (See PLAINVIEW)

HALL (See KAUFMAN)

HALL–MILLER MUNI (See ATLANTA)

HALLETTSVILLE MUNI (34R) 3 S UTC−6(−5DT) N29°23.40′ W96°57.36′ **HOUSTON**
278 B **FUEL** 100LL NOTAM FILE CXO **L–19D, 21A**
RWY 17–35: H3210X60 (ASPH) S–7 MIRL
RWY 17: TRCV(TRIL)—GA 3.3° TCH 12′. Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. 24 hr self–serve credit card open for fuel. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION:
VICTORIA (L) VOR/DME 109.0 VCT Chan 27 N28°54.02′ W96°58.74′ 356° 29.3 NM to fld. 130/6E.

HOUND RUN (40X) 5 N UTC−6(−5DT) N29°31.29′ W96°56.22′ **HOUSTON**
385 NOTAM FILE FTW
RWY 16–34: 2480X75 (TURF)
RWY 16: Road. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Rwy 16–34 surface NW edge near thld may be soft during wet weather.
COMMUNICATIONS: CTAF 122.9

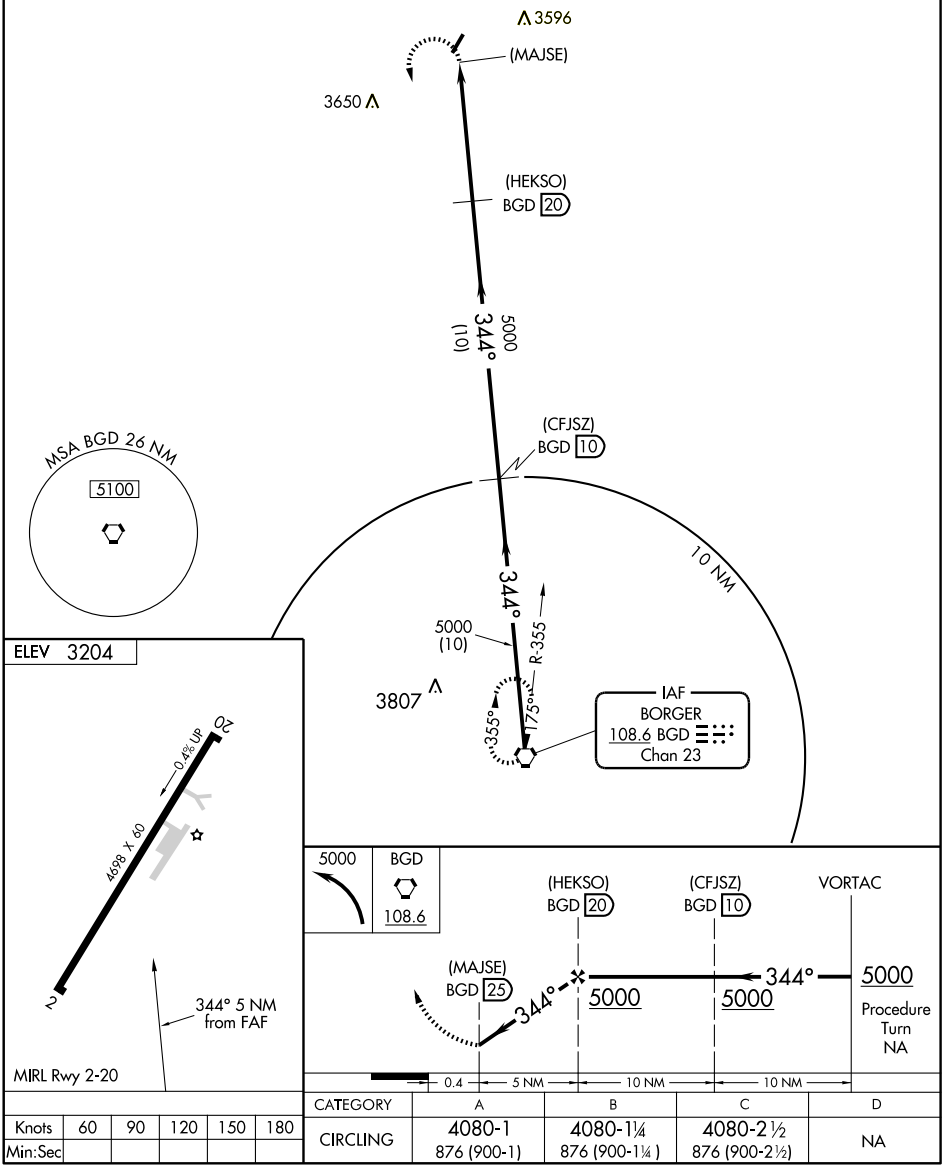
LESIKAR RANCH (1T9) 7 E UTC−6(−5DT) N29°31.02′ W096°50.67′ **HOUSTON**
275 NOTAM FILE CXO
RWY 16–34: 2800X125 (TURF)
RWY 16: Tree. **RWY 34:** P–line.
AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Gate to public road locked.
COMMUNICATIONS: CTAF 122.9

VORTAC BGD 108.6 Chan 23	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 3204

VOR/DME or GPS-B

GRUVER MUNI (E19)

⚠ NA Use Liberal, KS altimeter setting.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9

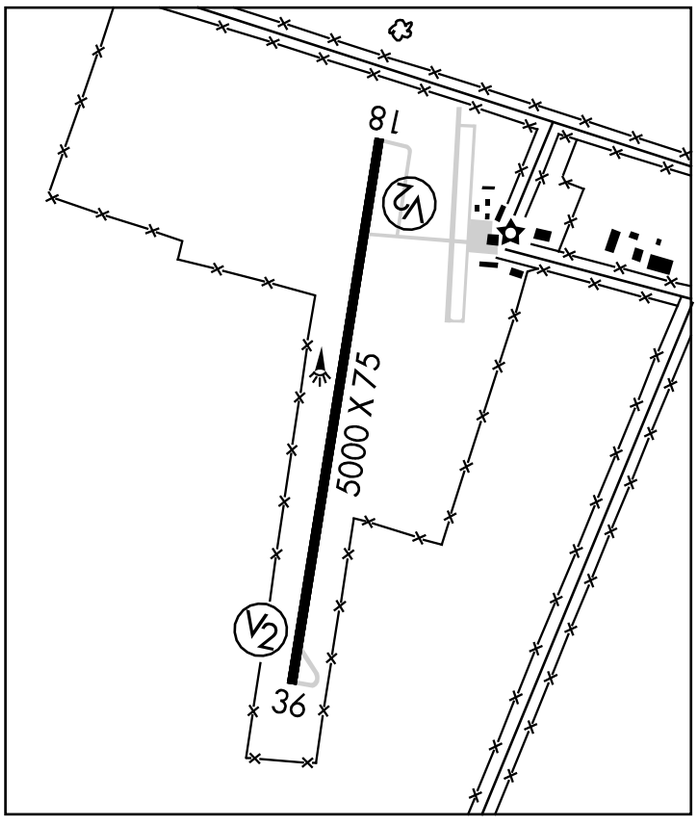


Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4080-1 876 (900-1)	4080-1¼ 876 (900-1¼)	4080-2½ 876 (900-2½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HAMILTON MUNI (MNZ) 2 S UTC−6(−5DT) N31°39.96′ W98°08.92′ **SAN ANTONIO**
1299 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW **H–6H, L–19C**
RWY 18–36: H5000X75 (ASPH) S–30 MIRL **IAP**
RWY 18: PVASI(PSIL)—GA 3.0° TCH 24′. Tree.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 24′. Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hours call 254–386–3939/3484.
WEATHER DATA SOURCES: AWOS–3 118.525 (254) 386–8211.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRAY APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 354° 29.0 NM to fld. 1290/8E.
NDB (MHW) 251 MNZ N31°37.21′ W98°08.85′ 354° 2.9 NM to fld. NOTAM FILE FTW. Unmonitored.



HAMLIN MUNI (14F) 3 SW UTC−6(−5DT) N32°51.01′ W100°08.27′ **DALLAS–FT. WORTH**
1753 B S2 NOTAM FILE FTW **L–17B**
RWY 16–34: H3200X50 (ASPH) S–12.5 LIRL
RWY 34: Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 318° 26.1 NM to fld. 1810/10E.

HAPPY LANDINGS (See HOUSTON)

HARDIN CO N30°20.18′ W94°15.62′. NOTAM FILE CXO. **HOUSTON**
NDB (MHW) 524 HRD at Hawthorne Fld. Unmonitored. **L–19E, 21A, GOMW**

HARLINGEN N26°13.75′ W97°39.12′. NOTAM FILE HRL. **BROWNSVILLE**
(L) VORW/DME 109.2 HRL Chan 29 at Valley Intl. **HIWAS.** **L–20H, 21A**
VOR portion unusable 360°–065° blo 5,000′, 108°–180° blo 8,000′.
RCO 122.35 (SAN ANGELO RADIO)

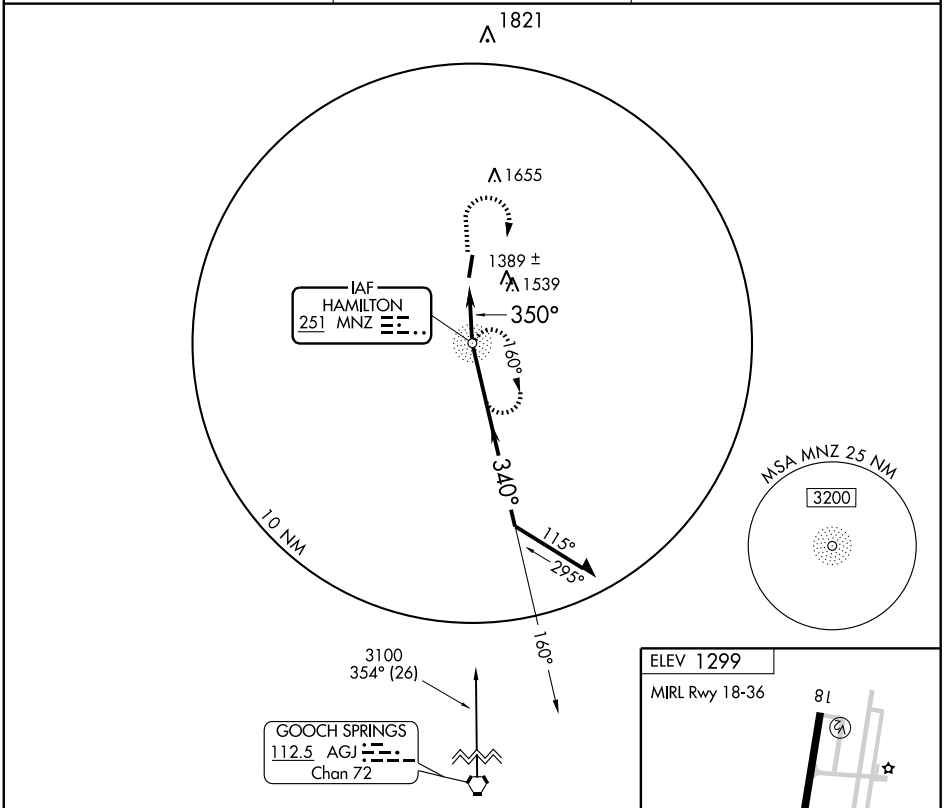
NDB MNZ	APP CRS	Rwy Idg	5000
251	350°	TDZE	1299
		Apt Elev	1299

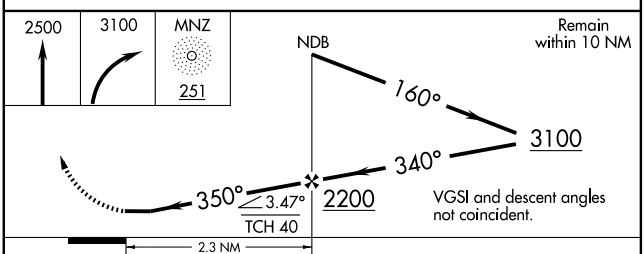
NDB RWY 36
HAMILTON MUNI (MNZ)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

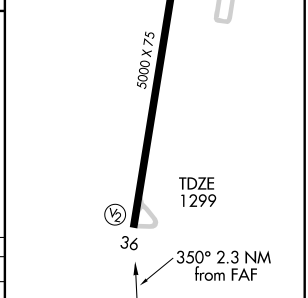
MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MNZ NDB and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)





CATEGORY	A	B	C	D
S-36	1700-1 401 (500-1)		1700-1¼ 401 (500-1¼)	NA
CIRCLING	1700-1 401 (500-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA



FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

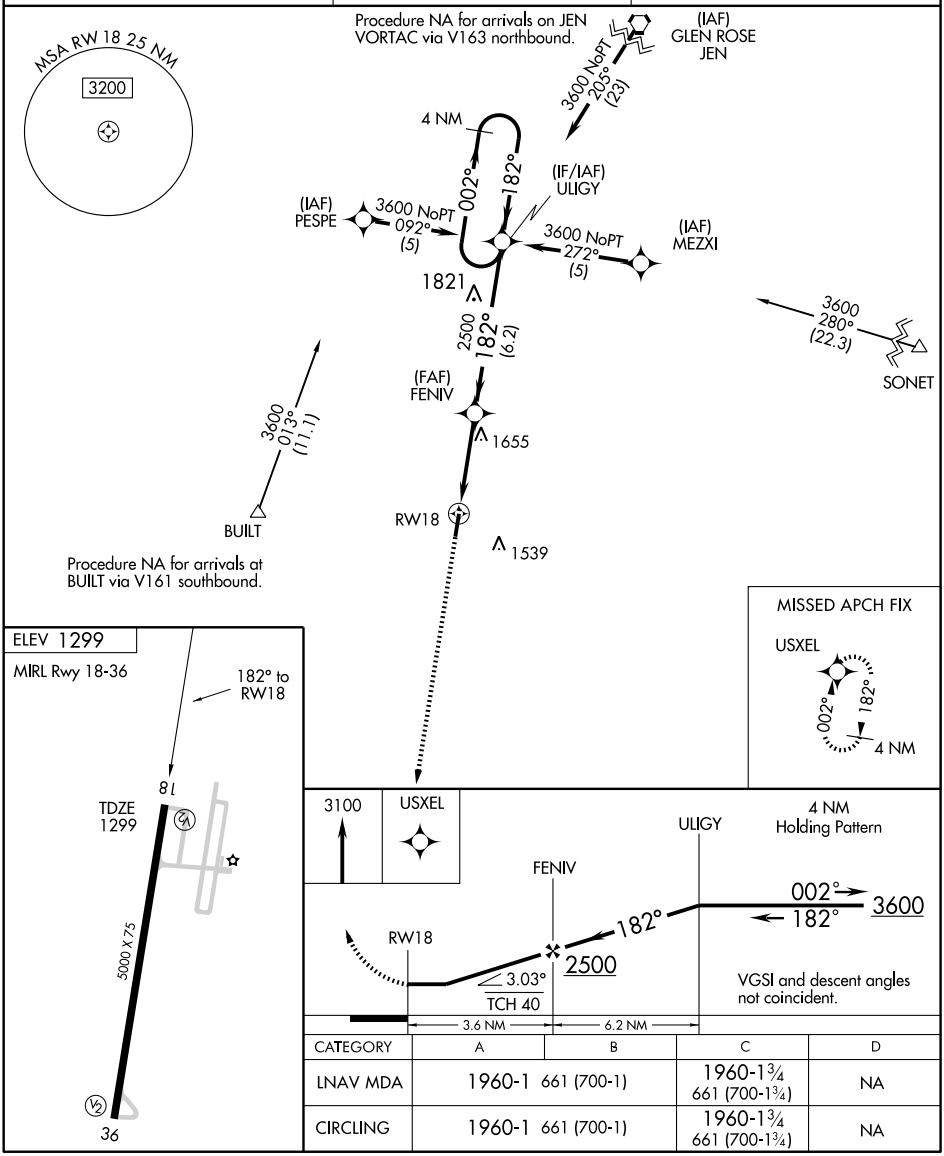
HAMILTON MUNI (MNZ)

APP CRS	Rwy Idg	5000
182°	TDZE	1299
	Apt Elev	1299

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile, increase Circling Cat B visiblity ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct USXEL and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA
CIRCLING	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
002°	TDZE	1299
	Apt Elev	1299

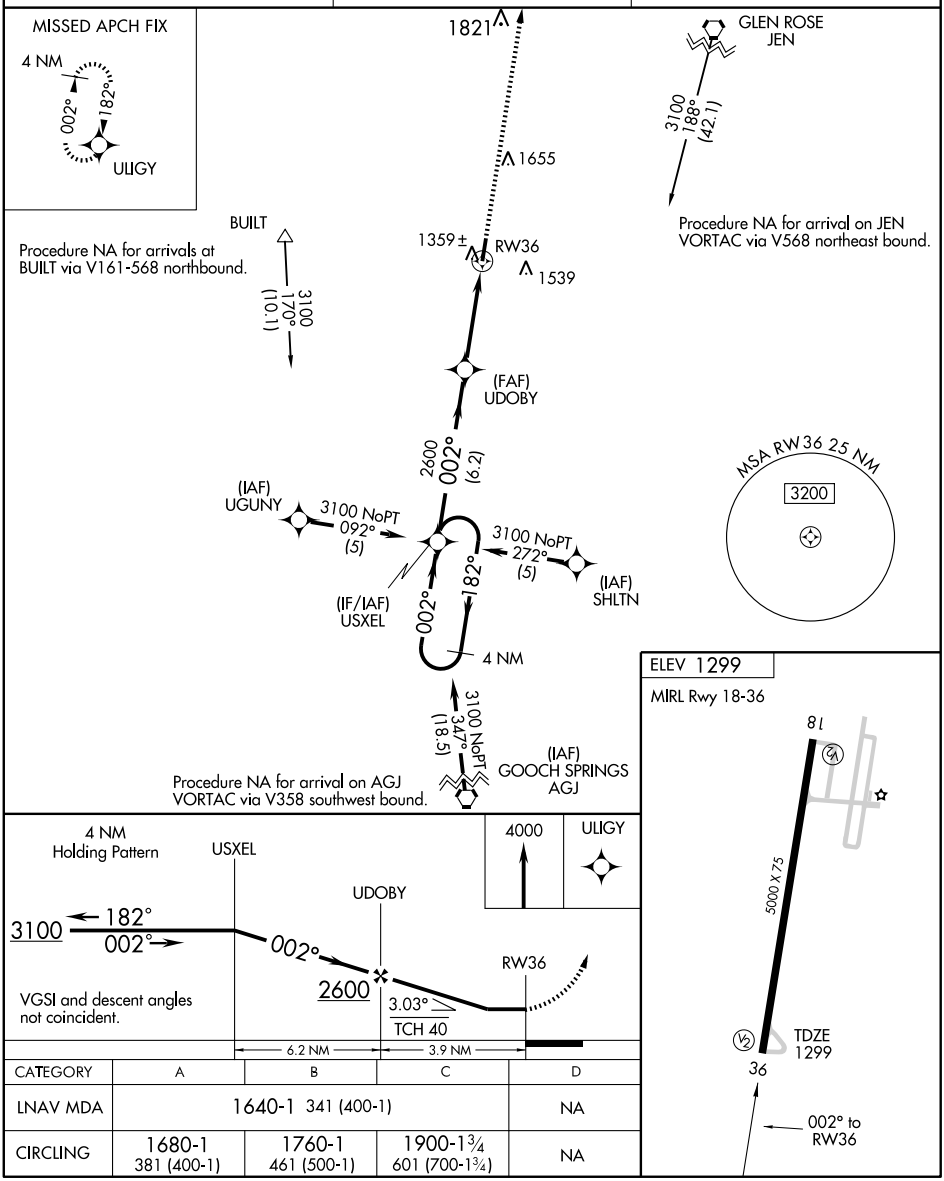
RNAV (GPS) RWY 36

HAMILTON MUNI (MNZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ULIGY and hold, continue climb-in-hold to 4000.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1640-1 341 (400-1)			NA
CIRCLING	1680-1 381 (400-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA

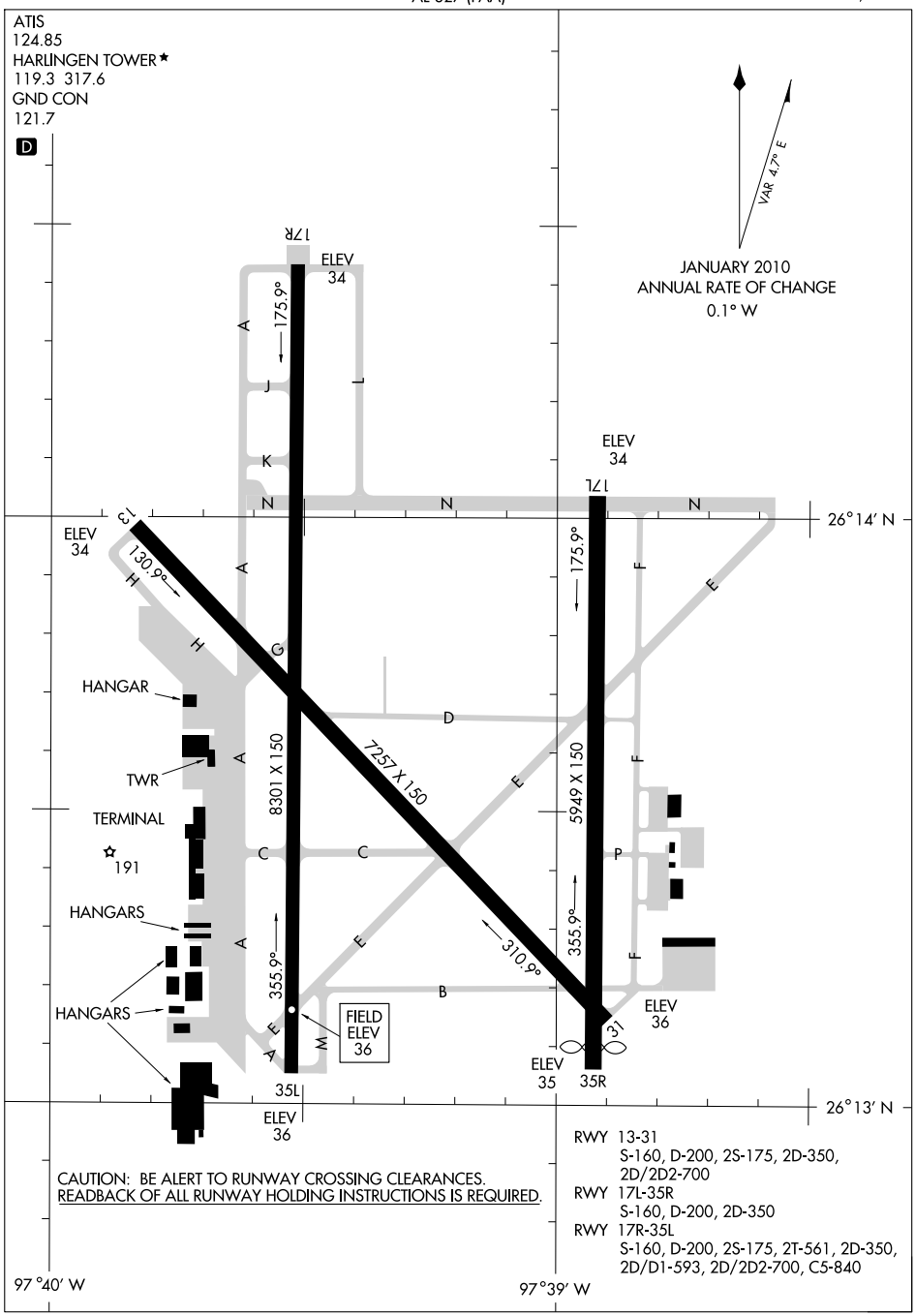
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-827 (FAA)

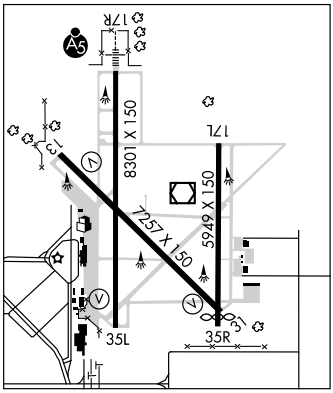
HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

HARLINGEN

VALLEY INTL (HRL) 3 NE UTC−6(−5DT) N26°13.71′ W97°39.26′ **BROWNSVILLE**
36 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE HRL **H–7C, L–20H, 21A**
RWY 17R–35L: H8301X150 (ASPH–GRVD) S–160, D–200, 2S–175, 2T–561, 2D–350, 2D/D1–593 **IAP, AD**
2D/2D2–700, C5–840 HIRL
RWY 17R: MALSR. Rgt tfc.
RWY 35L: VASI(V4L)—GA 3.0° TCH 59′.
RWY 13–31: H7257X150 (ASPH–GRVD) S–160, D–200, 2S–175, 2D–350, 2D/2D2–700 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 59′.
RWY 31: VASI(V4L)—GA 3.0° TCH 55′.
RWY 17L–35R: H5949X150 (ASPH) S–160, D–200, 2D–350 MIRL
RWY 17L: REIL. **RWY 35R:** Thld dsplcd 190′. Road. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

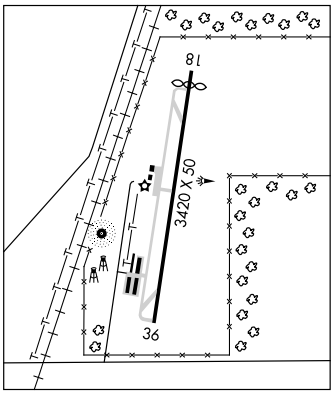
RWY 13:	TORA–7257	TODA–7257	ASDA–7257	LDA–7257
RWY 17L:	TORA–5949	TODA–5949	ASDA–5949	LDA–5949
RWY 17R:	TORA–8301	TODA–8301	ASDA–8301	LDA–8301
RWY 31:	TORA–7257	TODA–7257	ASDA–7257	LDA–7257
RWY 35L:	TORA–8301	TODA–8301	ASDA–8301	LDA–8301
RWY 35R:	TORA–5949	TODA–5949	ASDA–5949	LDA–5759

AIRPORT REMARKS: Attended 1200–0600Z‡. Twy E clsd E of Twy F indef. Migratory birds on and in vicinity of arpt. When twr clsd req ARFF thru Corpus Approach or San Angelo FSS. Customs user fee arpt. Rotating bcn OTS indef. When twr clsd ACTIVATE MALSR Rwy 17R —CTAF. When twr clsd MIRL Rwy 17L–35R not avbl.
WEATHER DATA SOURCES: ASOS (956) 428–7297. **HIWAS** 113.2 HRL. LAWRS.
COMMUNICATIONS: CTAF 119.3 **ATIS** 124.85 **UNICOM** 122.95
HARLINGEN RCO 122.35 (SAN ANGELO RADIO)
Ⓡ **VALLEY APP/DEP CON** 120.7
HARLINGEN TOWER 119.3 (1200–0600Z‡) **GND CON** 121.7
AIRSPACE: CLASS C svc 1200–0600Z‡ ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE HRL.
HARLINGEN (L) VORW/DME 109.2 HRL Chan 29 N26°13.75′ W97°39.12′ at fld. **HIWAS.**
SEBAS NDB (LOM) 338 HR N26°18.31′ W97°39.47′ 173° 4.6 NM to fld.
ILS/DME 111.5 I–HRL Chan 52 Rwy 17R. Class IB. LOM SEBAS NDB. LOC BC unusable 1 NM inbound. LOC BC unusable byd 15° left and right of course. Unmonitored when tower closed.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not available at tower.

HARRISON CO (See MARSHALL)

HARRISON FLD OF KNOX CITY (See KNOX CITY)

HASKELL MUNI (15F) 2 N UTC−6(−5DT) N33°11.49′ W99°43.07′ **DALLAS–FT. WORTH**
1625 B **FUEL** 100LL NOTAM FILE FTW **L–17B**
RWY 18–36: H3420X50 (ASPH) S–13 MIRL 1.0% up S **IAP**
RWY 18: Thld dsplcd 206′. P-line. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. For fuel weekdays 1400–2300Z‡ call 940–864–2355, nights and weekends call 940–864–2345. ACTIVATE MIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 360° 43.2 NM to fld. 1810/10E.
NDB (MHW) 407 AKL N33°11.46′ W99°43.20′ at fld. NOTAM FILE FTW.



HAWTHORNE FLD (See KOUNTZE/SILSBEE)

LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	176°	TDZE	34
Chan 52		Apt Elev	36

ILS or LOC RWY 17R

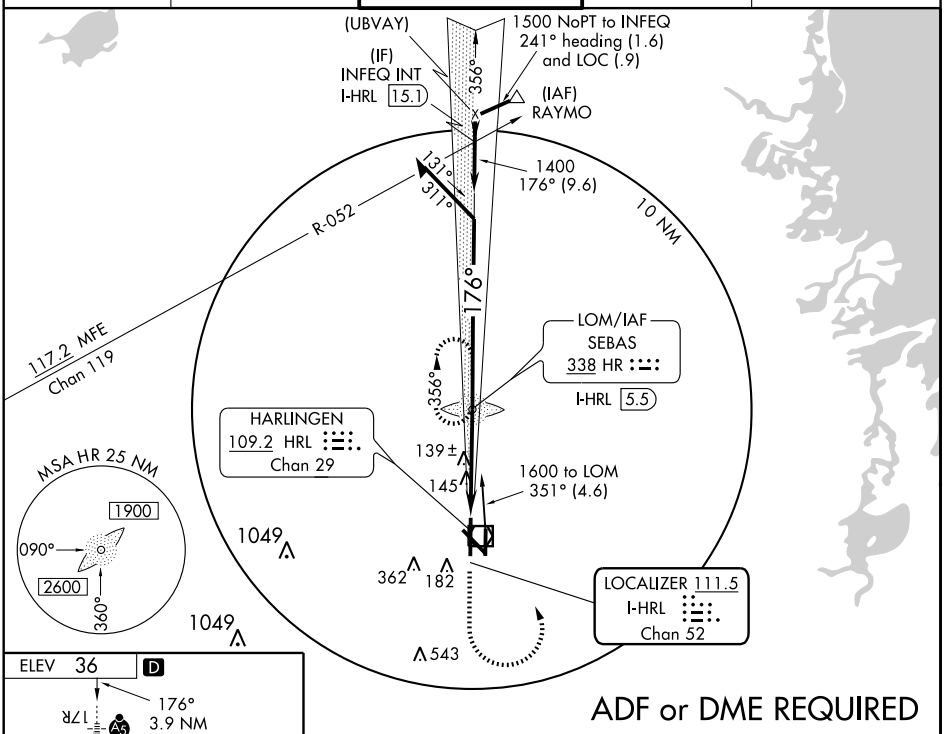
HARLINGEN/ VALLEY INTL (HRL)

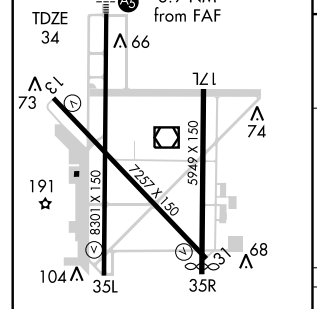
For inoperative MALSR increase S-LOC 17R Cats D and E visibility to RVR 5000. Procedure turn NA Cat E. Alternate Minimums: Cat E NA. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 1600 direct SEBAS LOM and hold.

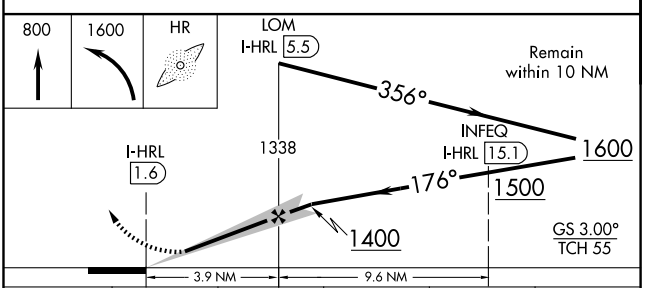
ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D	E
S-ILS 17R	*234/24 200 (200-½)				
S-LOC 17R	400/24 366 (400-½)			400/40 366 (400-¾)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	356°	TDZE	36
Chan 52		Apt Elev	36

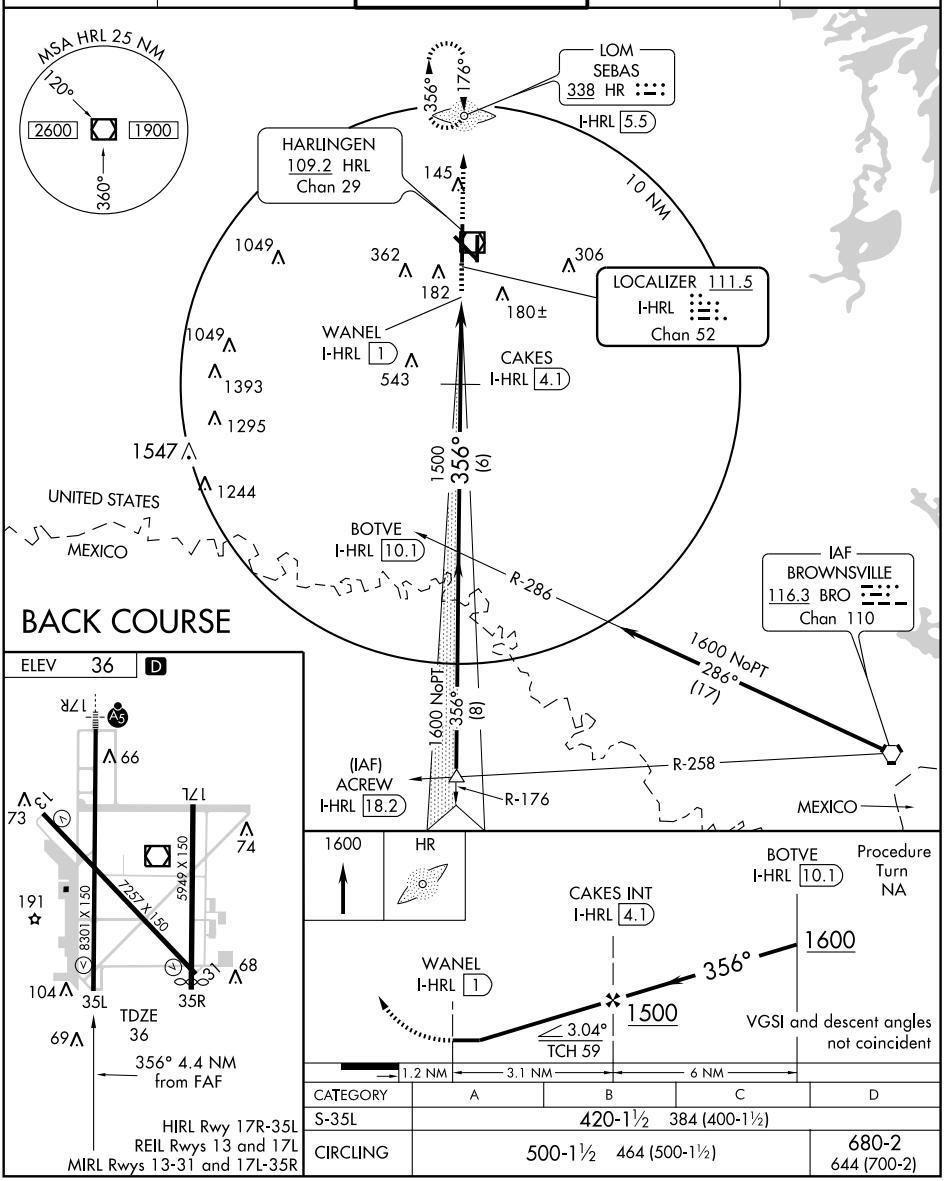
LOC/DME BC RWY 35L

HARLINGEN/ VALLEY INTL (HRL)

LOC BC unusable from 1NM inbound.
Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95



CATEGORY	A	B	C	D
S-35L	420-1½ 384 (400-1½)			
CIRCLING	500-1½ 464 (500-1½)			680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7257
131°	TDZE	35
	Apt Elev	36

RNAV (GPS) RWY 13

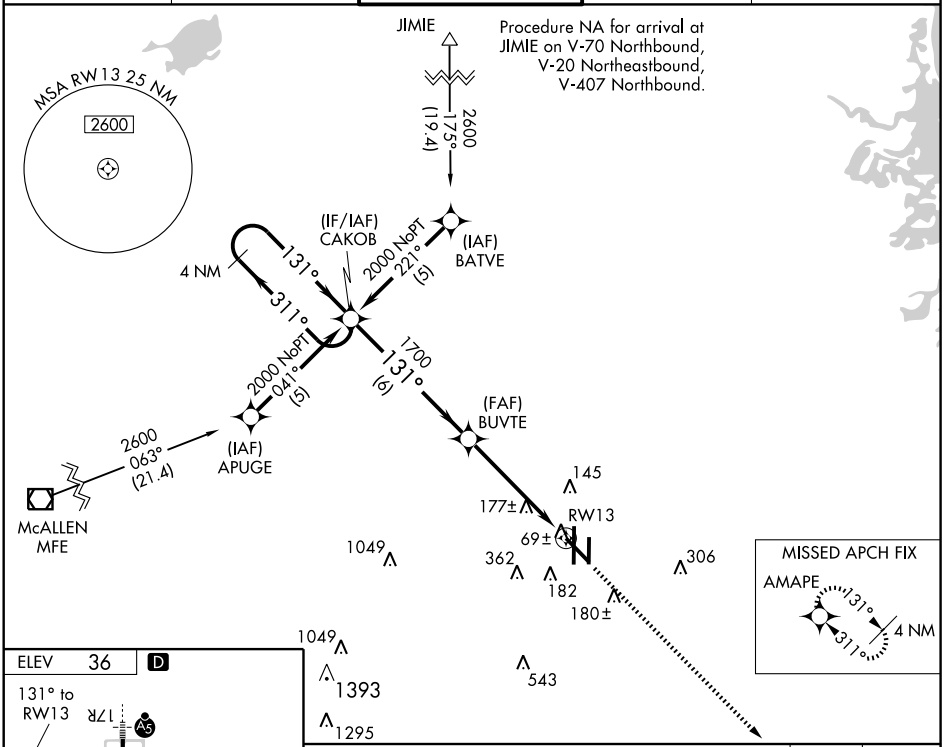
HARLINGEN/VALLEY INTL (HRL)

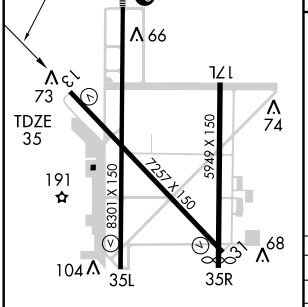
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

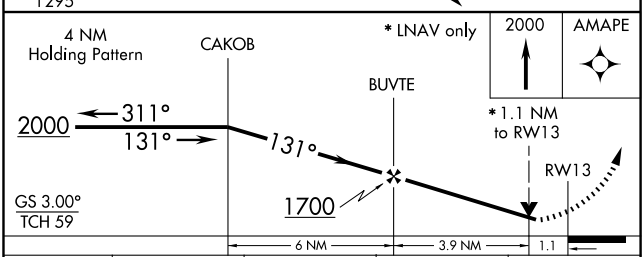
MISSED APPROACH: Climb to 2000 direct AMAPE WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1 325 (400-1)			
LNAV MDA	440-1 405 (500-1)		440-1¼ 405 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5949
176°	TDZE	34
	Apt Elev	36

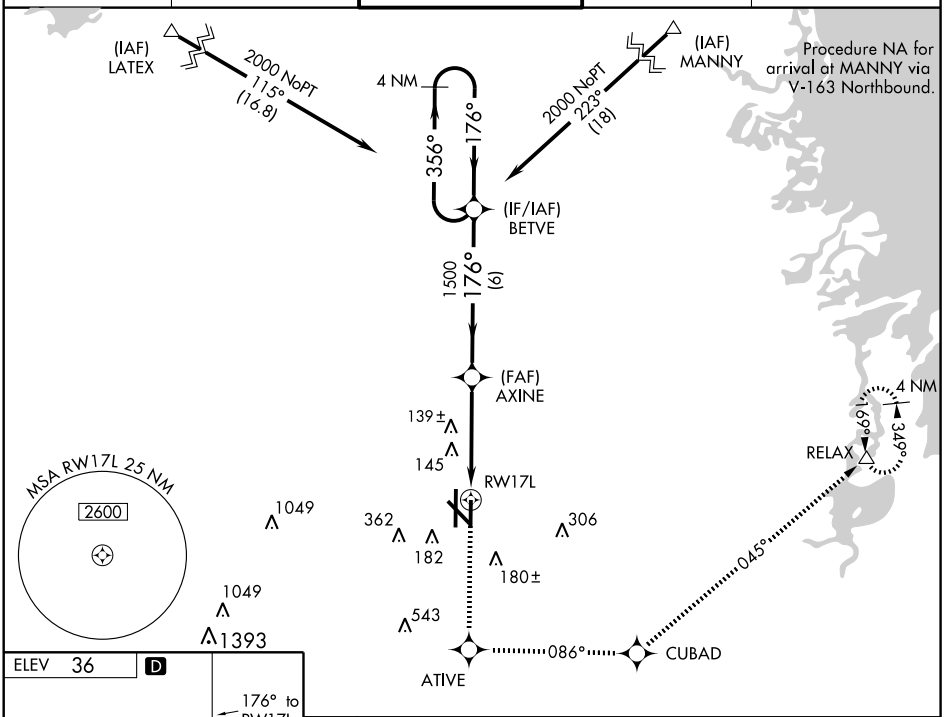
RNAV (GPS) RWY 17L

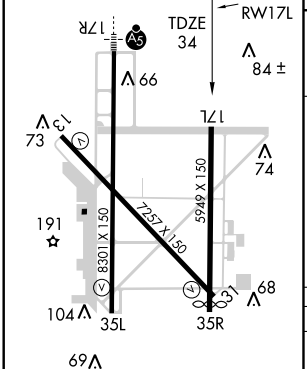
HARLINGEN/ VALLEY INTL (HRL)

T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight in minimums NA when control tower closed.

MISSED APPROACH: Climb to 2000 direct ATIVE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95

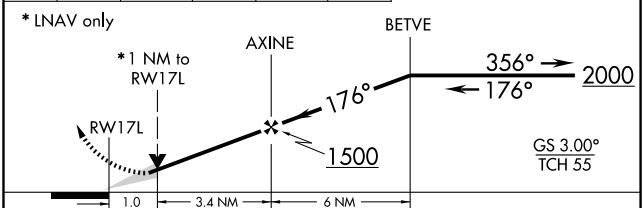




HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

2000	ATIVE	tr 086°	CUBAD	tr 045°	RELAX

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1 326 (400-1)			
LNAV MDA	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

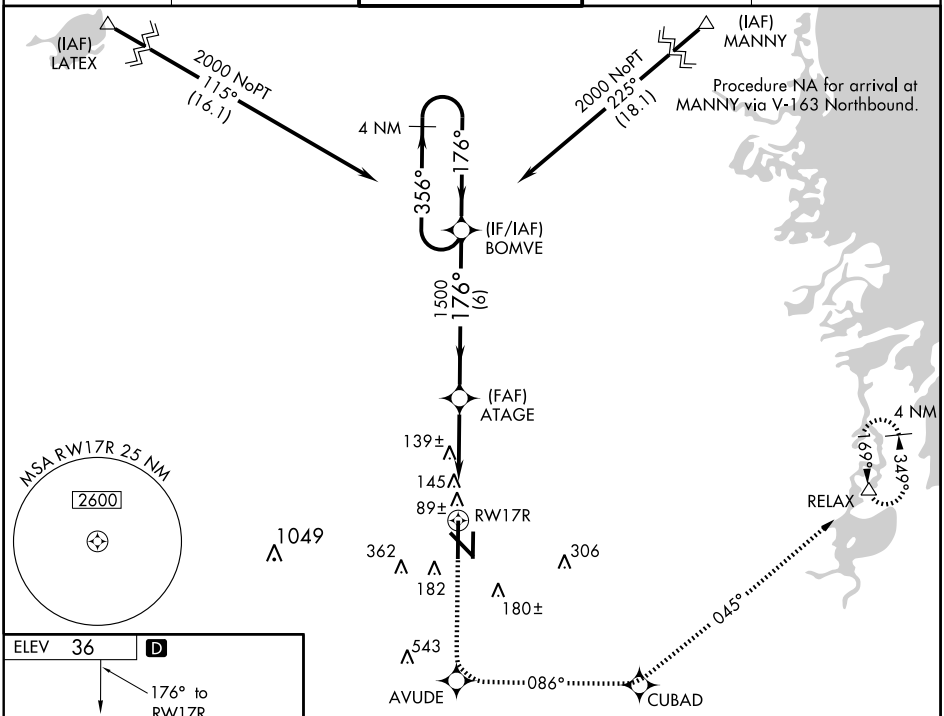
APP CRS	Rwy Idg	8301
176°	TDZE	34
	Apt Elev	36

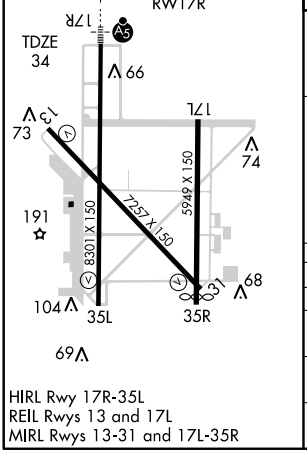
Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000, LNAV Cat D visibility to RVR 6000.

MALSR

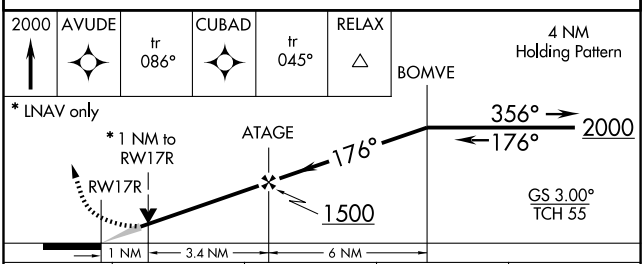
MISSED APPROACH: Climb to 2000 direct AVUDE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER*	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360/24 326 (400-½)			360/40 326 (400-¾)
LNAV MDA	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31

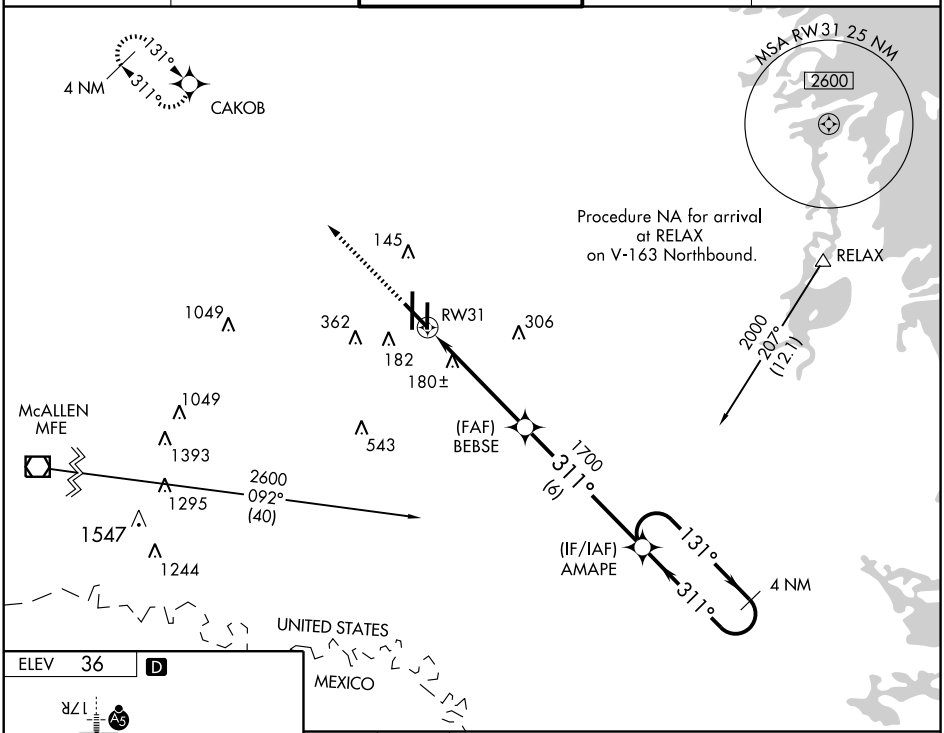
HARLINGEN/ VALLEY INTL (HRL)

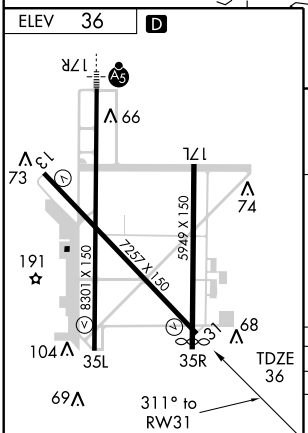
APP CRS	Rwy Idg	7257
311°	TDZE	36
	Apt Elev	36

Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required.
DME/DME RNP-0.3 NA.

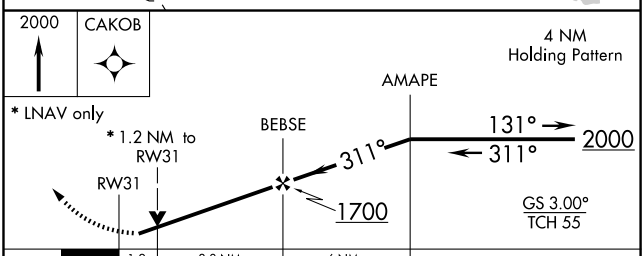
MISSED APPROACH: Climb to 2000 direct CAKOB WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	320-1 284 (300-1)			
LNAV MDA	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35L

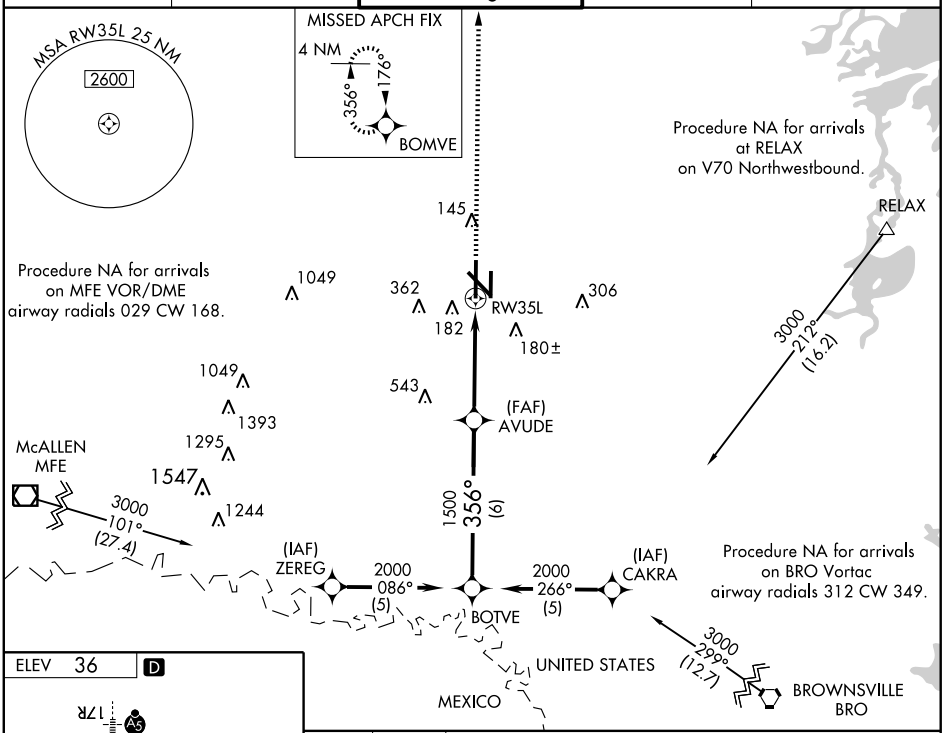
HARLINGEN/ VALLEY INTL (HRL)

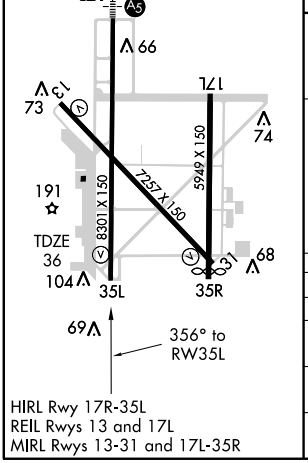
APP CRS	Rwy Idg	8301
356°	TDZE	36
	Apt Elev	36

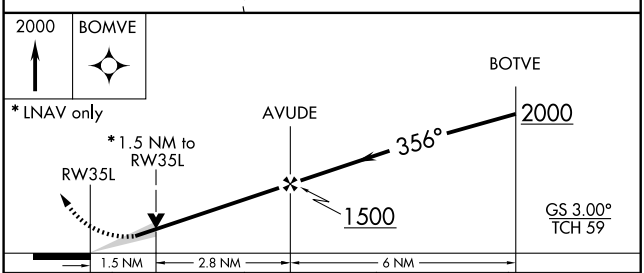
V A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BOMVE and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	460-1½ 424 (500-1½)			
LNAV MDA	580-1 544 (600-1)		580-1½ 544 (600-1½)	580-1¾ 544 (600-1¾)
CIRCLING	580-1½ 544 (600-1½)			680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

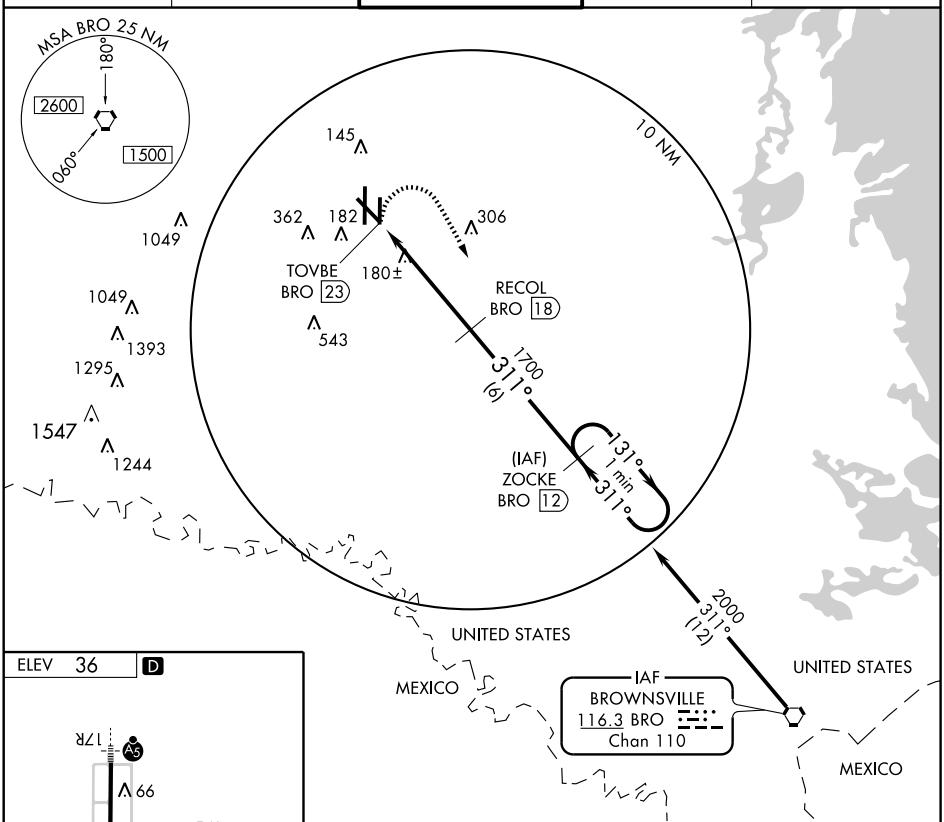
VORTAC BRO 116.3 Chan 110	APP CRS 311°	Rwy Idg 7257 TDZE 36 Apt Elev 36

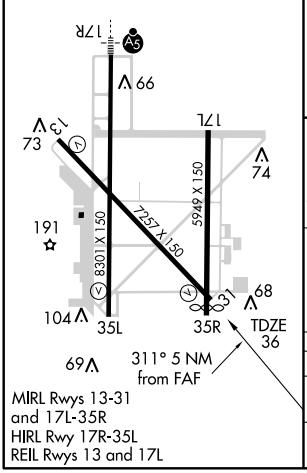
VOR/DME or TACAN Y RWY 31

HARLINGEN/ VALLEY INTL (HRL)

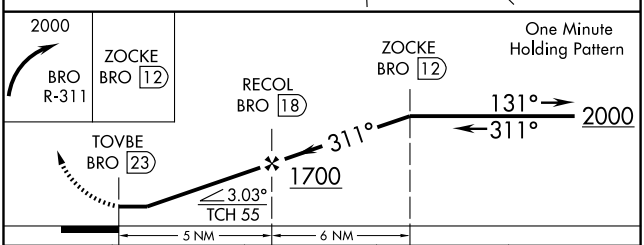
MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





MIRL Rwys 13-31 and 17L-35R
HIRL Rwy 17R-35L
REIL Rwys 13 and 17L



CATEGORY	A	B	C	D
S-31	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)
CIRCLING	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

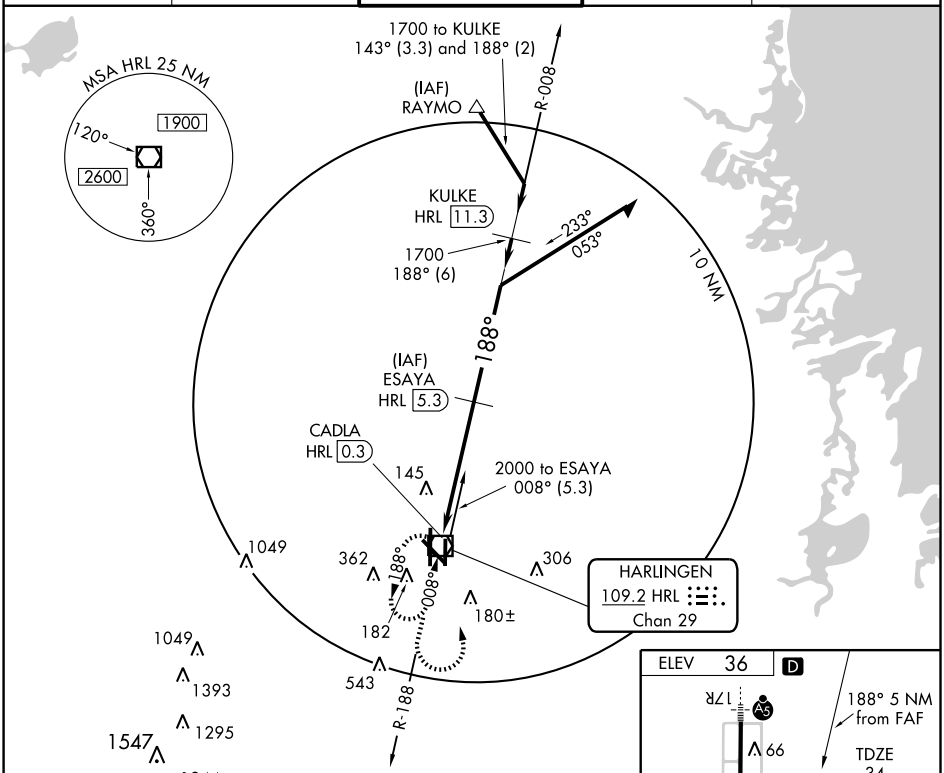
VOR/DME HRL	APP CRS	Rwy Idg 5949
109.2	188°	TDZE 34
Chan 29		Apt Elev 36

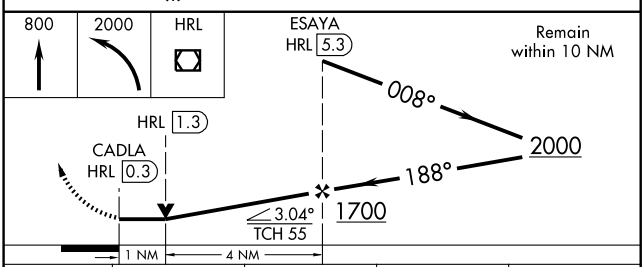
VOR/DME RWY 17L

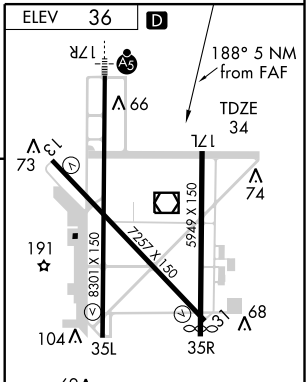
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-17L	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

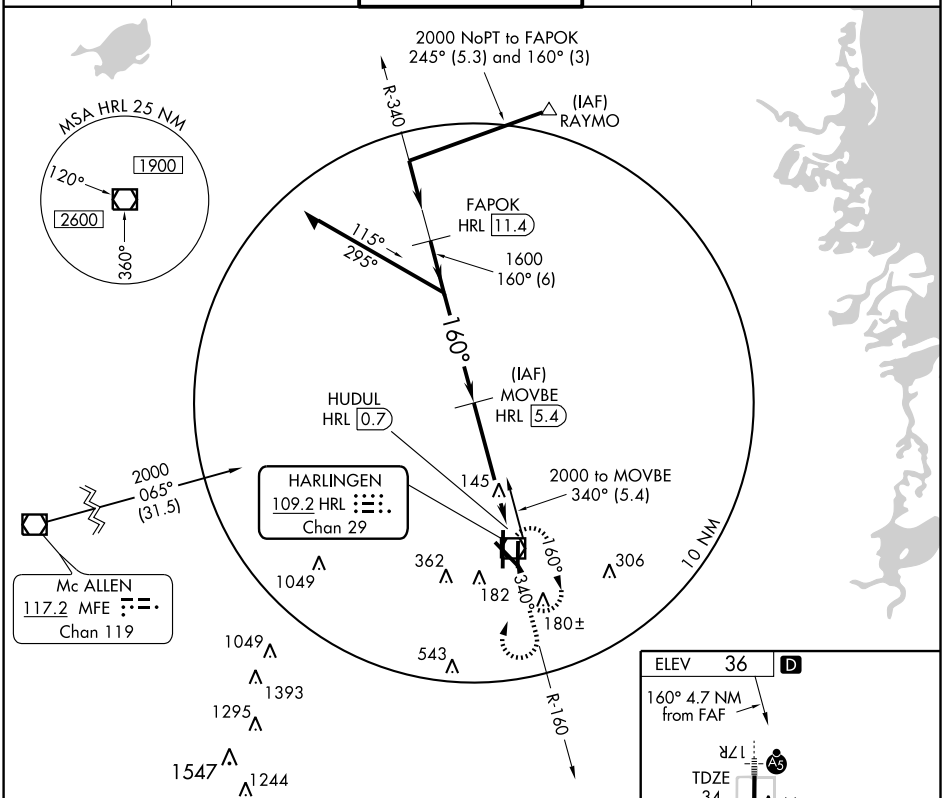
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	160°	TDZE	34
Chan 29		Apt Elev	36

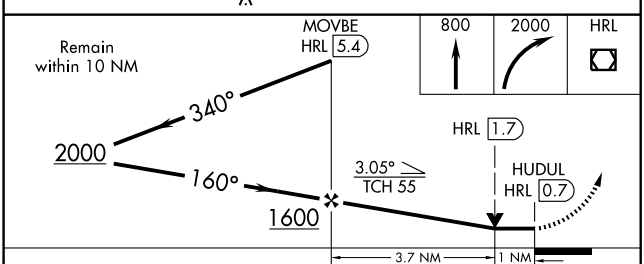
VOR/DME RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

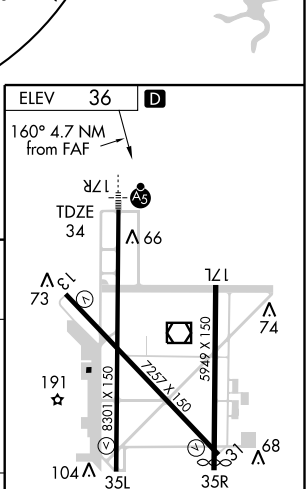
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95





CATEGORY	A	B	C	D
S-17R	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

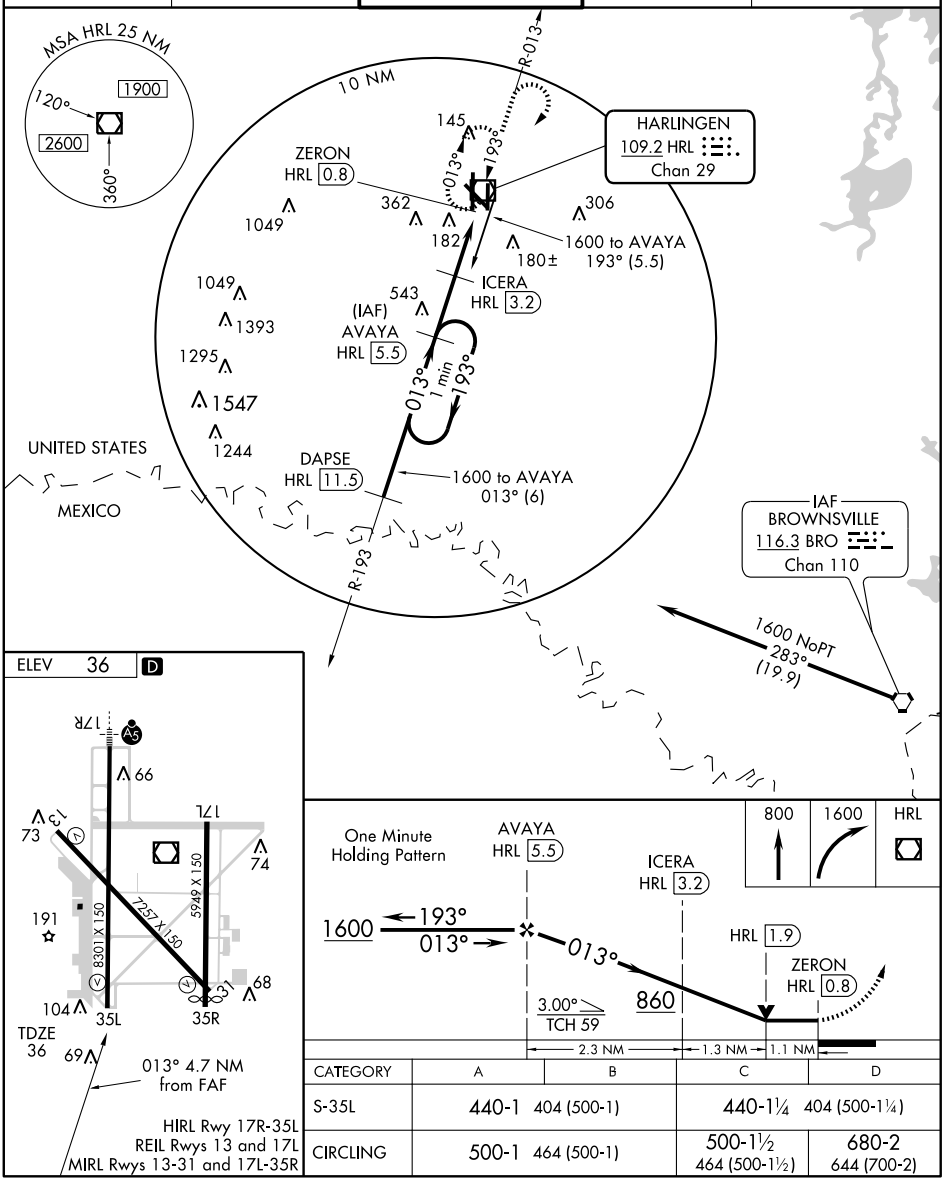
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	013°	TDZE	36
Chan 29		Apt Elev	36

VOR/DME RWY 35L

HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95



CATEGORY	A	B	C	D
S-35L	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

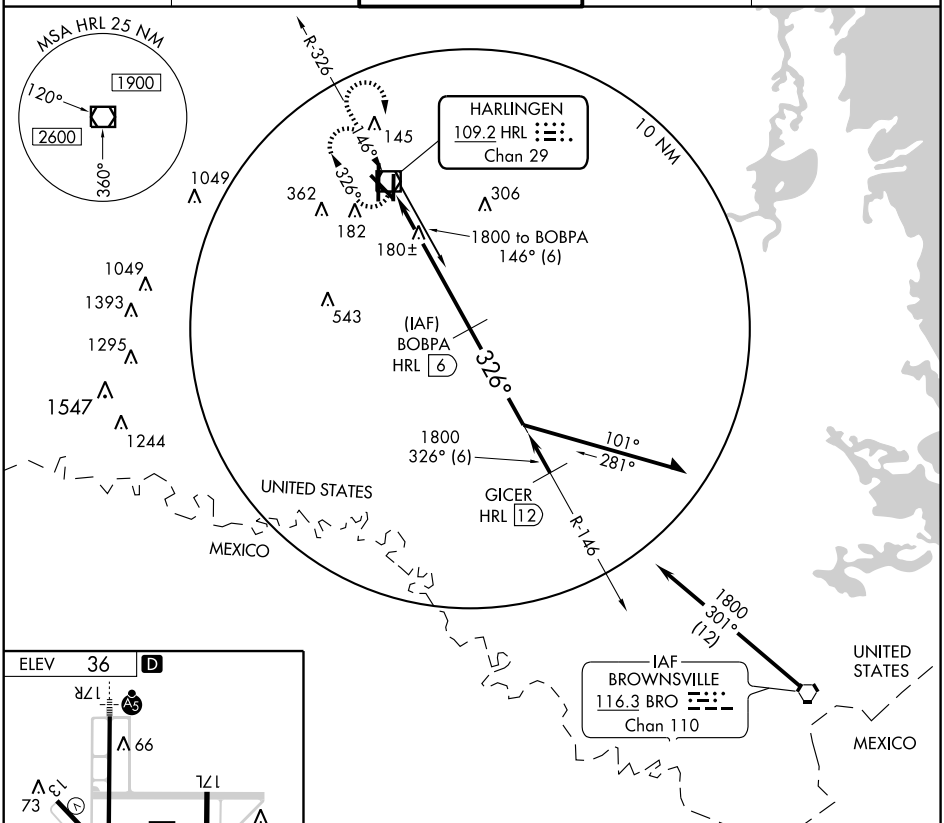
VOR/DME HRL	APP CRS	Rwy Idg	7257
109.2	326°	TDZE	36
Chan 29		Apt Elev	36

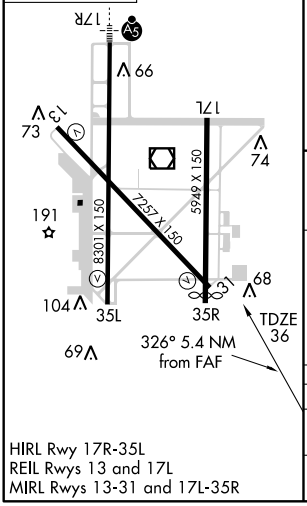
VOR/DME Z RWY 31

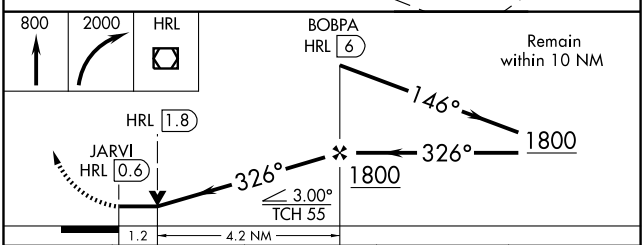
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







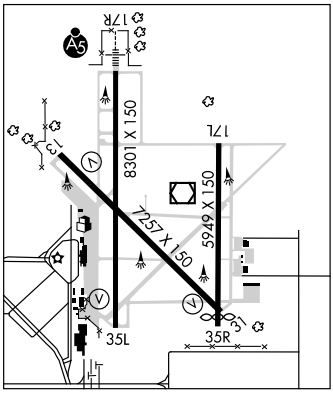
CATEGORY	A	B	C	D
S-31	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HARLINGEN

VALLEY INTL (HRL) 3 NE UTC−6(−5DT) N26°13.71′ W97°39.26′ **BROWNSVILLE**
36 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE HRL **H–7C, L–20H, 21A**
RWY 17R–35L: H8301X150 (ASPH–GRVD) S–160, D–200, 2S–175, 2T–561, 2D–350, 2D/D1–593 **IAP, AD**
2D/2D2–700, C5–840 HIRL
RWY 17R: MALSR. Rgt tfc.
RWY 35L: VASI(V4L)—GA 3.0° TCH 59′.
RWY 13–31: H7257X150 (ASPH–GRVD) S–160, D–200, 2S–175, 2D–350, 2D/2D2–700 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 59′.
RWY 31: VASI(V4L)—GA 3.0° TCH 55′.
RWY 17L–35R: H5949X150 (ASPH) S–160, D–200, 2D–350 MIRL
RWY 17L: REIL. **RWY 35R:** Thld dsplcd 190′. Road. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

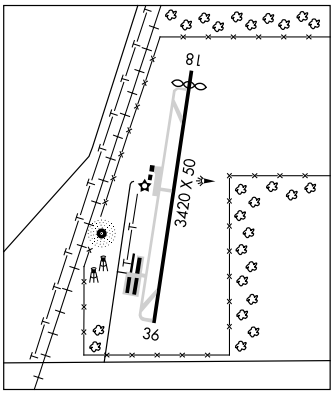
RWY 13:	TORA–7257	TODA–7257	ASDA–7257	LDA–7257
RWY 17L:	TORA–5949	TODA–5949	ASDA–5949	LDA–5949
RWY 17R:	TORA–8301	TODA–8301	ASDA–8301	LDA–8301
RWY 31:	TORA–7257	TODA–7257	ASDA–7257	LDA–7257
RWY 35L:	TORA–8301	TODA–8301	ASDA–8301	LDA–8301
RWY 35R:	TORA–5949	TODA–5949	ASDA–5949	LDA–5759

AIRPORT REMARKS: Attended 1200–0600Z‡. Twy E clsd E of Twy F indef. Migratory birds on and in vicinity of arpt. When twr clsd req ARFF thru Corpus Approach or San Angelo FSS. Customs user fee arpt. Rotating bcn OTS indef. When twr clsd ACTIVATE MALSR Rwy 17R —CTAF. When twr clsd MIRL Rwy 17L–35R not avbl.
WEATHER DATA SOURCES: ASOS (956) 428–7297. **HIWAS** 113.2 HRL. LAWRS.
COMMUNICATIONS: CTAF 119.3 **ATIS** 124.85 **UNICOM** 122.95
HARLINGEN RCO 122.35 (SAN ANGELO RADIO)
Ⓡ **VALLEY APP/DEP CON** 120.7
HARLINGEN TOWER 119.3 (1200–0600Z‡) **GND CON** 121.7
AIRSPACE: CLASS C svc 1200–0600Z‡ ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE HRL.
HARLINGEN (L) VORW/DME 109.2 HRL Chan 29 N26°13.75′ W97°39.12′ at fld. **HIWAS.**
SEBAS NDB (LOM) 338 HR N26°18.31′ W97°39.47′ 173° 4.6 NM to fld.
ILS/DME 111.5 I–HRL Chan 52 Rwy 17R. Class IB. LOM SEBAS NDB. LOC BC unusable 1 NM inbound. LOC BC unusable byd 15° left and right of course. Unmonitored when tower closed.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not available at tower.

HARRISON CO (See MARSHALL)

HARRISON FLD OF KNOX CITY (See KNOX CITY)

HASKELL MUNI (15F) 2 N UTC−6(−5DT) N33°11.49′ W99°43.07′ **DALLAS–FT. WORTH**
1625 B **FUEL** 100LL NOTAM FILE FTW **L–17B**
RWY 18–36: H3420X50 (ASPH) S–13 MIRL 1.0% up S **IAP**
RWY 18: Thld dsplcd 206′. P-line. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. For fuel weekdays 1400–2300Z‡ call 940–864–2355, nights and weekends call 940–864–2345. ACTIVATE MIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 360° 43.2 NM to fld. 1810/10E.
NDB (MHW) 407 AKL N33°11.46′ W99°43.20′ at fld. NOTAM FILE FTW.



HAWTHORNE FLD (See KOUNTZE/SILSBEE)

NDB AKL	APP CRS	Rwy Idg	3204
407	185°	TDZE	1623
		Apt Elev	1624

NDB or GPS RWY 18

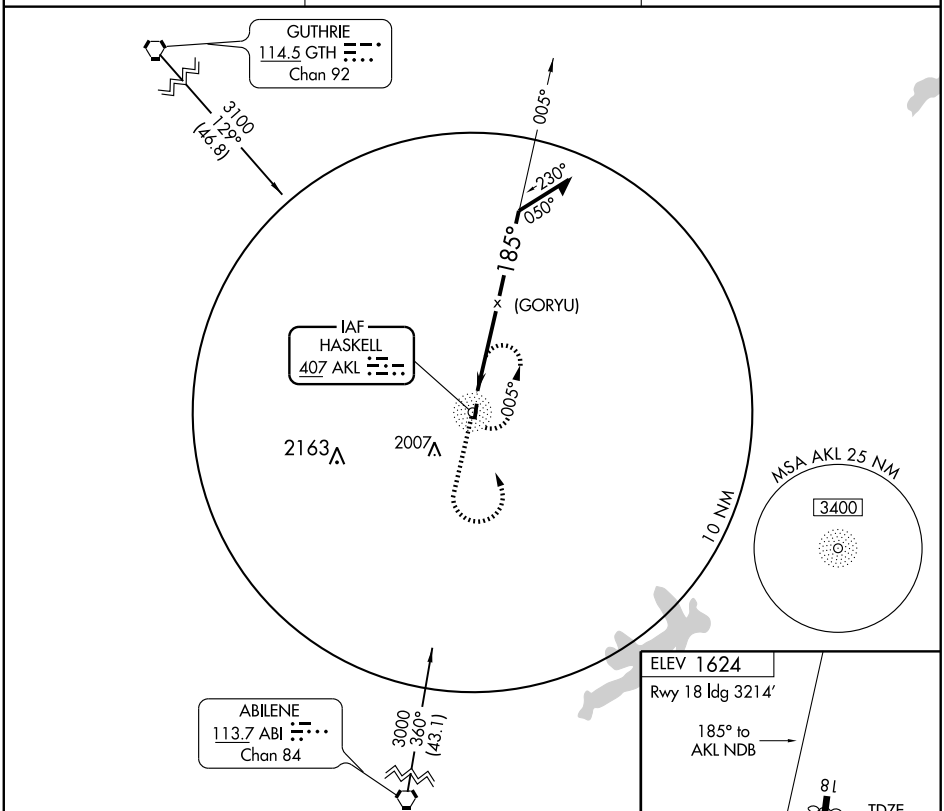
HASKELL MUNI (15F)

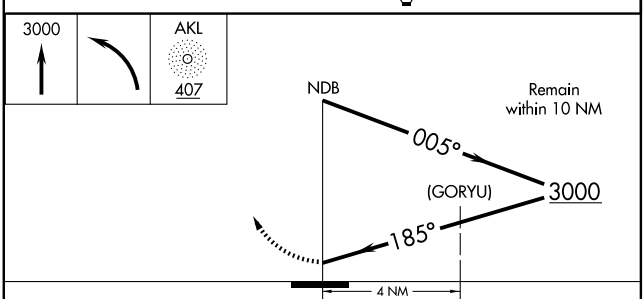
Use Abilene altimeter setting.

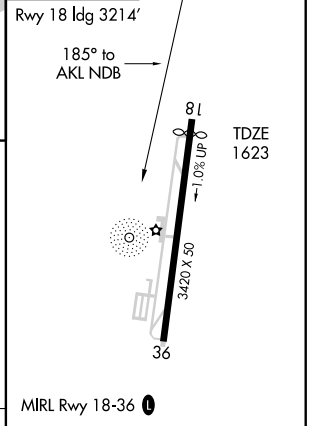
NA

MISSED APPROACH: Climb to 3000, then left turn direct AKL NDB and hold.

FORT WORTH CENTER	CTAF	122.8 L
133.5 350.35	122.9	







CATEGORY	A	B	C	D
S-18	2360-1	737 (800-1)	NA	
CIRCLING	2360-1	736 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010

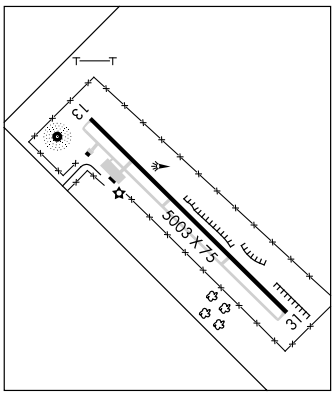
SC-2, 26 AUG 2010 to 23 SEP 2010

HEARNE MUNI (LHB) 1 SW UTC−6(−5DT) N30°52.33′ W96°37.33′ **HOUSTON**
285 B TPA–1298(1013) NOTAM FILE LHB **L–19D, 21A**
RWY 18–36: H4001X75 (ASPH) S–17 MIRL
AIRPORT REMARKS: Unattended. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—123.3. NOTE: See Special Notices–Hearne, TX–Model Aircraft Activity.
WEATHER DATA SOURCES: AWOS–3 118.675 (979) 280–5596.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 319° 19.1 NM to fld. 275/8E. **HIWAS.**

HEBBRONVILLE N27°21.24′ W98°44.65′. NOTAM FILE HBV. **BROWNSVILLE**
NDB (MHW) 266 HBV at Jim Hogg Co. Unmonitored. Unusable byd 15 NM. **L–20H**

HEBBRONVILLE

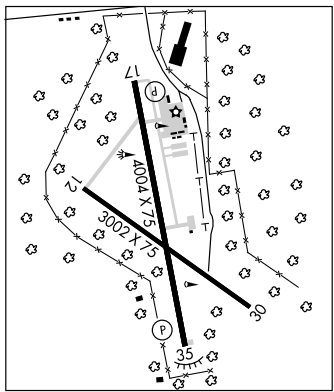
JIM HOGG CO (HBV) 3 NW UTC−6(−5DT) N27°20.97′ W98°44.22′ **BROWNSVILLE**
663 B **FUEL** JET A NOTAM FILE HBV **H–7B, L–20H**
RWY 13–31: H5003X75 (ASPH) S–30, D–72, 2S–91 MIRL **IAP**
RWY 13: Brush. **RWY 31:** Brush.
AIRPORT REMARKS: Attended Mar–Sep Mon–Fri 1400–2200Z‡, Oct–Feb 1400–2200Z‡. Rwy 13–31 gross weight pavement strength provided by arpt manager. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (361)–527–2109. Ceiling not avbl.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 127.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LRD.
LAREDO (H) VORTACW 117.4 LRD Chan 121 N27°28.72′ W99°25.06′ 093° 37.2 NM to fld. 580/9E. **HIWAS.**
HEBBRONVILLE NDB (MHW) 266 HBV N27°21.24′ W98°44.65′ at fld. NOTAM FILE HBV. Unmonitored. Unusable byd 15 NM.



HEMPHILL CO (See CANADIAN)

HENDERSON

RUSK CO (RFI) 3 W UTC−6(−5DT) N32°08.50′ W94°51.10′ **MEMPHIS**
442 B **FUEL** 100LL NOTAM FILE FTW **L–17D**
RWY 17–35: H4004X75 (ASPH) S–22 MIRL **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 12–30: H3002X75 (ASPH) S–22
RWY 12: Trees. **RWY 30:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs self serve with credit card.
WEATHER DATA SOURCES: AWOS–3 119.375 (903)–657–0384.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LONGVIEW APP/DEP CON** 118.25 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.1 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG CO (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 190° 17.3 NM to fld. 320/7E.
HENDERSON NDB (MHW) 371 HNO N32°11.28′ W94°51.66′ 167° 2.8 NM to fld. NOTAM FILE FTW. Unmonitored.



NDB HBV 266	APP CRS 139°	Rwy Idg 5003 TDZE 661 Apt Elev 663

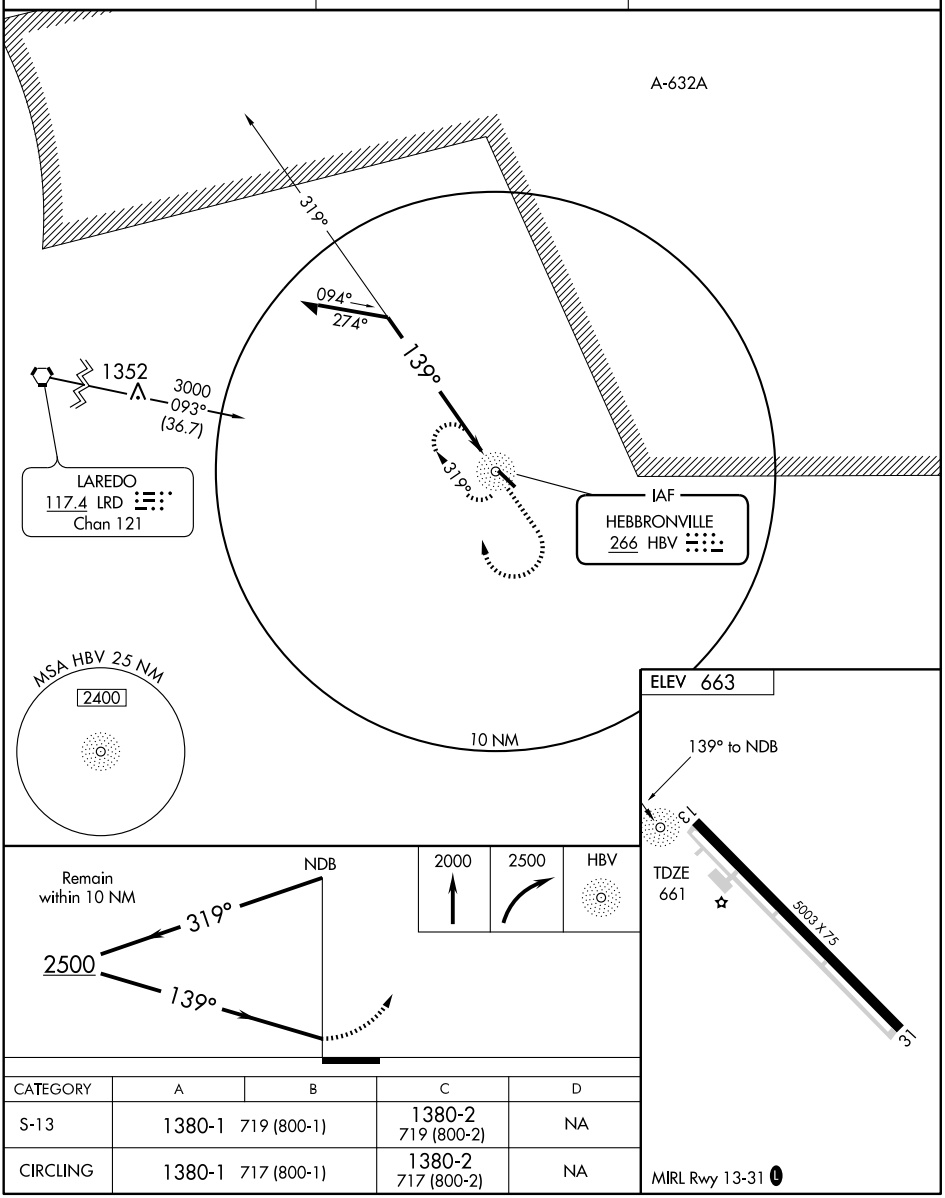
NDB RWY 13

HEBBRONVILLE/JIM HOGG COUNTY (HBV)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Laredo altimeter setting and increase all MDA 120 feet; increase all Cat B visibility ¼ mile and all Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HBV NDB and hold

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1380-1	719 (800-1)	1380-2 719 (800-2)	NA
CIRCLING	1380-1	717 (800-1)	1380-2 717 (800-2)	NA

MIRL Rwy 13-31 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5003
CH 45918	128°	TDZE	661
W13A		Apt Elev	663

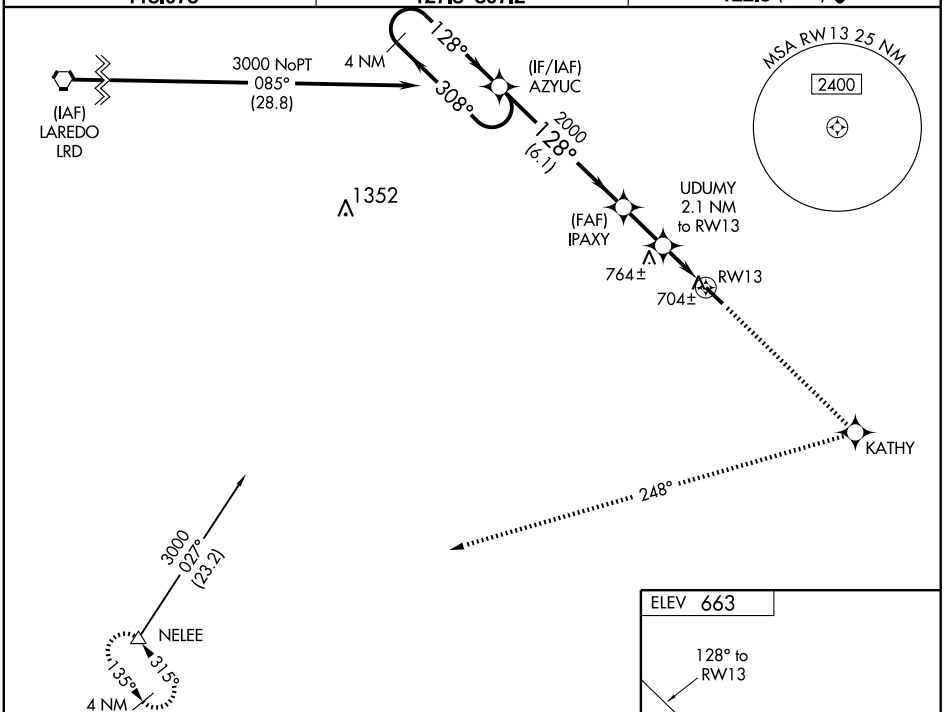
RNAV (GPS) RWY 13

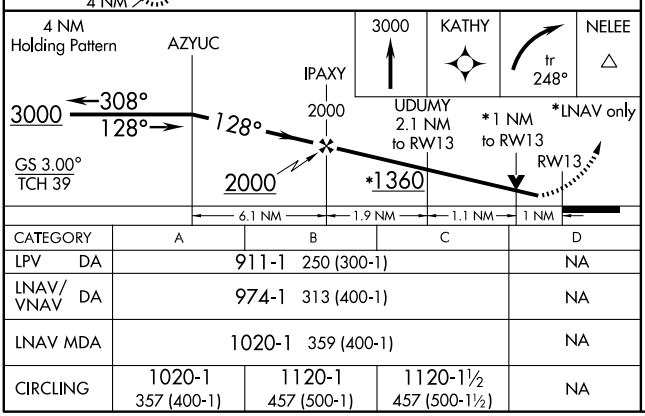
HEBBRONVILLE/JIM HOGG COUNTY (HBV)

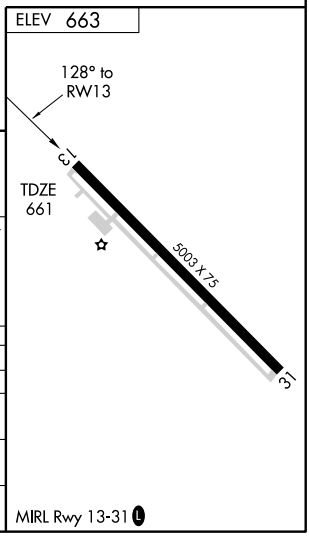
Baro-VNAV NA when using Laredo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laredo altimeter setting and increase all DA 115 feet and all MDA 120 feet; increase LPV all Cats, and LNAV Cat C visibility ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP NA with Laredo altimeter setting.

MISSED APPROACH: Climb to 3000 direct KATHY and right turn on track 248° to NELEE and hold

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	911-1 250 (300-1)			NA
LNAV/VNAV DA	974-1 313 (400-1)			NA
LNAV MDA	1020-1 359 (400-1)			NA
CIRCLING	1020-1 357 (400-1)	1120-1 457 (500-1)	1120-1½ 457 (500-1½)	NA

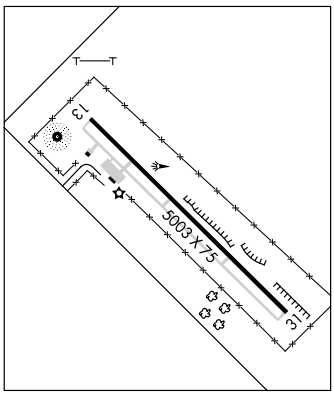
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HEARNE MUNI (LHB) 1 SW UTC−6(−5DT) N30°52.33′ W96°37.33′ **HOUSTON**
285 B TPA–1298(1013) NOTAM FILE LHB **L–19D, 21A**
RWY 18–36: H4001X75 (ASPH) S–17 MIRL
AIRPORT REMARKS: Unattended. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—123.3. NOTE: See Special Notices–Hearne, TX–Model Aircraft Activity.
WEATHER DATA SOURCES: AWOS–3 118.675 (979) 280–5596.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.
COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30′ W96°25.24′ 319° 19.1 NM to fld. 275/8E. **HIWAS.**

HEBBRONVILLE N27°21.24′ W98°44.65′. NOTAM FILE HBV. **BROWNSVILLE**
NDB (MHW) 266 HBV at Jim Hogg Co. Unmonitored. Unusable byd 15 NM. **L–20H**

HEBBRONVILLE

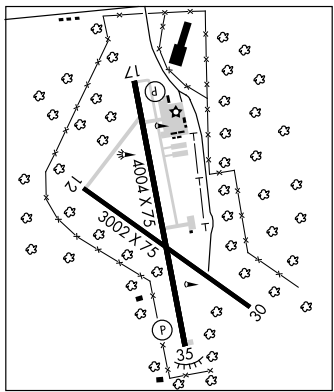
JIM HOGG CO (HBV) 3 NW UTC−6(−5DT) N27°20.97′ W98°44.22′ **BROWNSVILLE**
663 B **FUEL** JET A NOTAM FILE HBV **H–7B, L–20H**
RWY 13–31: H5003X75 (ASPH) S–30, D–72, 2S–91 MIRL **IAP**
RWY 13: Brush. **RWY 31:** Brush.
AIRPORT REMARKS: Attended Mar–Sep Mon–Fri 1400–2200Z‡, Oct–Feb 1400–2200Z‡. Rwy 13–31 gross weight pavement strength provided by arpt manager. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (361)–527–2109. Ceiling not avbl.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 127.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LRD.
LAREDO (H) VORTACW 117.4 LRD Chan 121 N27°28.72′ W99°25.06′ 093° 37.2 NM to fld. 580/9E. **HIWAS.**
HEBBRONVILLE NDB (MHW) 266 HBV N27°21.24′ W98°44.65′ at fld. NOTAM FILE HBV. Unmonitored. Unusable byd 15 NM.



HEMPHILL CO (See CANADIAN)

HENDERSON

RUSK CO (RFI) 3 W UTC−6(−5DT) N32°08.50′ W94°51.10′ **MEMPHIS**
442 B **FUEL** 100LL NOTAM FILE FTW **L–17D**
RWY 17–35: H4004X75 (ASPH) S–22 MIRL **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 12–30: H3002X75 (ASPH) S–22
RWY 12: Trees. **RWY 30:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs self serve with credit card.
WEATHER DATA SOURCES: AWOS–3 119.375 (903)–657–0384.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LONGVIEW APP/DEP CON** 118.25 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.1 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG CO (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 190° 17.3 NM to fld. 320/7E.
HENDERSON NDB (MHW) 371 HNO N32°11.28′ W94°51.66′ 167° 2.8 NM to fld. NOTAM FILE FTW. Unmonitored.



NDB HNO 371	APP CRS 167°	Rwy Idg N/A TDZE N/A Apt Elev 442

NDB-B

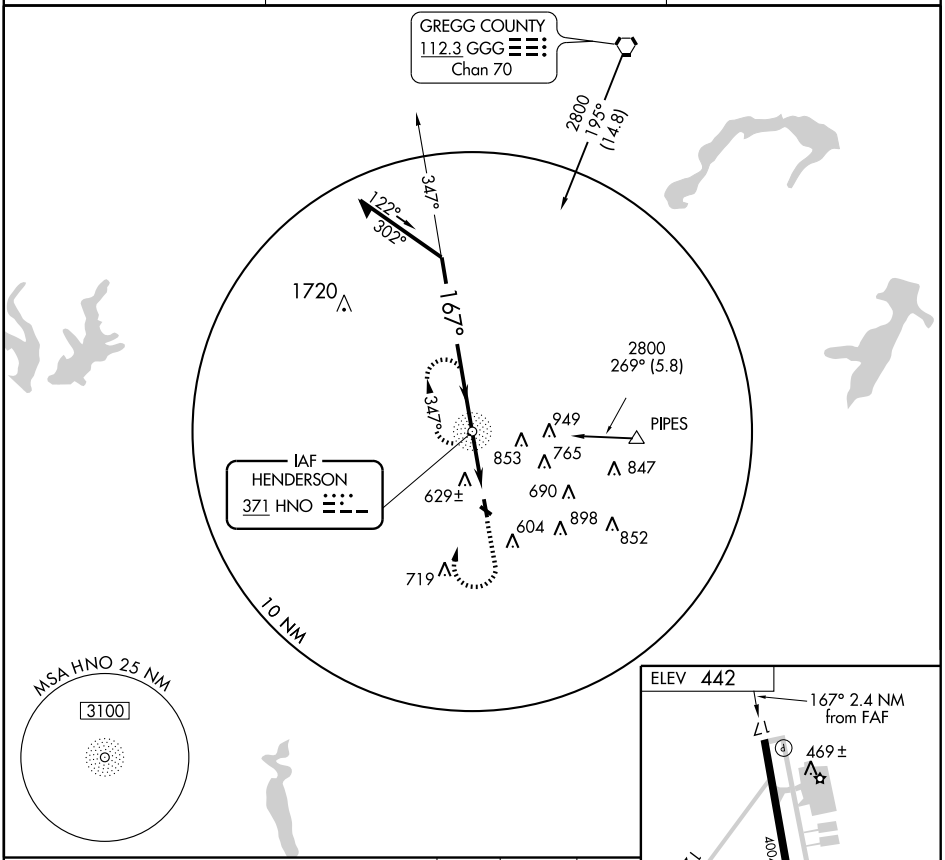
HENDERSON/ RUSK COUNTY (RFI)

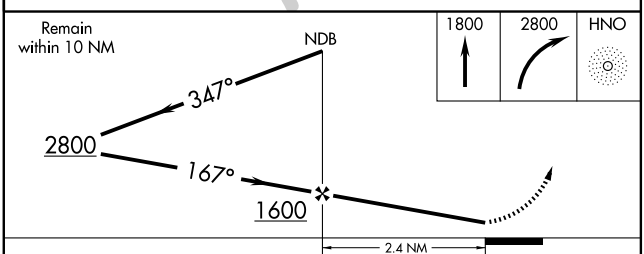
TNA

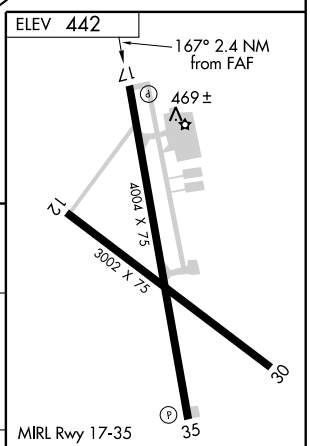
When local altimeter settng not received, use Longview altimeter setting and increase all MDA 60 feet, and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct HNO NDB and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1040-1 598 (600-1)		1040-1½ 598 (600-1½)	NA

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4004
167°	TDZE	442
	Apt Elev	442

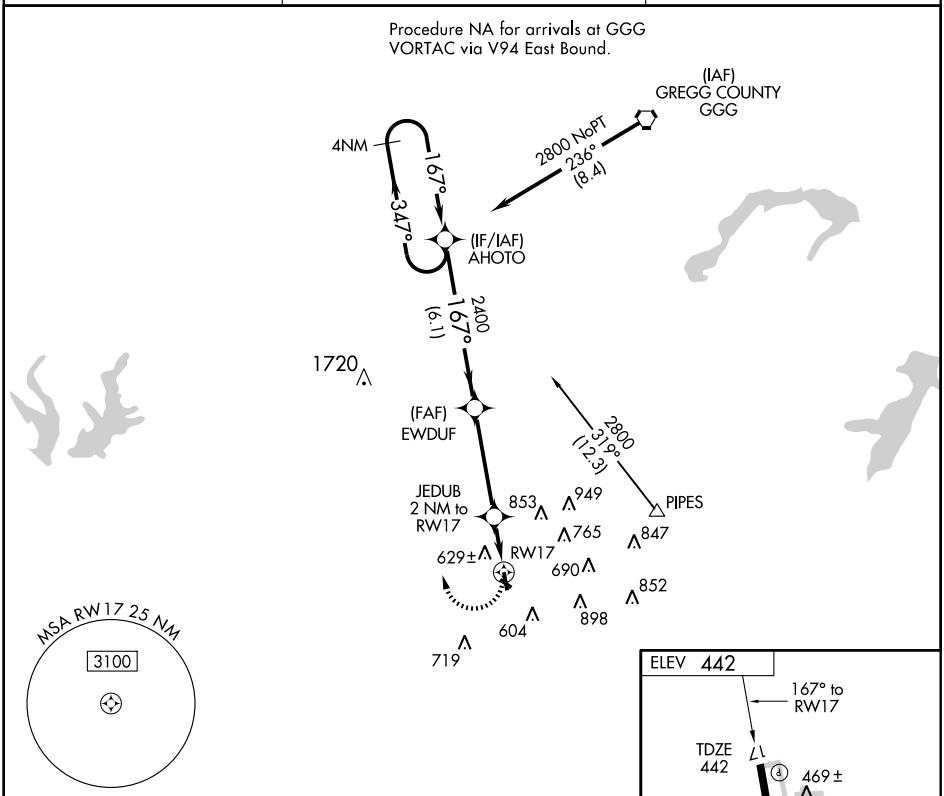
RNAV (GPS) RWY 17

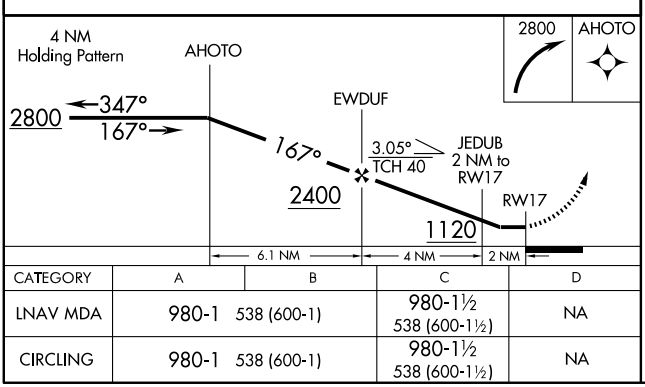
HENDERSON/ RUSK COUNTY (RFI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet.

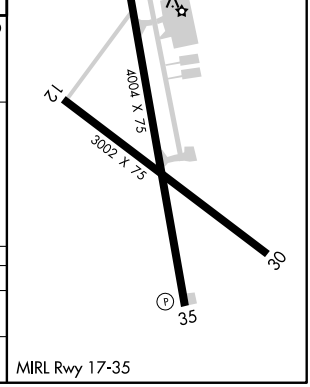
MISSED APPROACH: Climbing right turn to 2800 direct AHOTO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GGG 112.3 Chan 70	APP CRS 190°	Rwy Idg NA TDZE NA Apt Elev 442

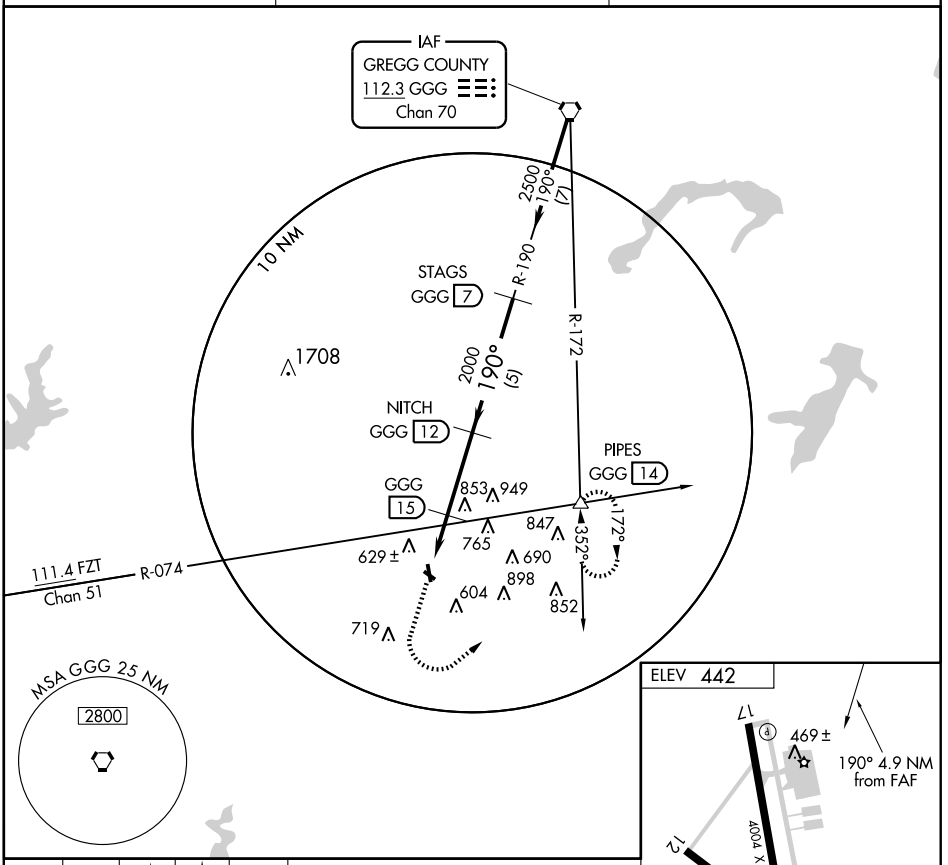
VOR/DME-A

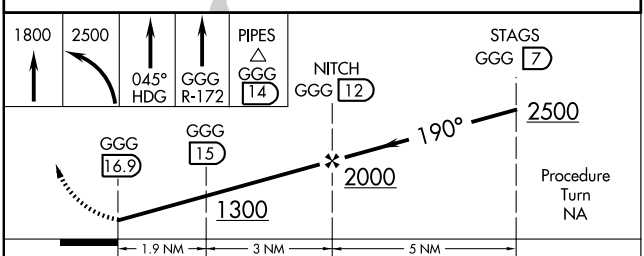
HENDERSON/ RUSK COUNTY (RFI)

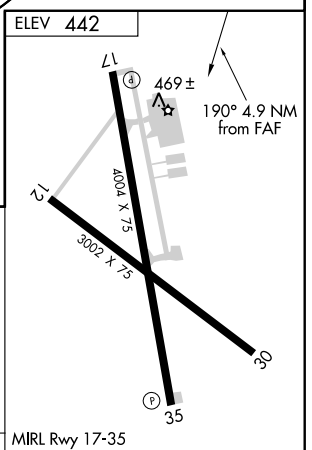
NA — Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES Int/14 DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1220-1 778 (800-1)	1220-1½ 778 (800-1½)	1220-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HENDERSON N32°11.28′ W94°51.66′. NOTAM FILE FTW. MEMPHIS
NDB (MHW) 371 HNO 167° 2.8 NM to Rusk Co. Unmonitored. L–17D

HEREFORD MUNI (HRX) 4 NE UTC−6(−5DT) N34°51.64′ W102°19.55′ ALBUQUERQUE
3788 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW H–6G, L–6H
RWY 02–20: H6100X100 (CONC) S–18 MIRL IAP
RWY 02: PAPI(P4L). P–line. **RWY 20:** PAPI(P4L).
RWY 14–32: 3880X135 (TURF)
RWY 14: P-line. **RWY 32:** Tree.
AIRPORT REMARKS: Attended dalgt hours. Fuel avbl 24 hrs self–serve. For svc call 806–344–7710, weekends 806–364–0460. Rwy 14–32 thlds marked with white tires.
WEATHER DATA SOURCES: AWOS–3 118.05 (806) 258–7283.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AMARILLO APP/DEP CON** 119.5 121.15 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
TEXICO (H) VORTACW 112.2 TXO Chan 59 N34°29.71′ W102°50.38′ 038° 33.6 NM to fld. 4060/11E.
NDB (MHW) 341 HRX N34°51.41′ W102°19.46′ at fld. NOTAM FILE HRX.

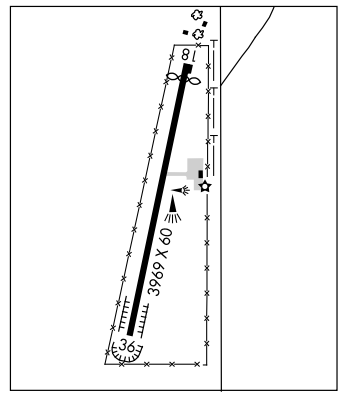
HH COFFIELD RGNL (See ROCKDALE)

HICKS AIRFIELD (See FORT WORTH)

HICO

LITTLE C RANCH HELIPORT (4T7) 3 NE UTC−6(−5DT) N32°00.83′ W97°58.89′ DALLAS–FT WORTH
1050 NOTAM FILE FTW
HELIPAD H1: 101X35 (TURF)
HELIPORT REMARKS: Unattended. Helipad H1 40′ p–line 183′ northwest, 4′ fence 35′ southeast and 17′ trees 35′ south southwest and 5′ hay bales south.
COMMUNICATIONS: CTAF 122.9

HIGGINS–LIPSCOMB CO (1X1) 1 S UTC−6(−5DT) N36°06.35′ W100°01.54′ WICHITA
2566 B TPA—3566(1000) NOTAM FILE FTW L–15C
RWY 18–36: H3969X60 (ASPH) S–12.5 LIRL 0.7% up N IAP
RWY 18: Thld dsplcd 196′. Fence.
AIRPORT REMARKS: Unattended. No line of sight between rwy ends. LIRL OTS indef. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.
MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62′ W99°52.81′ 196° 15.9 NM to fld. 2430/10E. **HIWAS.**



HIGH ISLAND N28°08.02′ W93°38.68′ HOUSTON
RCO 122.35 (MONTGOMERY COUNTY RADIO) H–7D, L–21B

HIGH ISLAND 376 HQI N27°57.72′ W93°40.25′ L–20J, 21B, 60MW
AWOS–3 118.275

NDB HRX	APP CRS	Rwy Idg	6100
341	201°	TDZE	3783
		Apt Elev	3783

NDB RWY 20

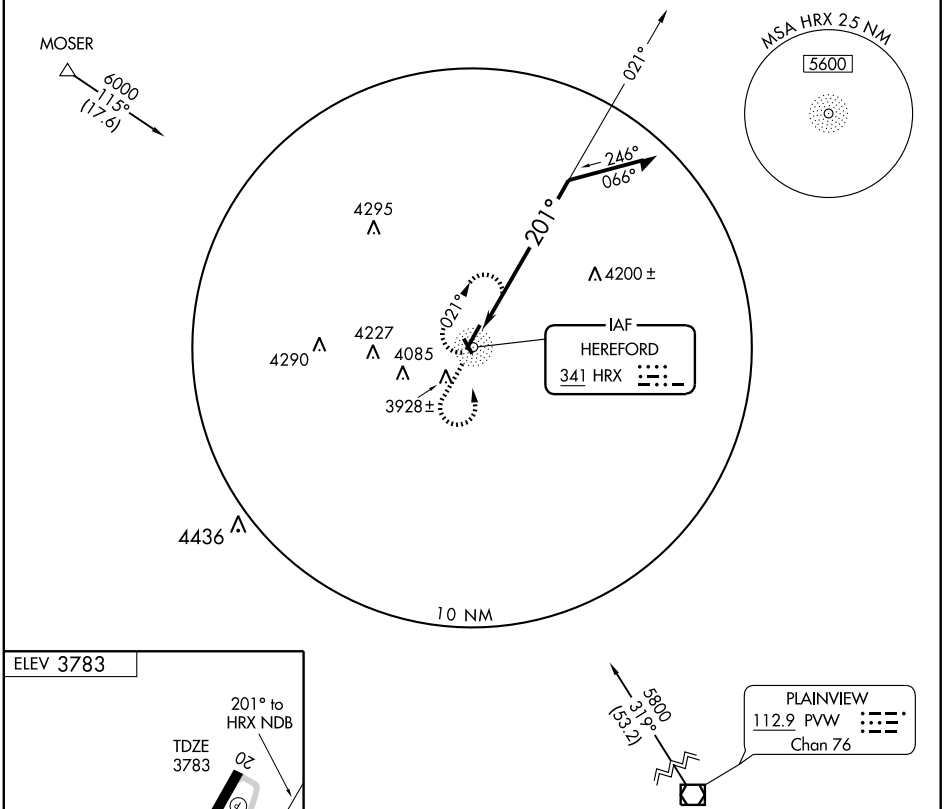
HEREFORD MUNI (HRX)

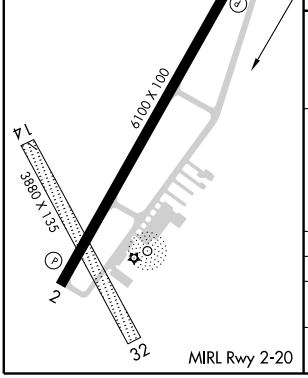
Use Amarillo Intl altimeter setting.

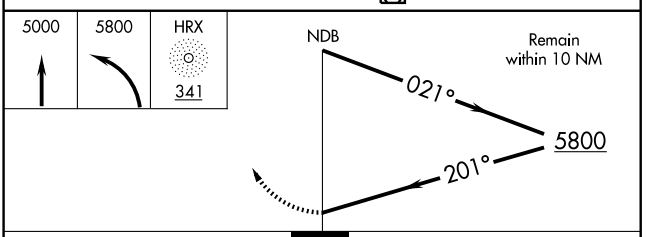
NA

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct HRX NDB and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4420-2 637 (700-2)
CIRCLING	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4440-2 657 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6100
CH 50416	020°	TDZE	3786
W02A		Apt Elev	3788

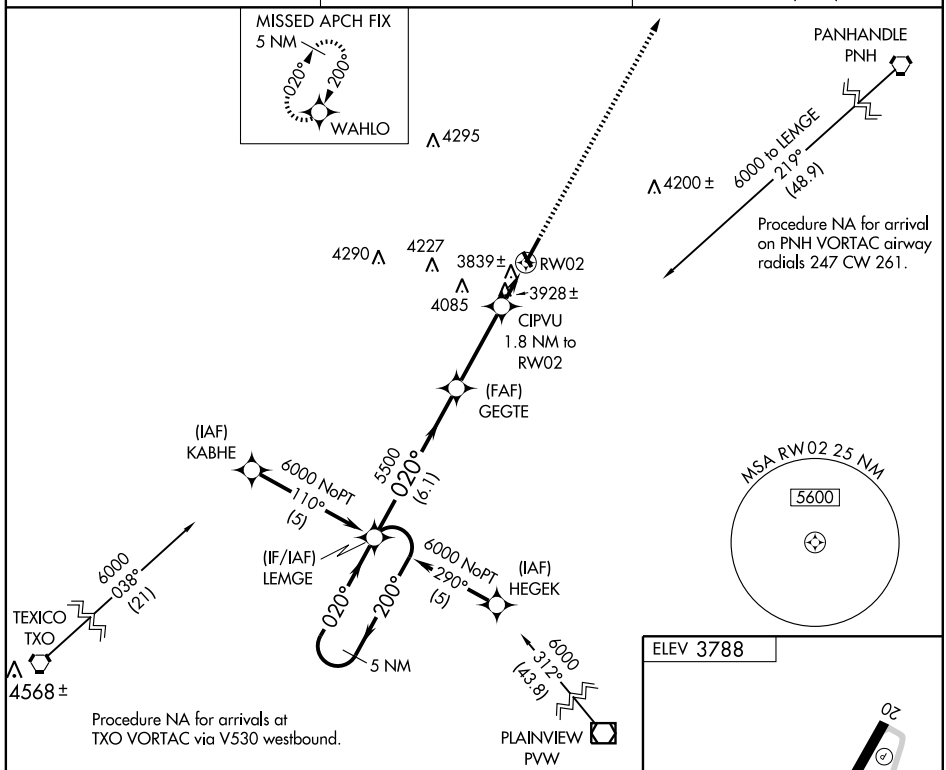
RNAV (GPS) RWY 2

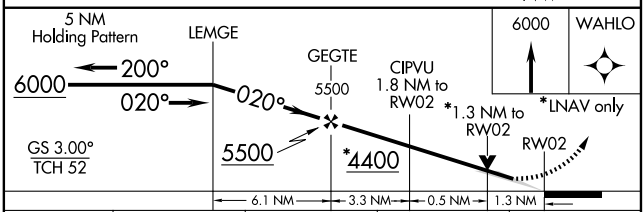
HEREFORD MUNI (HRX)

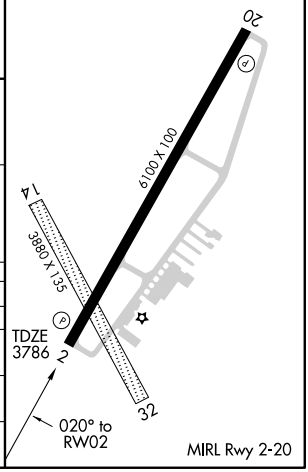
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAHLO and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/ VNAV DA	4126-1¼ 340 (400-1¼)			
LNAV MDA	4240-1 454 (500-1)		4240-1¼ 454 (500-1¼)	4240-1½ 454 (500-1½)
CIRCLING	4240-1 452 (500-1)	4280-1 492 (500-1)	4280-1½ 492 (500-1½)	4340-2 552 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6100
CH 61216	200°	TDZE	3786
W20A		Apt Elev	3788

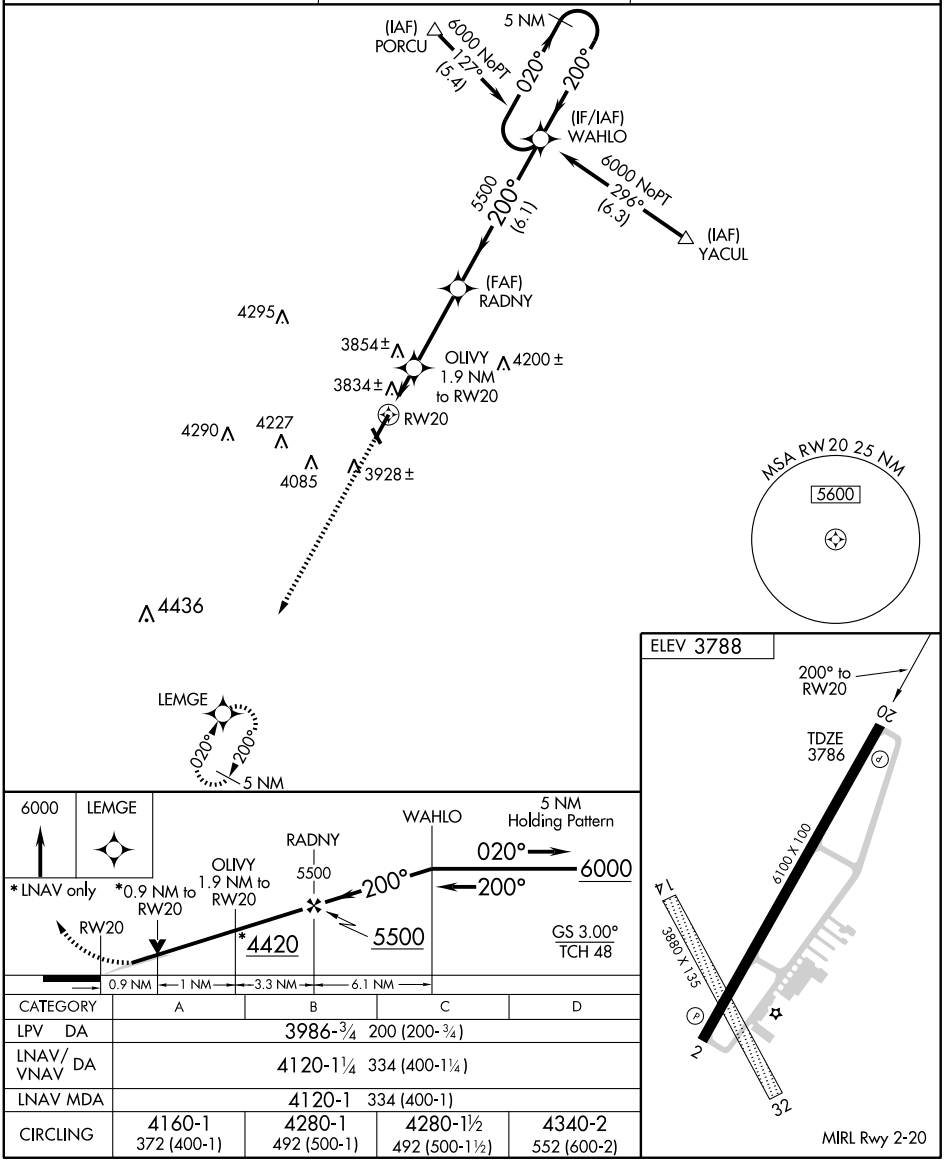
RNAV (GPS) RWY 20

HEREFORD MUNI (HRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibilities ¼ mile, and increase LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct LEMGE and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4120-1¼ 334 (400-1¼)			
LNAV MDA	4120-1 334 (400-1)			
CIRCLING	4160-1 372 (400-1)	4280-1 492 (500-1)	4280-1½ 492 (500-1½)	4340-2 552 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HENDERSON N32°11.28′ W94°51.66′. NOTAM FILE FTW. MEMPHIS
NDB (MHW) 371 HNO 167° 2.8 NM to Rusk Co. Unmonitored. L–17D

HEREFORD MUNI (HRX) 4 NE UTC−6(−5DT) N34°51.64′ W102°19.55′ ALBUQUERQUE
3788 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW H–6G, L–6H
RWY 02–20: H6100X100 (CONC) S–18 MIRL IAP
RWY 02: PAPI(P4L). P–line. **RWY 20:** PAPI(P4L).
RWY 14–32: 3880X135 (TURF)
RWY 14: P-line. **RWY 32:** Tree.
AIRPORT REMARKS: Attended dalgt hours. Fuel avbl 24 hrs self–serve. For svc call 806–344–7710, weekends 806–364–0460. Rwy 14–32 thlds marked with white tires.
WEATHER DATA SOURCES: AWOS–3 118.05 (806) 258–7283.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AMARILLO APP/DEP CON** 119.5 121.15 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
TEXICO (H) VORTACW 112.2 TXO Chan 59 N34°29.71′ W102°50.38′ 038° 33.6 NM to fld. 4060/11E.
NDB (MHW) 341 HRX N34°51.41′ W102°19.46′ at fld. NOTAM FILE HRX.

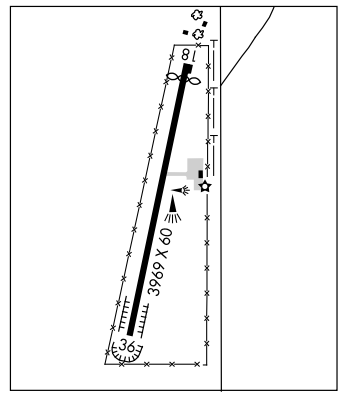
HH COFFIELD RGNL (See ROCKDALE)

HICKS AIRFIELD (See FORT WORTH)

HICO

LITTLE C RANCH HELIPORT (4T7) 3 NE UTC−6(−5DT) N32°00.83′ W97°58.89′ DALLAS–FT WORTH
1050 NOTAM FILE FTW
HELIPAD H1: 101X35 (TURF)
HELIPORT REMARKS: Unattended. Helipad H1 40′ p–line 183′ northwest, 4′ fence 35′ southeast and 17′ trees 35′ south southwest and 5′ hay bales south.
COMMUNICATIONS: CTAF 122.9

HIGGINS–LIPSCOMB CO (1X1) 1 S UTC−6(−5DT) N36°06.35′ W100°01.54′ WICHITA
2566 B TPA—3566(1000) NOTAM FILE FTW L–15C
RWY 18–36: H3969X60 (ASPH) S–12.5 LIRL 0.7% up N IAP
RWY 18: Thld dsplcd 196′. Fence.
AIRPORT REMARKS: Unattended. No line of sight between rwy ends. LIRL OTS indef. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.
MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62′ W99°52.81′ 196° 15.9 NM to fld. 2430/10E. **HIWAS.**



HIGH ISLAND N28°08.02′ W93°38.68′ HOUSTON
RCO 122.35 (MONTGOMERY COUNTY RADIO) H–7D, L–21B

HIGH ISLAND 376 HQI N27°57.72′ W93°40.25′ L–20J, 21B, 60MW
AWOS–3 118.275

VORTAC MMB 115.6 Chan 103	APP CRS 197°	Rwy Idg N/A TDZE N/A Apt Elev 2566

VOR/DME-A

HIGGINS-LIPSCOMB COUNTY (1X1)

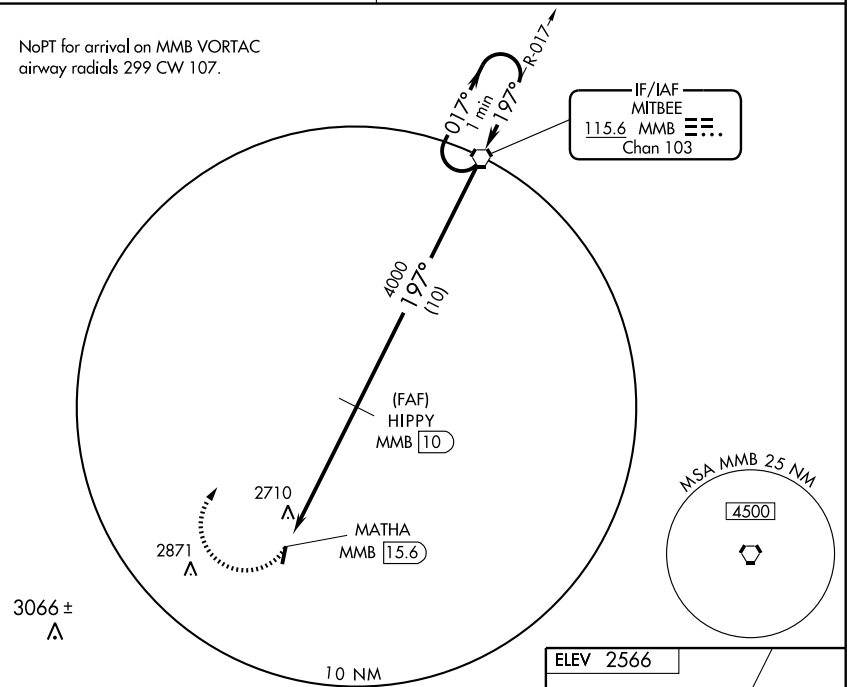
Procedure NA at night. Use Canadian altimeter setting; when not received, use Gage, OK altimeter setting and increase all MDA 20 feet.

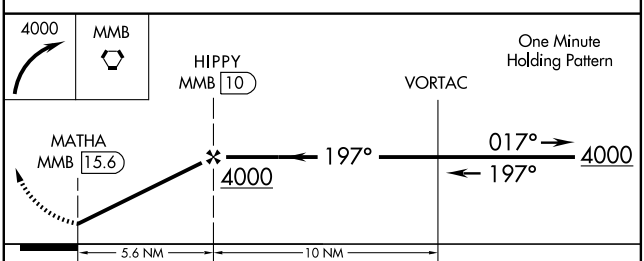
NA

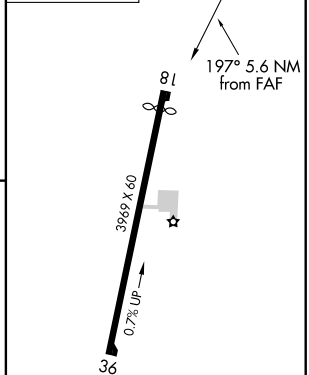
MISSED APPROACH: Climbing right turn to 4000 direct MMB VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9 L

NoPT for arrival on MMB VORTAC airway radials 299 CW 107.







CATEGORY	A	B	C	D
CIRCLING	3140-1 574 (600-1)		3140-1½ 574 (600-1½)	NA

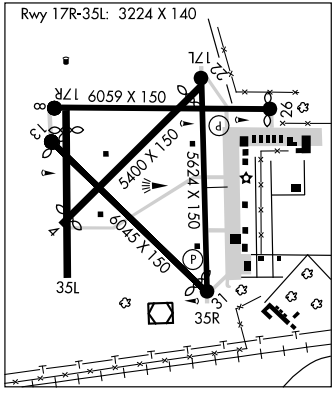
LIRL Rwy 18-36 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HILLSBORO MUNI (INJ) 5 N UTC−6(−5DT) N32°05.02′ W97°05.84′ **DALLAS–FT. WORTH**
686 B **FUEL** 100LL, JET A NOTAM FILE INJ **L–17C, A**
RWY 16–34: H3998X60 (ASPH) S–12.5 MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.5° TCH 24′.
AIRPORT REMARKS: Attended Tues–Sat 1400–2300Z‡. For fuel after hrs call 254–582–8406. Self serve avbl with credit card. Wild hogs on and invof arpt. Noise sensitive area: Extd pat on tkf and ldg Rwy 16 to avoid flying over houses to the southeast and east side of arpt.
WEATHER DATA SOURCES: AWOS–3 118.725 (254) 582–0063.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WACO APP/DEP CON** 127.65 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 010° 26.7 NM to fld. 510/9E.
HIWAS.

HOBBY N29°39.34′ W95°16.60′ NOTAM FILE HOU. **HOUSTON**
(H) VORW/DME 117.1 HUB Chan 118 at William P. Hobby. 82/5E. **COPTER**
RCO 122.35 (MONTGOMERY COUNTY RADIO) **H–7C, L–19E, 21A, GOMW**

HONDO MUNI (HDO) P 2 NW UTC−6(−5DT) N29°21.58′ W99°10.60′ **SAN ANTONIO**
930 B S2 **FUEL** 100LL, JET A TPA—1800(870) NOTAM FILE HDO **H–7B, L–19B**
RWY 08–26: H6059X150 (CONC) S–30, D–45, 2D–90 **IAP, DIAP**
RWY 26: Thld dsplcd 79′. Trees.
RWY 13–31: H6045X150 (CONC) S–30, D–45, 2D–90 0.3% up NW
RWY 13: Thld dsplcd 98′. **RWY 31:** Thld dsplcd 471′.
RWY 17L–35R: H5624X150 (CONC) S–30, D–45, 2D–90 MIRL 0.3% up N
RWY 17L: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 35R: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 04–22: H5400X150 (CONC) S–30, D–45, 2D–90
RWY 04: Thld dsplcd 294′. **RWY 22:** Thld dsplcd 532′.
RWY 17R–35L: H3224X140 (ASPH) S–30, D–45, 2D–90 0.3% up N
RWY 17R: Thld dsplcd 454′. Rgt tfc.



MILITARY SERVICE: FUEL (NC–100LL)
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat attended irregularly. Self svc fuel avbl 24 hrs. Full svc Jet A avbl upon request, call 210–639–7150 or 210–275–2664. 2 hrs notice required after hrs. Rwy 17L and 35R thld lghts OTS indef. Rwy 17R–35L CLOSED to acft over 12500 lbs. Pilot training in a T6–A acft being conducted under the Randolph 2A MOA and within 15 NM of Hondo Muni Mon–Fri SR–SS from surface to 7,500′ MSL. Weekend flying conducted as needed. Weekend flying conducted as needed. All twys holding line markings NSTD. NOTE: See Special Notices—Aerobatic Practice Area.
MILITARY REMARKS: CAUTION T–6A acft opr in a military overhead tfc pat to west of Rwy 17L–35R (rgt tfc Rwy 17L, left tfc Rwy 35R). Ctc Rwy Supervisor Unit (Tincan) on 122.8 prior to pat entry for advisory. **MISC** Twy holding line markings and rwy dsplcd thld markings NSTD.
WEATHER DATA SOURCES: ASOS 119.675 (830) 426–3060.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.95 269.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HDO.
(L) VOR/DME 109.4 HDO Chan 31 N29°20.95′ W99°10.67′ at fld. 947/8E. No NOTAM MP Mon 0400–0800Z‡. Rstd to apch Rwy 17 and ground receiver checkpoint only.
NDB (MHW) 329 HMA N29°22.41′ W99°10.32′ at fld. NOTAM FILE HDO.

WAAS	APP CRS	Rwy Idg	3998
CH 40308	156°	TDZE	686
W16A		Apt Elev	686

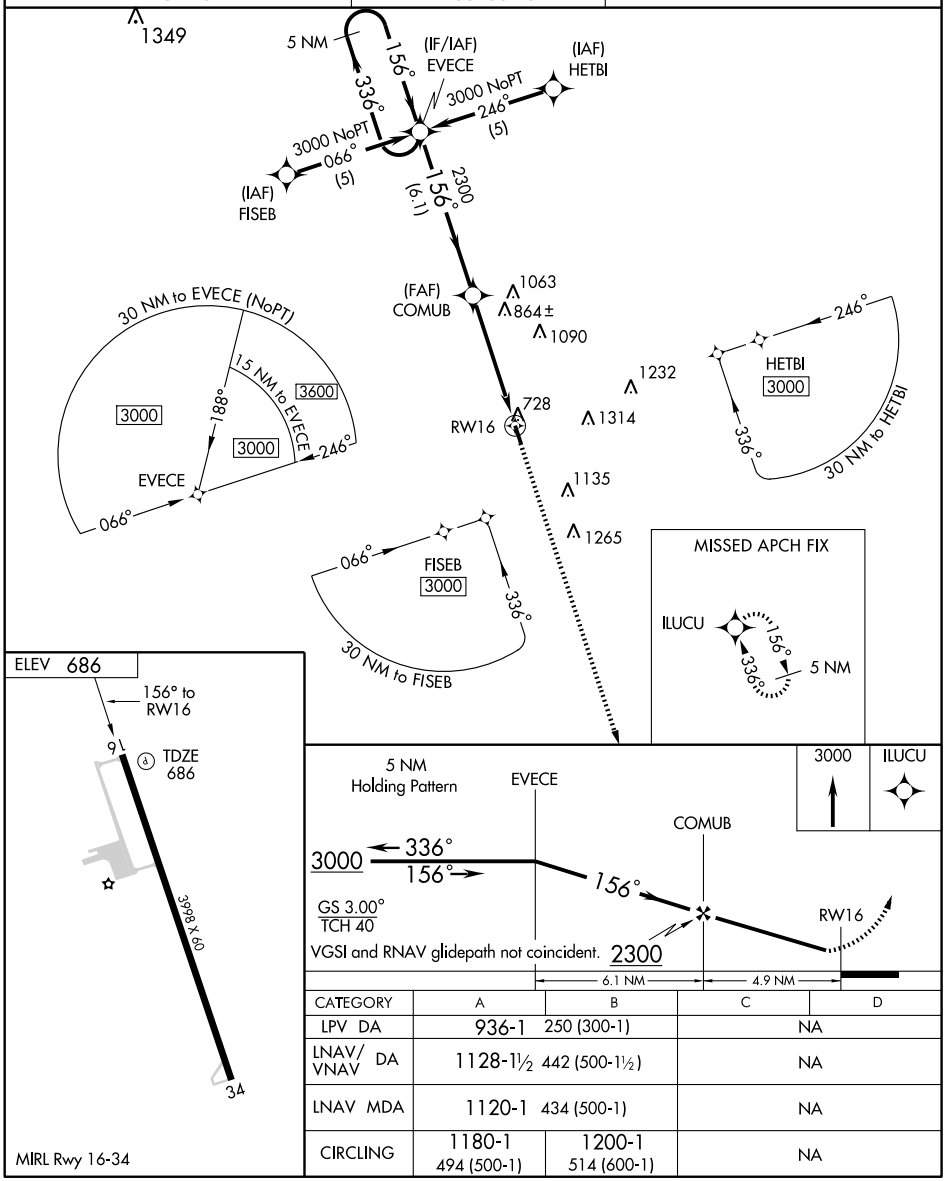
RNAV (GPS) RWY 16

HILLSBORO MUNI (INJ)

Baro-VNAV NA when using Cleburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3000 direct ILUCU and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9



CATEGORY	A	B	C	D
LPV DA	936-1 250 (300-1)		NA	
LNAV/VNAV DA	1128-1½ 442 (500-1½)		NA	
LNAV MDA	1120-1 434 (500-1)		NA	
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3998
CH 65908	336	TDZE	684
W34A		Apt Elev	686

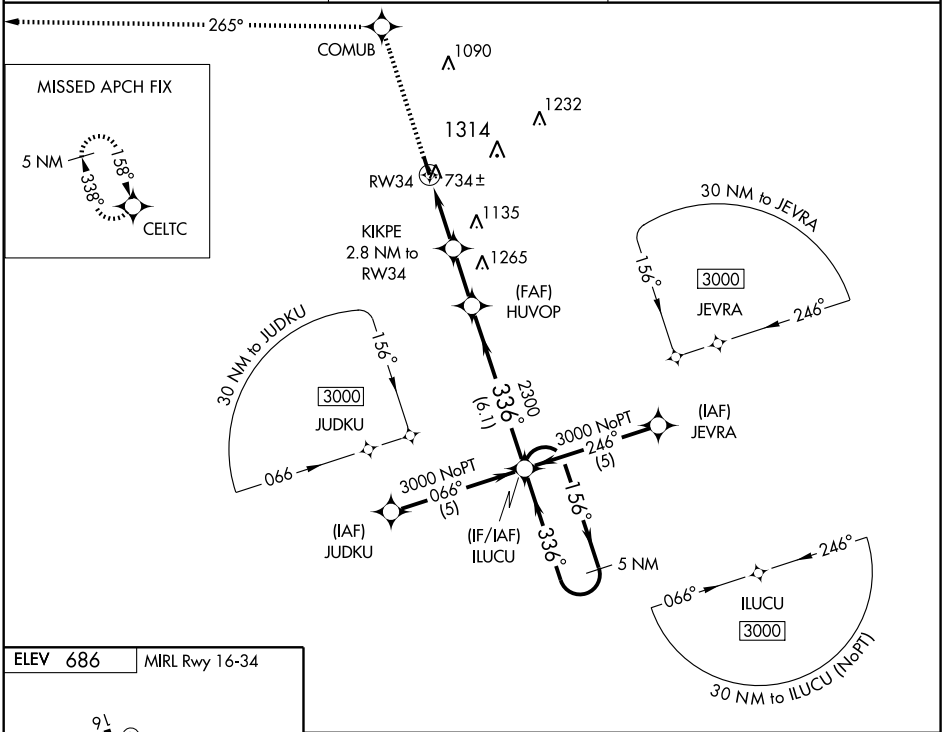
RNAV (GPS) RWY 34

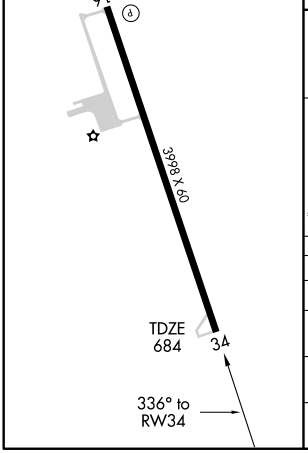
HILLSBORO MUNI (INJ)

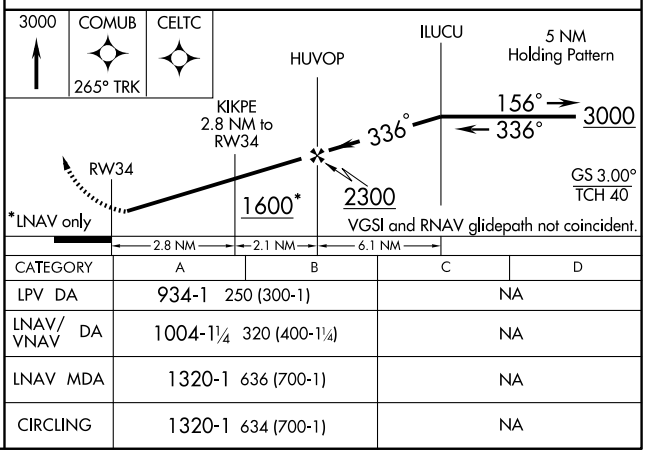
Baro-VNAV NA when using Celburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9







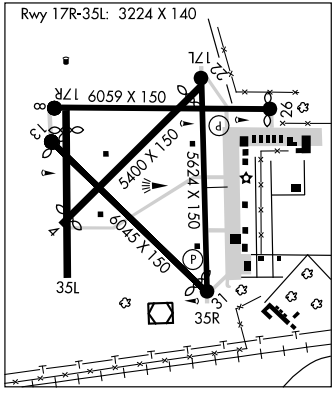
CATEGORY	A	B	C	D
LPV DA	934-1 250 (300-1)		NA	
LNAV/VNAV DA	1004-1¼ 320 (400-1¼)		NA	
LNAV MDA	1320-1 636 (700-1)		NA	
CIRCLING	1320-1 634 (700-1)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HILLSBORO MUNI (INJ) 5 N UTC−6(−5DT) N32°05.02′ W97°05.84′ **DALLAS–FT. WORTH**
686 B **FUEL** 100LL, JET A NOTAM FILE INJ **L–17C, A**
RWY 16–34: H3998X60 (ASPH) S–12.5 MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.5° TCH 24′.
AIRPORT REMARKS: Attended Tues–Sat 1400–2300Z‡. For fuel after hrs call 254–582–8406. Self serve avbl with credit card. Wild hogs on and invof arpt. Noise sensitive area: Extd pat on tkf and ldg Rwy 16 to avoid flying over houses to the southeast and east side of arpt.
WEATHER DATA SOURCES: AWOS–3 118.725 (254) 582–0063.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WACO APP/DEP CON** 127.65 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 010° 26.7 NM to fld. 510/9E.
HIWAS.

HOBBY N29°39.34′ W95°16.60′ NOTAM FILE HOU. **HOUSTON**
(H) VORW/DME 117.1 HUB Chan 118 at William P. Hobby. 82/5E. **COPTER**
RCO 122.35 (MONTGOMERY COUNTY RADIO) **H–7C, L–19E, 21A, GOMW**

HONDO MUNI (HDO) P 2 NW UTC−6(−5DT) N29°21.58′ W99°10.60′ **SAN ANTONIO**
930 B S2 **FUEL** 100LL, JET A TPA—1800(870) NOTAM FILE HDO **H–7B, L–19B**
RWY 08–26: H6059X150 (CONC) S–30, D–45, 2D–90 **IAP, DIAP**
RWY 26: Thld dsplcd 79′. Trees.
RWY 13–31: H6045X150 (CONC) S–30, D–45, 2D–90 0.3% up NW
RWY 13: Thld dsplcd 98′. **RWY 31:** Thld dsplcd 471′.
RWY 17L–35R: H5624X150 (CONC) S–30, D–45, 2D–90 MIRL 0.3% up N
RWY 17L: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 35R: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 04–22: H5400X150 (CONC) S–30, D–45, 2D–90
RWY 04: Thld dsplcd 294′. **RWY 22:** Thld dsplcd 532′.
RWY 17R–35L: H3224X140 (ASPH) S–30, D–45, 2D–90 0.3% up N
RWY 17R: Thld dsplcd 454′. Rgt tfc.



MILITARY SERVICE: FUEL (NC–100LL)
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat attended irregularly. Self svc fuel avbl 24 hrs. Full svc Jet A avbl upon request, call 210–639–7150 or 210–275–2664. 2 hrs notice required after hrs. Rwy 17L and 35R thld lghts OTS indef. Rwy 17R–35L CLOSED to acft over 12500 lbs. Pilot training in a T6–A acft being conducted under the Randolph 2A MOA and within 15 NM of Hondo Muni Mon–Fri SR–SS from surface to 7,500′ MSL. Weekend flying conducted as needed. Weekend flying conducted as needed. All twys holding line markings NSTD. NOTE: See Special Notices—Aerobatic Practice Area.
MILITARY REMARKS: CAUTION T–6A acft opr in a military overhead tfc pat to west of Rwy 17L–35R (rgt tfc Rwy 17L, left tfc Rwy 35R). Ctc Rwy Supervisor Unit (Tincan) on 122.8 prior to pat entry for advisory. **MISC** Twy holding line markings and rwy dsplcd thld markings NSTD.
WEATHER DATA SOURCES: ASOS 119.675 (830) 426–3060.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.95 269.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HDO.
(L) VOR/DME 109.4 HDO Chan 31 N29°20.95′ W99°10.67′ at fld. 947/8E. No NOTAM MP Mon 0400–0800Z‡. Rstd to apch Rwy 17 and ground receiver checkpoint only.
NDB (MHW) 329 HMA N29°22.41′ W99°10.32′ at fld. NOTAM FILE HDO.

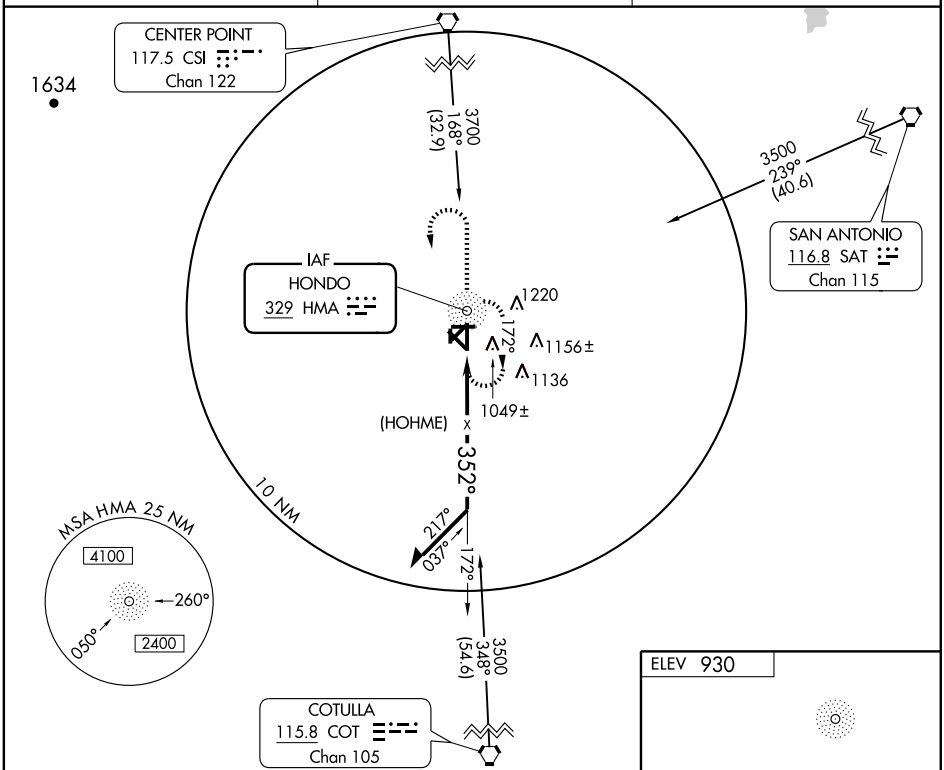
NDB HMA	APP CRS	Rwy Idg	5624
329	352°	TDZE	912
		Apt Elev	930

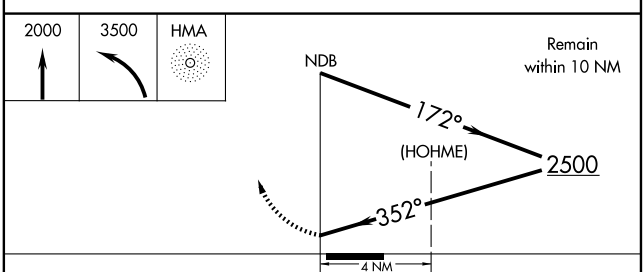
NDB or GPS RWY 35R
HONDO MUNI (HDO)

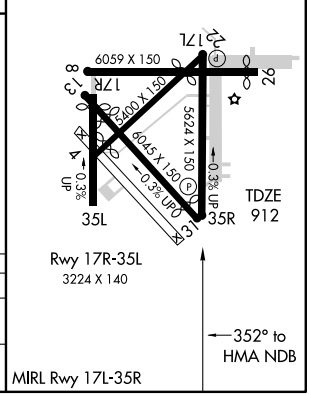
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct to HMA NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)







CATEGORY	A	B	C	D
S-35R	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	530 (600-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

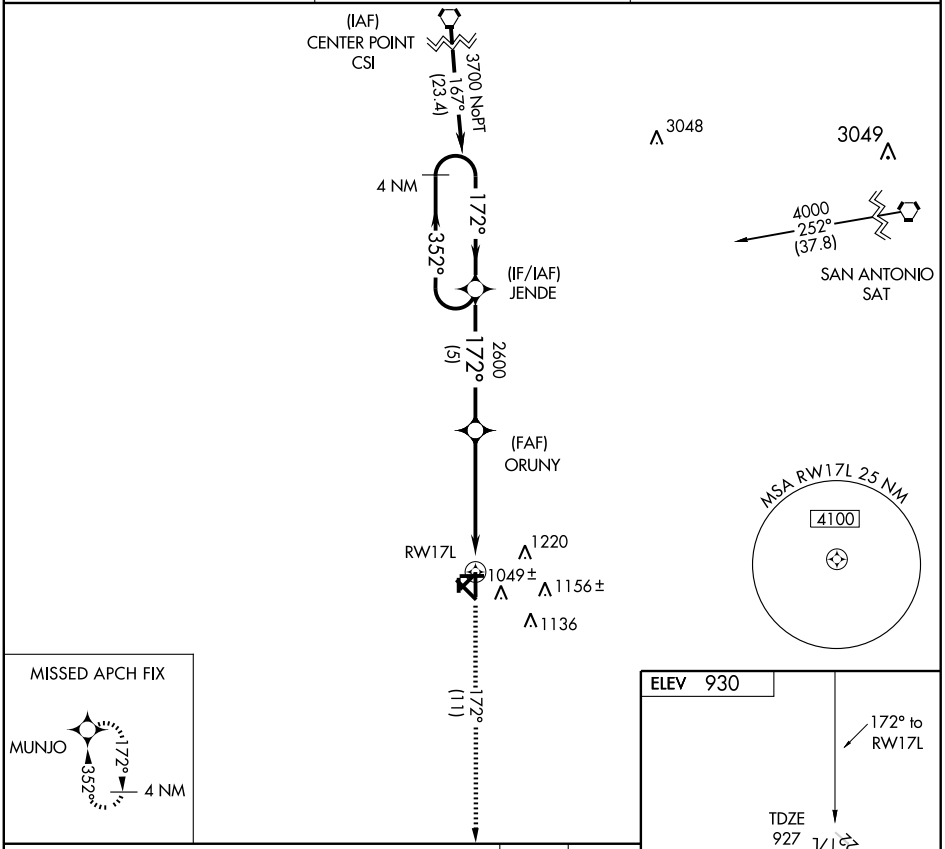
RNAV (GPS) RWY 17L
HONDO MUNI (HDO)

APP CRS	Rwy Idg	5624
172°	TDZE	927
	Apt Elev	930

NA DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUNJO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)

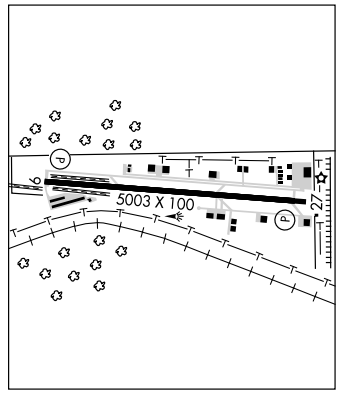


CATEGORY	A	B	C	D
LNAV MDA	1420-1	493 (500-1)	1420-1¼ 493 (500-1¼)	1420-1½ 493 (500-1½)
CIRCLING	1420-1	490 (500-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

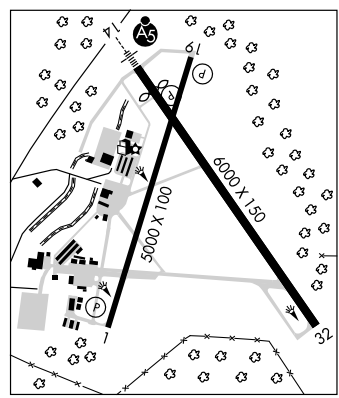
MIRL Rwy 17L-35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HOUSTON–SOUTHWEST (AXH) 15 SW UTC−6(−5DT) N29°30.37′ W95°28.62′ **HOUSTON**
68 B S4 **FUEL** 100LL, JET A OX 3 TPA—See Remarks NOTAM FILE CXO **COPTER**
RWY 09–27: H5003X100 (ASPH) S–60, D–75, 2D–100 MIRL **H–7C, L–19D, 21A, GOMW**
RWY 09: REIL. PAPI(P2L)—GA 3.5° TCH 50′. Trees. **RWY 27:** REL. PAPI(P2L). Road. **IAP**
AIRPORT REMARKS: Attended continuously. Ultralight and balloon ops prohibited. TPA for lgt acft 1068 (1000) and large acft 1568 (1500). No touch and go landings for transient or nonbased acft. Helicopter tfc invof arpt. MIRL Rwy 09–27 preset low ints, to incr ints & ACTIVATE REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.625 (281)431–6572.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON APP/DEP CON** 123.8 **CLNC DEL** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.
HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 225° 13.8 NM to fld. 82/5E.
ILS/DME 108.9 I–AXH Chan 26 Rwy 09. (Loc only).



LONE STAR EXECUTIVE (CXO) 37 N UTC−6(−5DT) N30°21.14′ W95°24.87′ **HOUSTON**
245 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE CXO **H–7C, L–19D, 21A, GOMW**
RWY 14–32: H6000X150 (CONC) S–60, D–100, 2S–127 MIRL **IAP, AD**
RWY 14: MALSR. PAPI(P2L)—GA 3.0° TCH 31′. Thld dsplcd 589′. Tree.
RWY 32: REIL. Antenna.
RWY 01–19: H5000X100 (CONC) S–30, D–75. 2S–95 MIRL
RWY 01: PAPI (P2L)—GA 3.0° TCH 33′. Trees.
RWY 19: PAPI (P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300–0300Z‡. Extensive military helicopter activity on arpt. Helicopters use right-hand traffic. MIRL Rwy 14–32 preset low intensity, increase intensity and ACTIVATE MALSR Rwy 14 and REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (936)760–4237.
COMMUNICATIONS: CTAF 124.125 **ATIS** 118.325 **UNICOM** 122.95
MONTGOMERY COUNTY RCO 122.2 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP/DEP CON** 119.7 **CLNC DEL** 119.55 (when twr clsd)
TOWER 124.125 (1300–0400Z‡) **GND CON** 120.45
CLNC DEL 120.45
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 346° 23.9 NM to fld. 90/5E. **HIWAS.**
ALIBI NDB (LOM) 281 CX N30°25.92′ W95°28.58′ 141° 5.7 NM to fld. NOTAM FILE CXO.
ILS/DME 108.7 I–CXO Chan 24 Rwy 14. Class IB. LOM ALIBI NDB.



NORTH HOUSTON BUSINESS (9X1) 23 N UTC−6(−5DT) N30°09.20′ W95°19.32′ **HOUSTON**
122 **FUEL** 100LL NOTAM FILE CXO **COPTER**
RWY 17–35: H3594X46 (ASPH) S–12.5 LIRL **L–19E, 21A**
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Deer on and invof arpt. Rwy 17–35 unmarked.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 001° 11.8 NM to fld. 90/5E. **HIWAS.**

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

COSGO
N31°13.26′
W93°27.16′

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

VELCO
N31°10.67′
W94°24.55′

V212 49 R-265 V212

4000
*2000
085° (115)
J50

R-266

FL190
094° (92)

R-273

J50

FL190
094° (95)

R-277

R-082 16

082° (49)

(49)

65 R-264

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43 (111) R-325

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

R-299

I29 32 028° (23)

R-254

9 R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(AEX5.AEX) 10210

ALEXANDRIA FIVE DEPARTURE SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

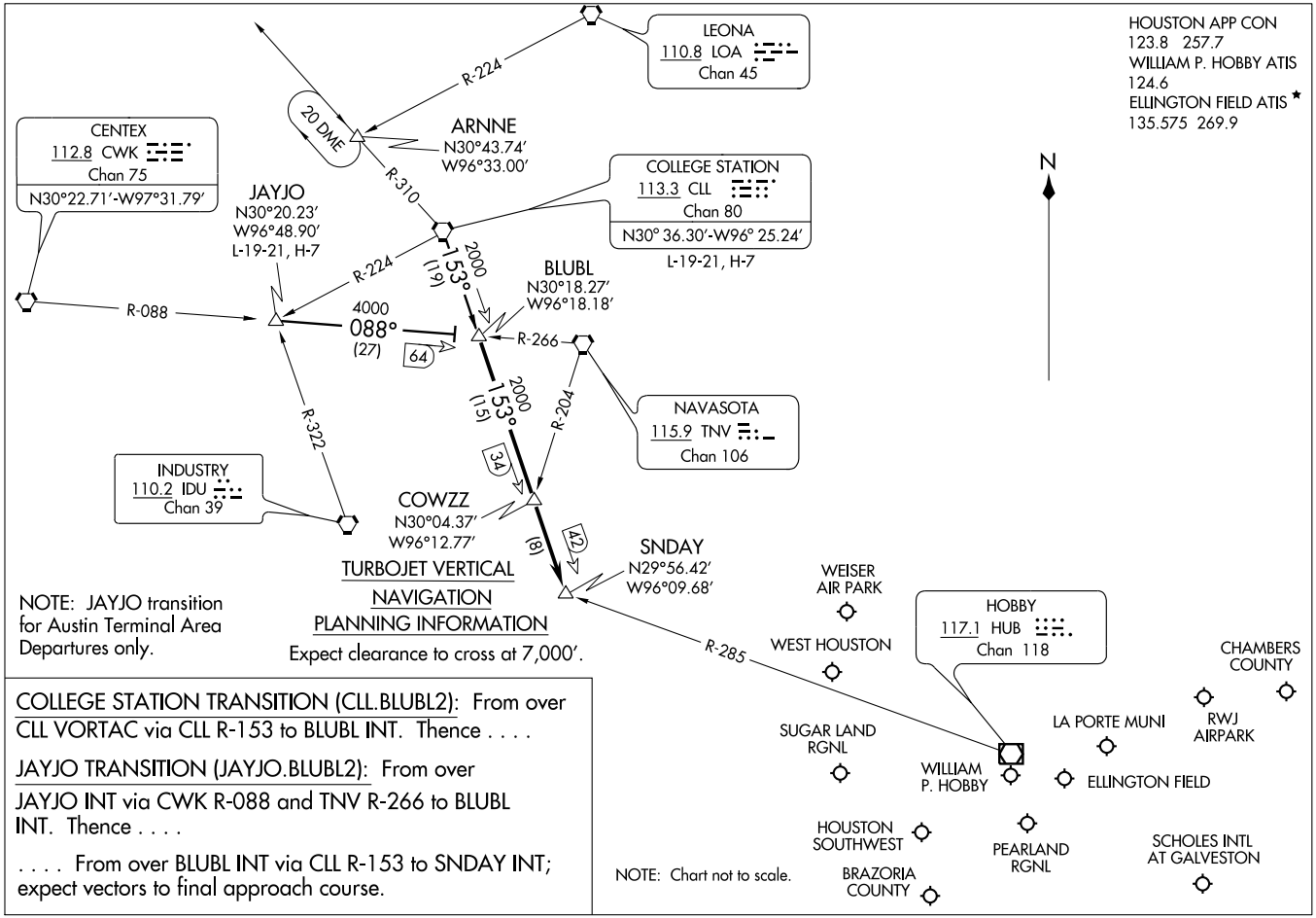
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

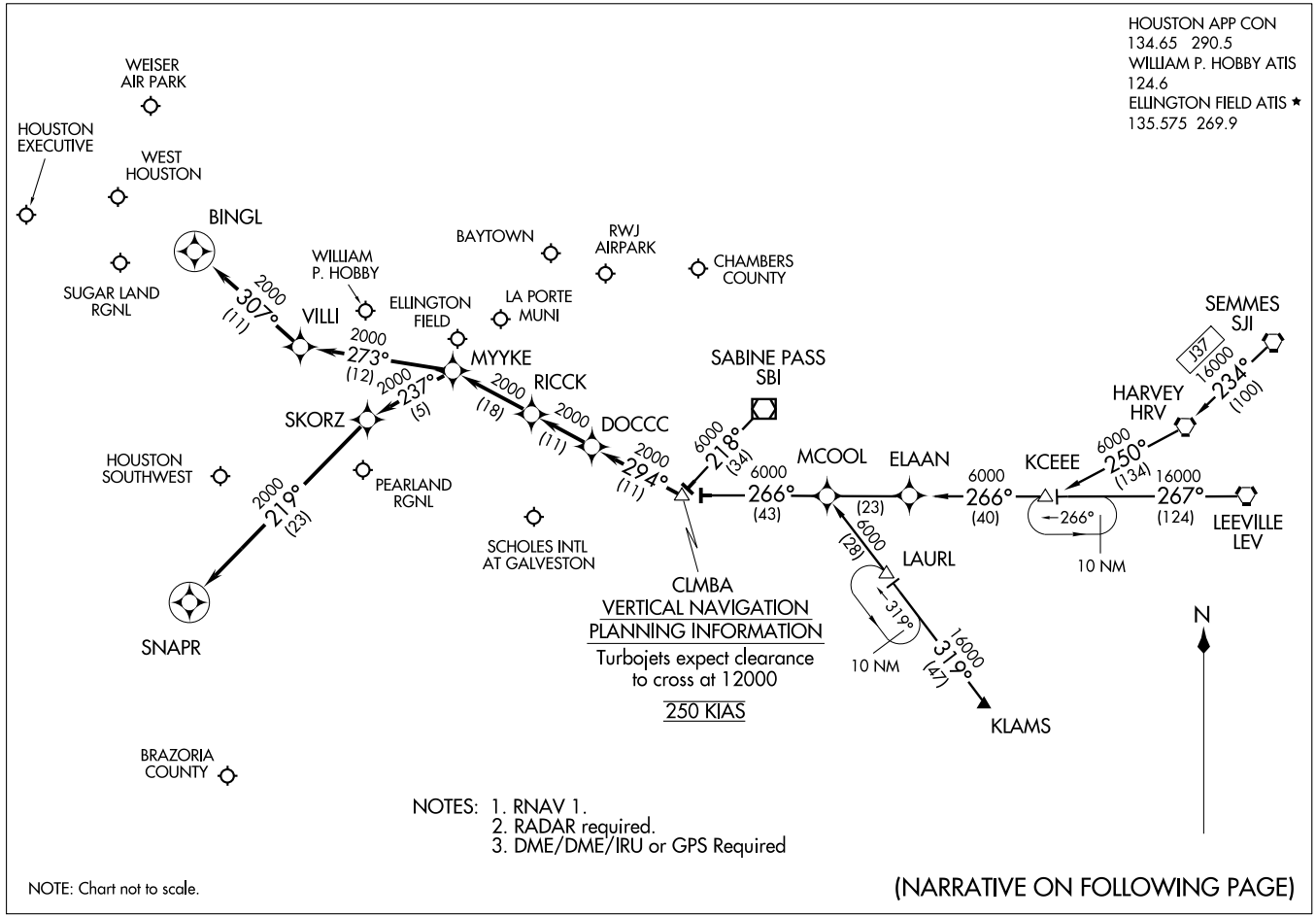
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

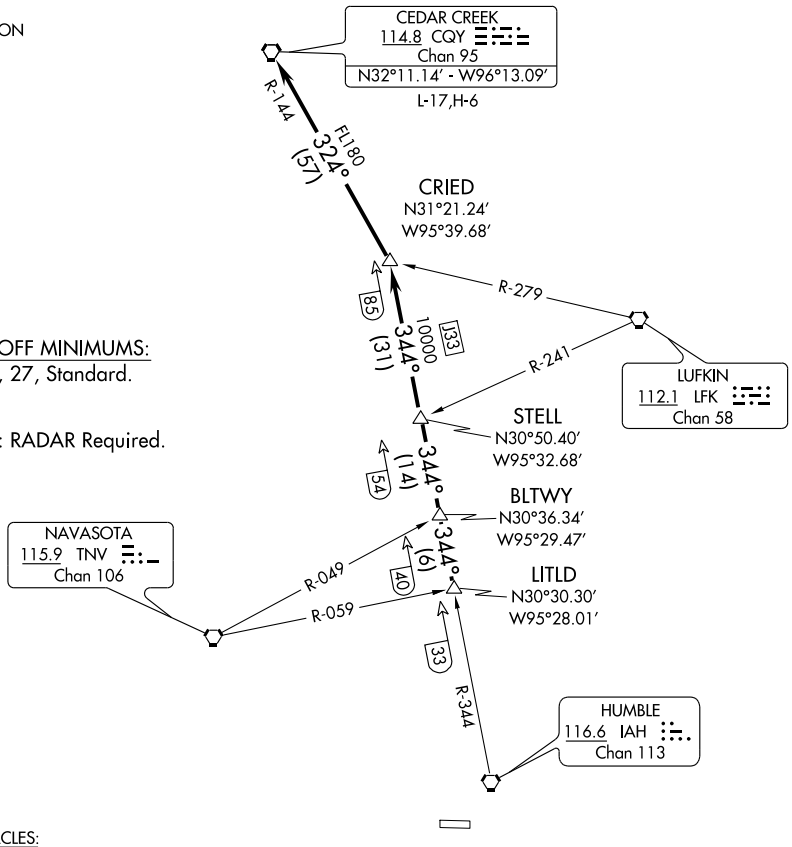
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

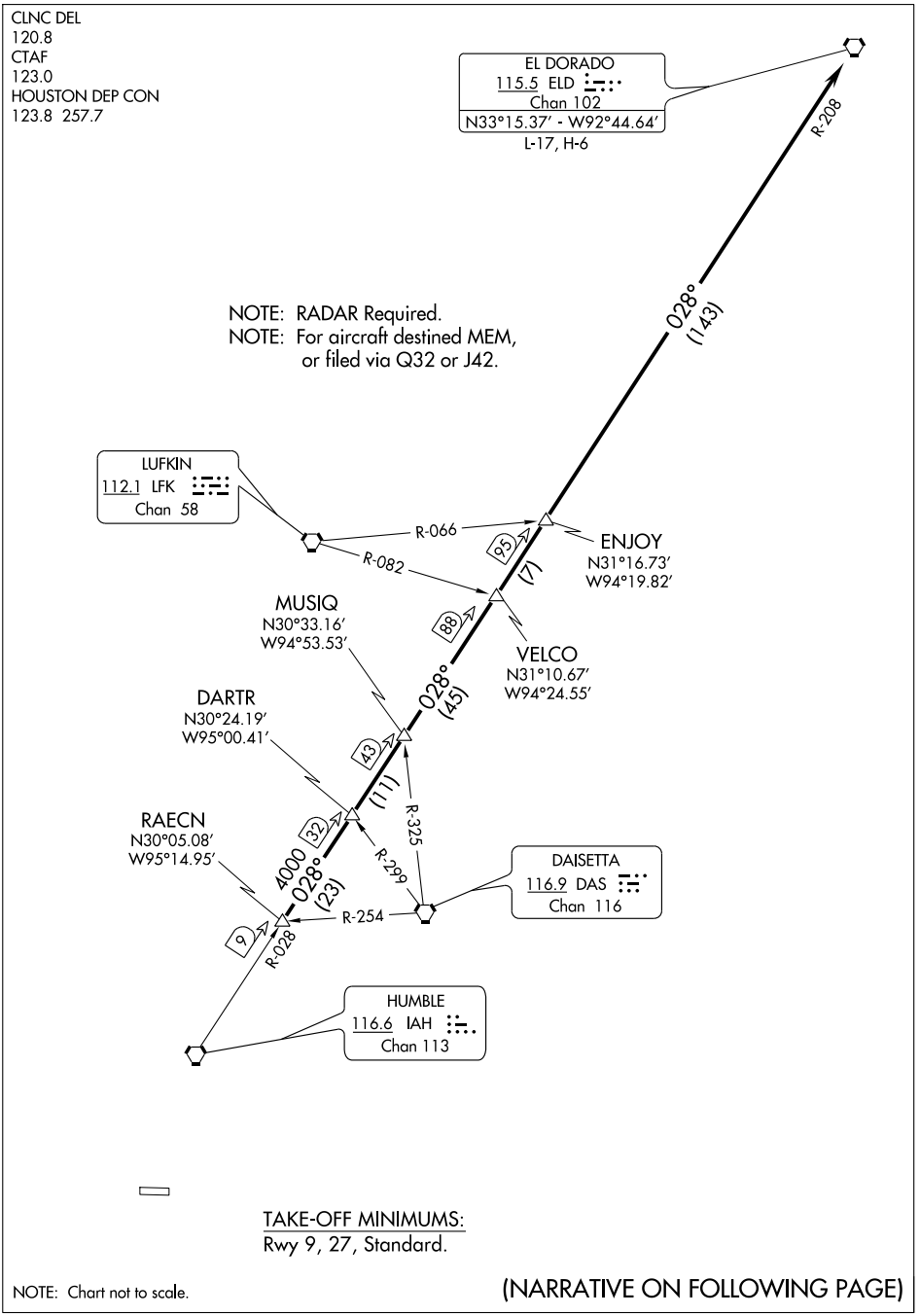
LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-6575 (FAA)



TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

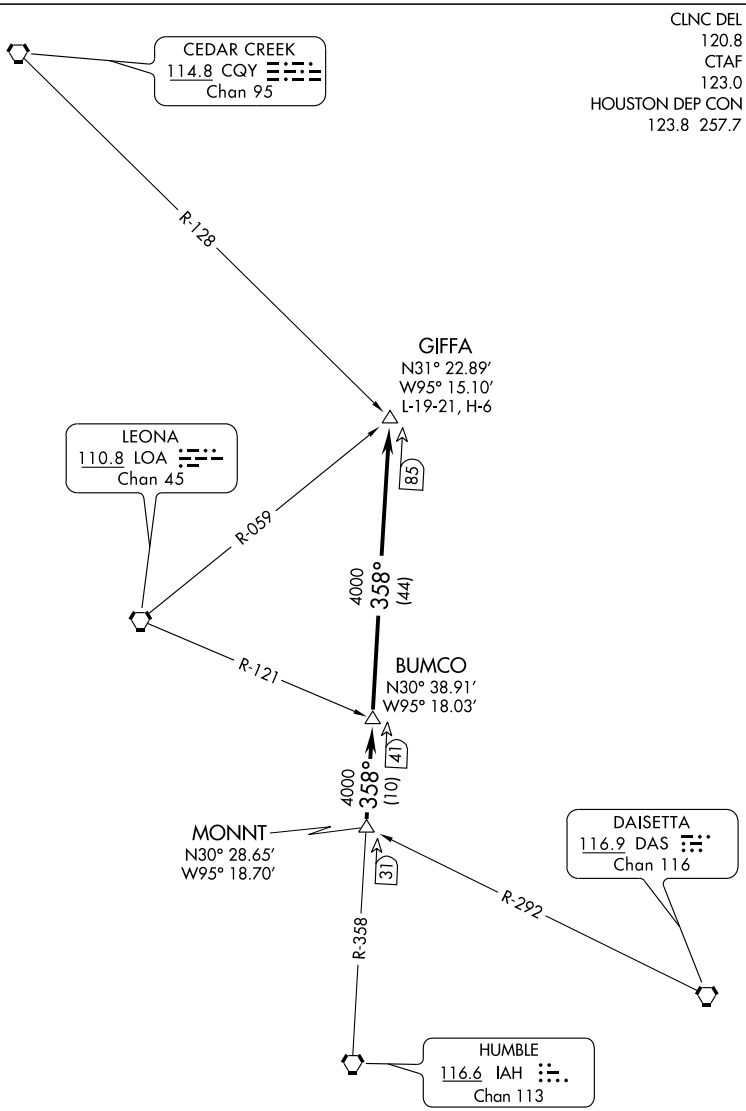
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 9, 27, Standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

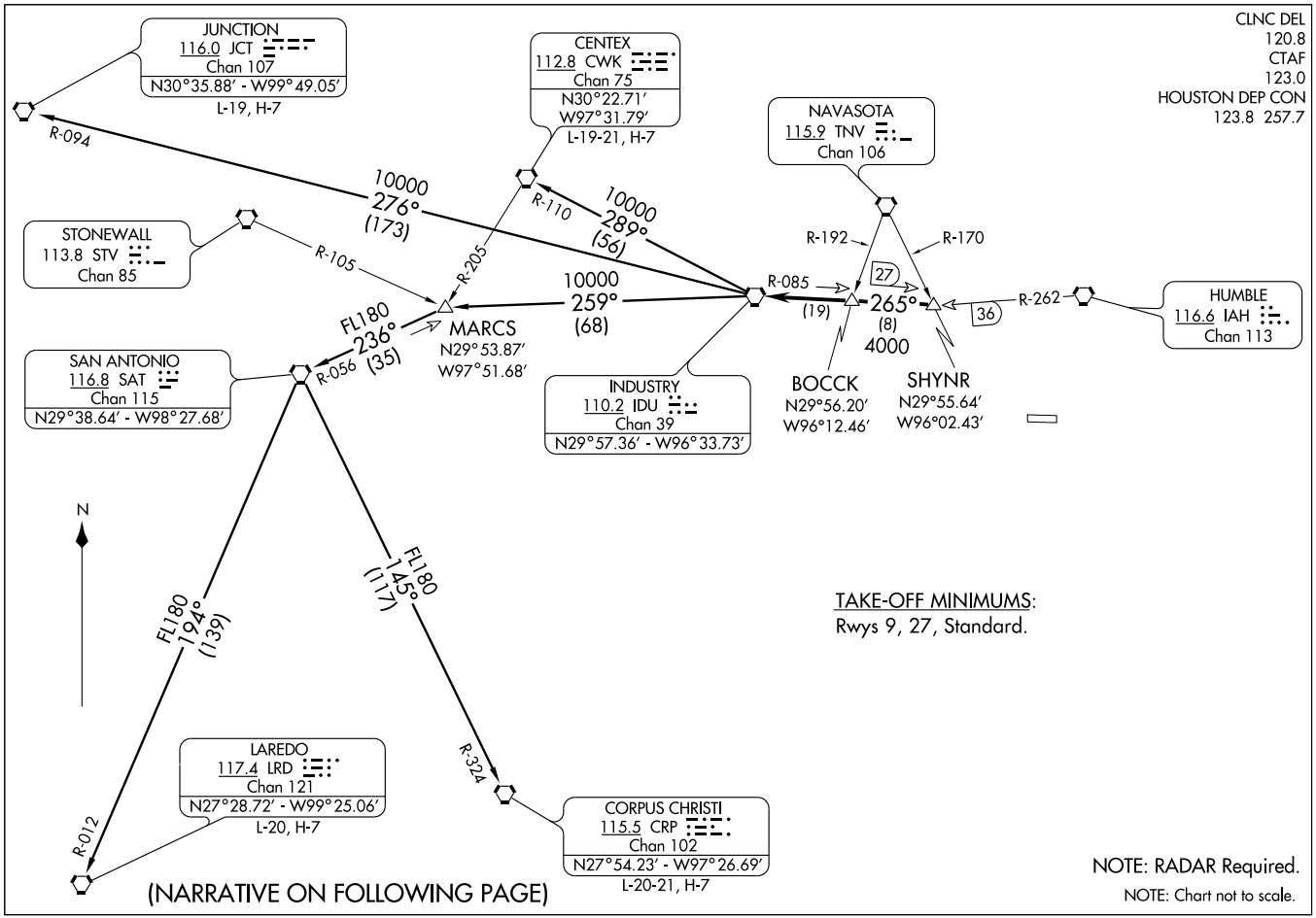
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

SL-6575 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

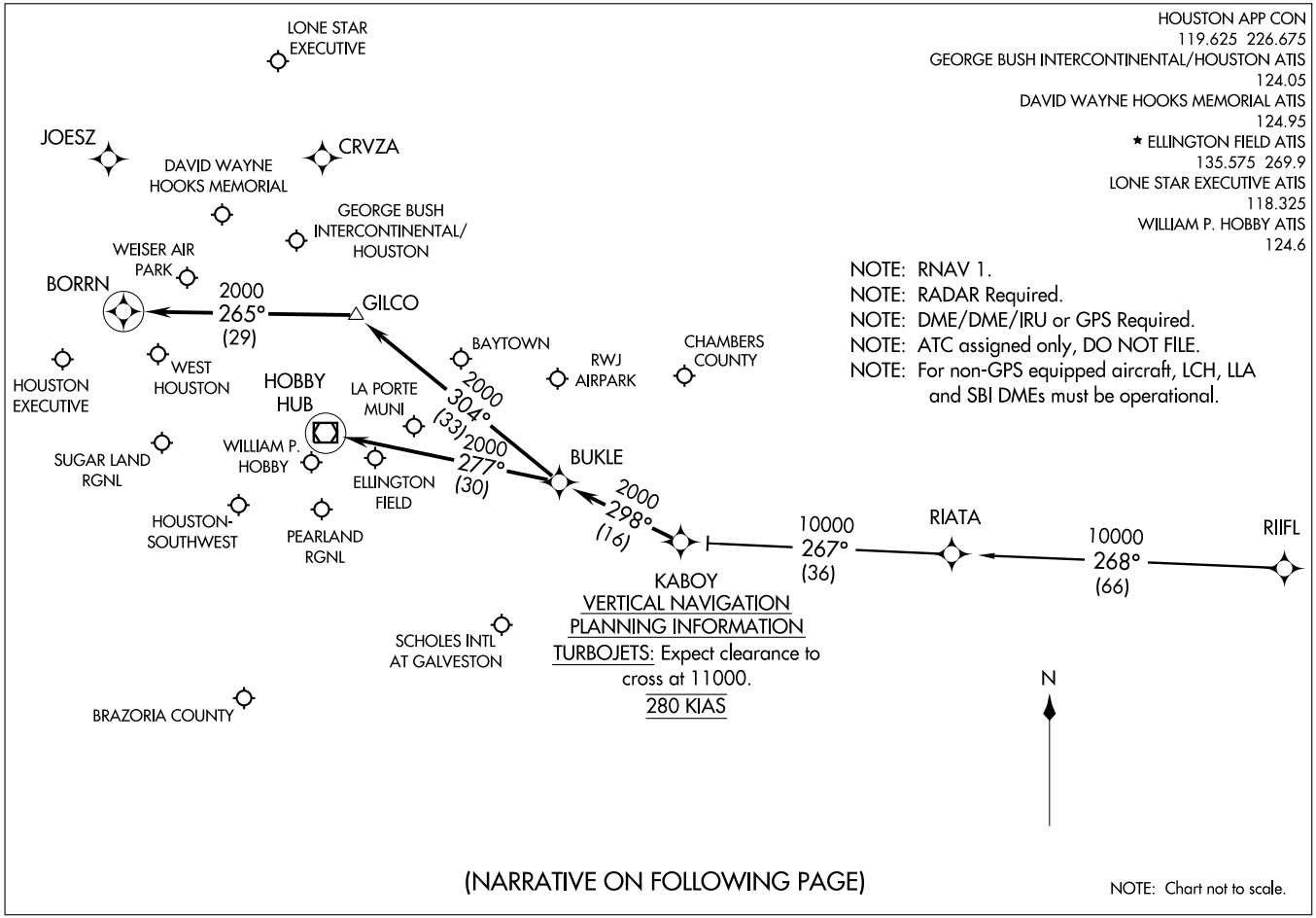
Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

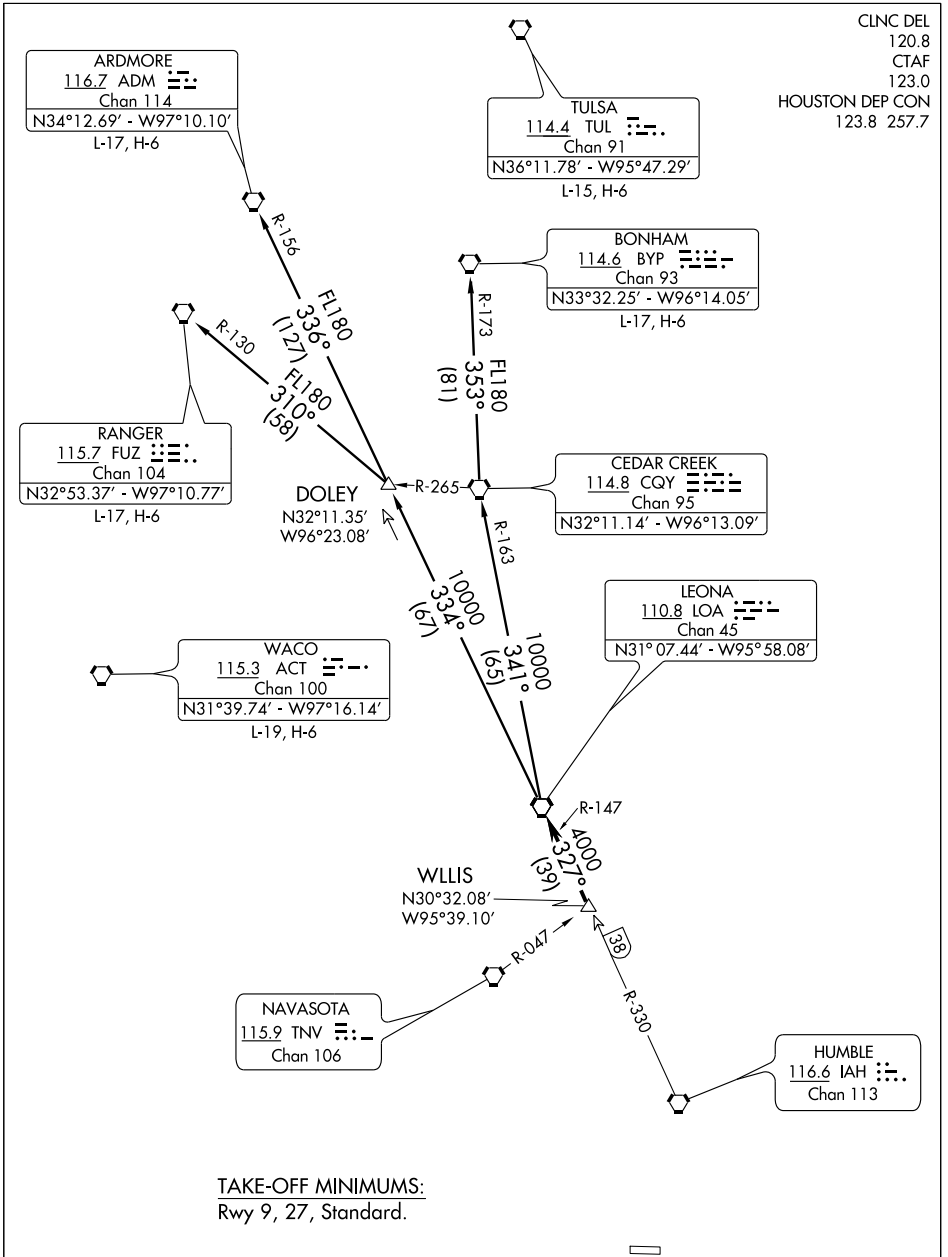
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-AXH	APP CRS	Rwy Idg	5003
108.9	089°	TDZE	68
Chan 26		Apt Elev	68

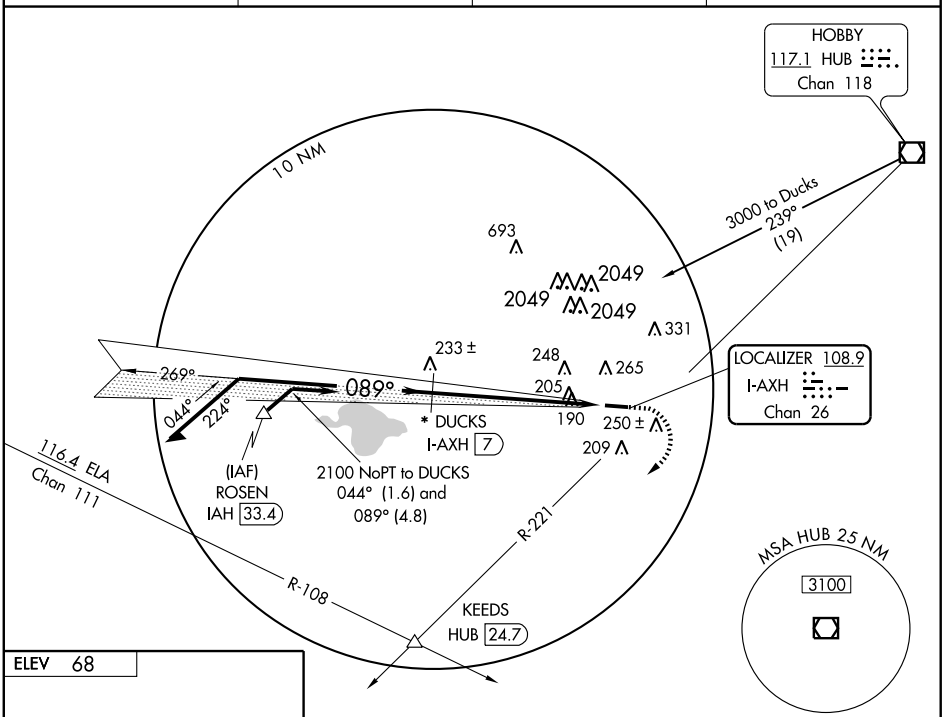
LOC/DME RWY 9
HOUSTON-SOUTHWEST (AXH)

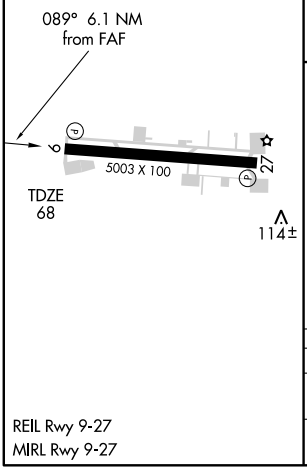
Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all MDA's 40 ft.

NA

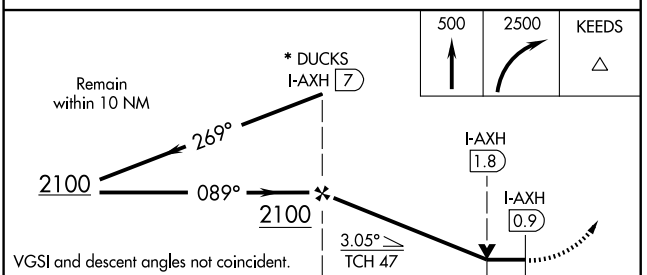
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via HUB R-221 to KEEDS Int.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)





*Maintain 3000 feet or above until established outbound for procedure turn.



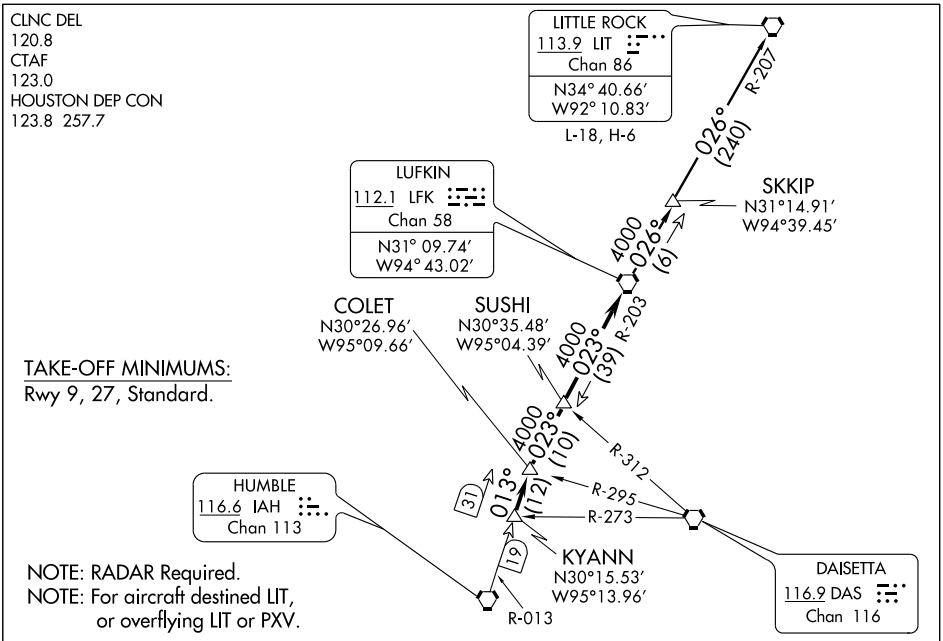
CATEGORY	A	B	C	D
S-9	480-1 412 (500-1)		480-1¼ 412 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

SL-6575 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210

HOUSTON, TEXAS
HOUSTON-SOUTHWEST (AXH)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5003
CH 90303	089°	TDZE	68
W09A		Apt Elev	68

RNAV (GPS) RWY 9
HOUSTON-SOUTHWEST (AXH)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDAs 40 feet, and LPV, LNAV/VNAV visibility ¼ mile. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting.

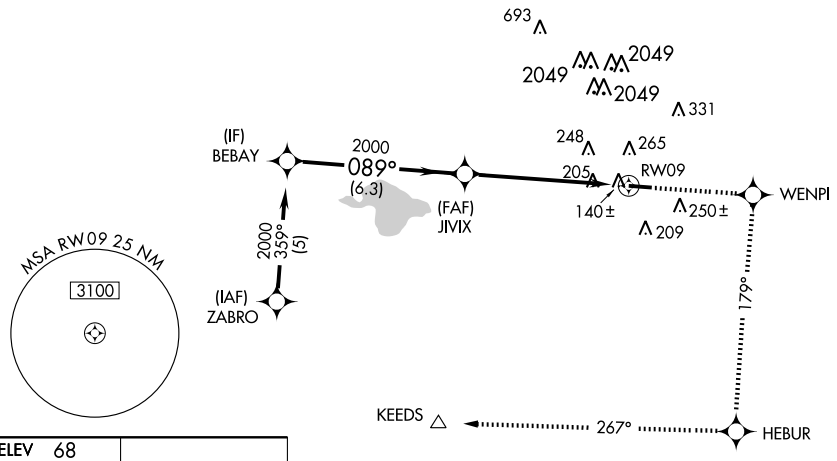
MISSED APPROACH: Climb to 2700 direct WENPI and via 179° track to HEBUR and via 267° track to KEEDS.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)

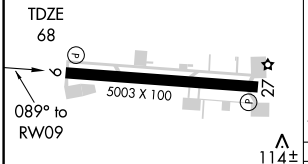
SC-5, 26 AUG 2010 to 23 SEP 2010

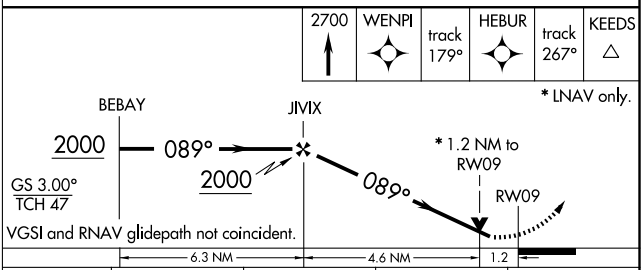
SC-5, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED



ELEV 68





CATEGORY	A	B	C	D
LPV DA	370-1 302 (400-1)			NA
LNAV/VNAV DA	499-1½ 431 (500-1½)			NA
LNAV MDA	580-1 512 (600-1)		580-1½ 512 (600-1½)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

WAAS CH 81903 W27A	APP CRS 269°	Rwy Idg 5003 TDZE 67 Apt Elev 68

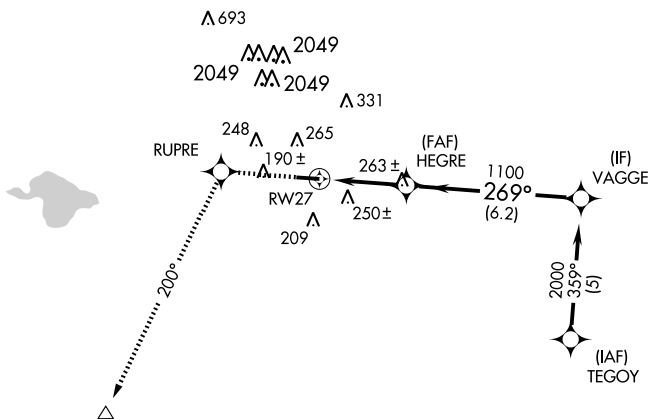
RNAV (GPS) RWY 27
HOUSTON-SOUTHWEST (AXH)

T
A NA

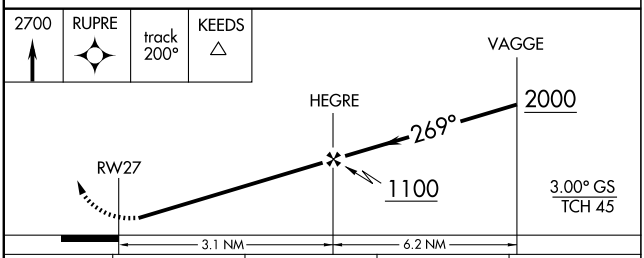
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDA's 40 feet, and LPV, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using William P. Hobby altimeter setting.

MISSED APPROACH: Climb to 2700 direct RUPRE and via 200° track to KEEDS.

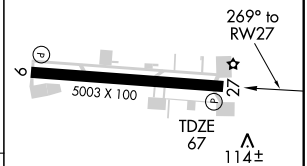
AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)



RADAR REQUIRED



ELEV 68



CATEGORY	A	B	C	D
LPV DA	367-1 300 (300-1)			NA
LNAV/VNAV DA	604-2 537 (600-2)			NA
LNAV MDA	560-1 493 (500-1)		560-1¼ 493 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

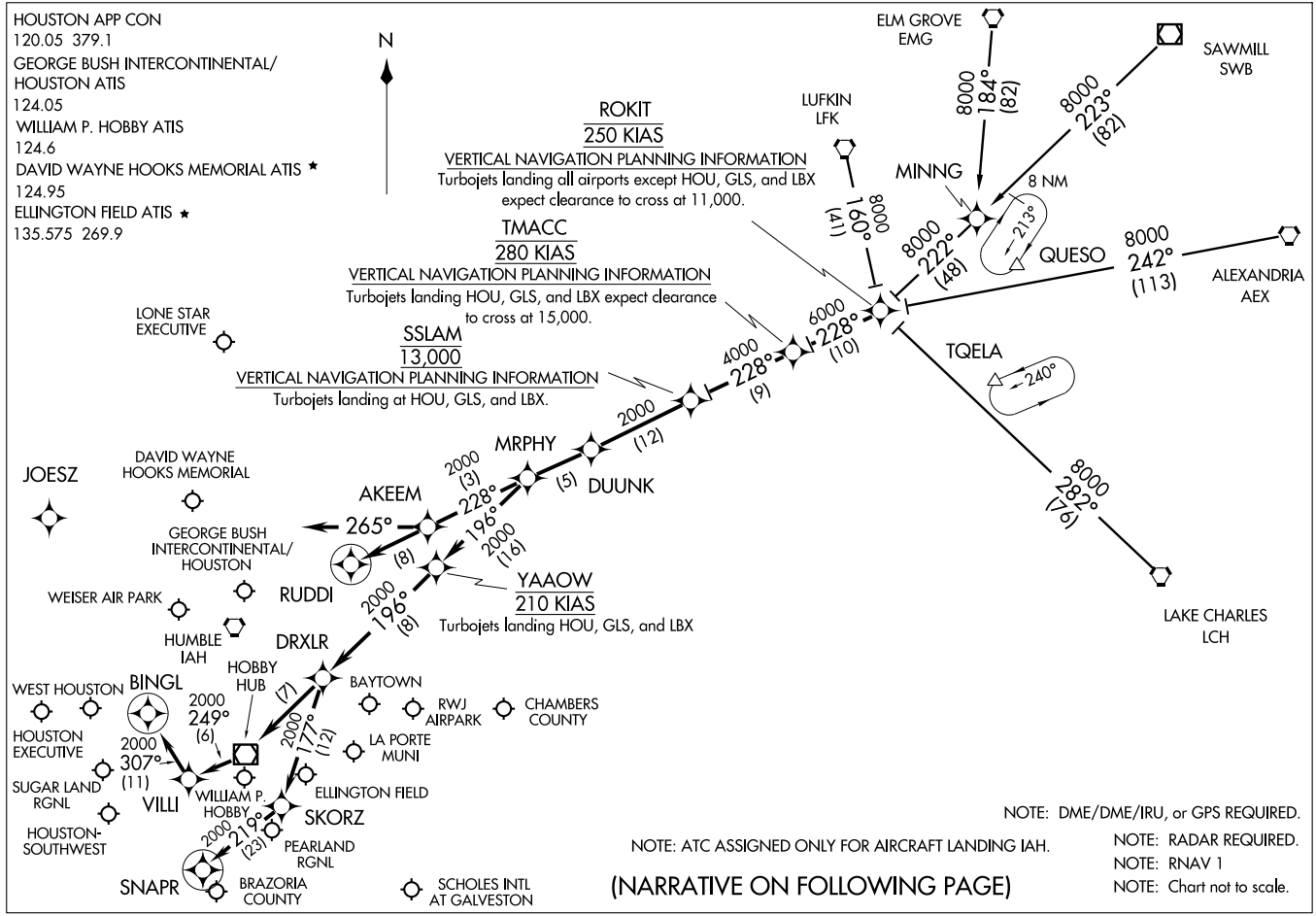
REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

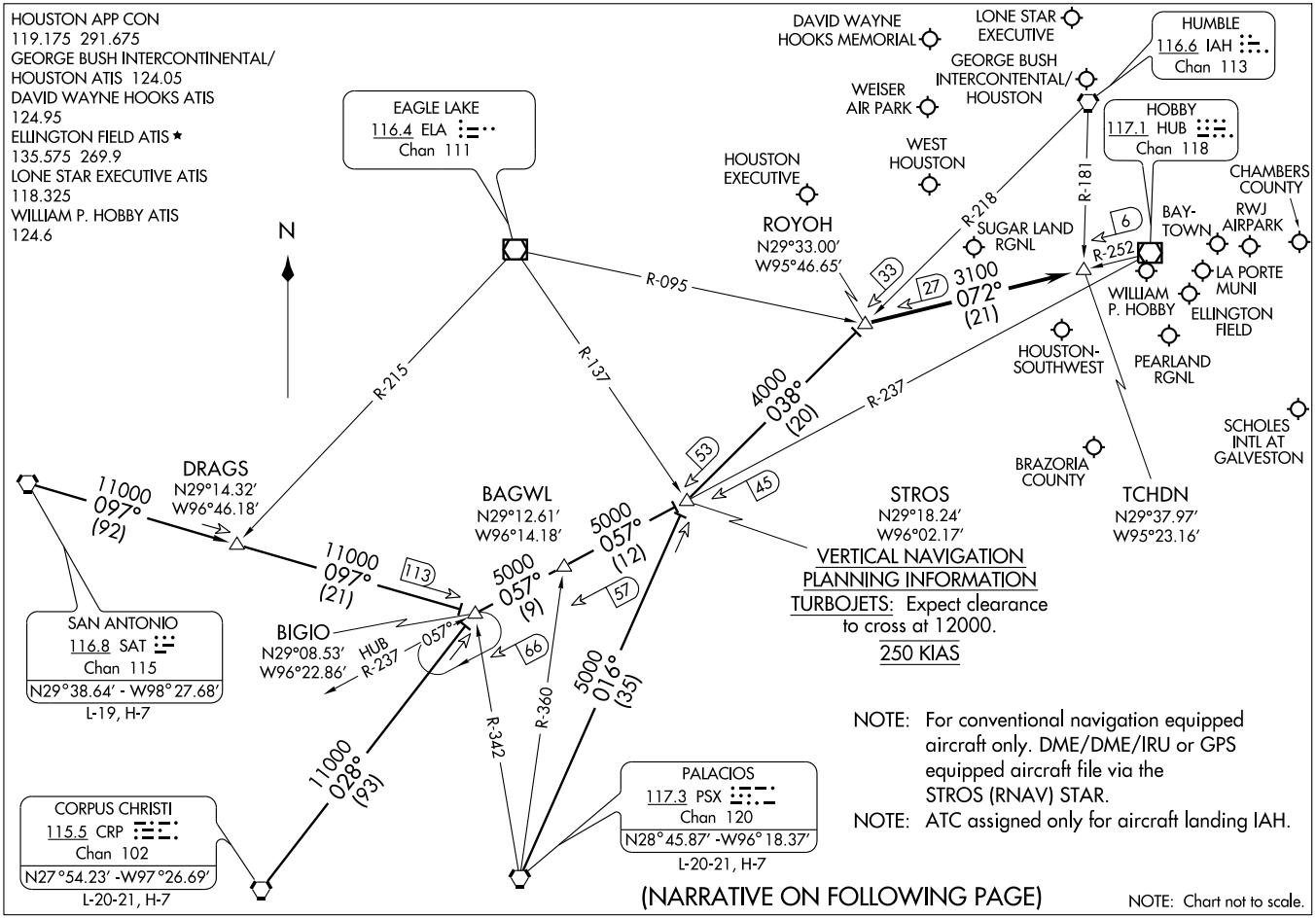
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

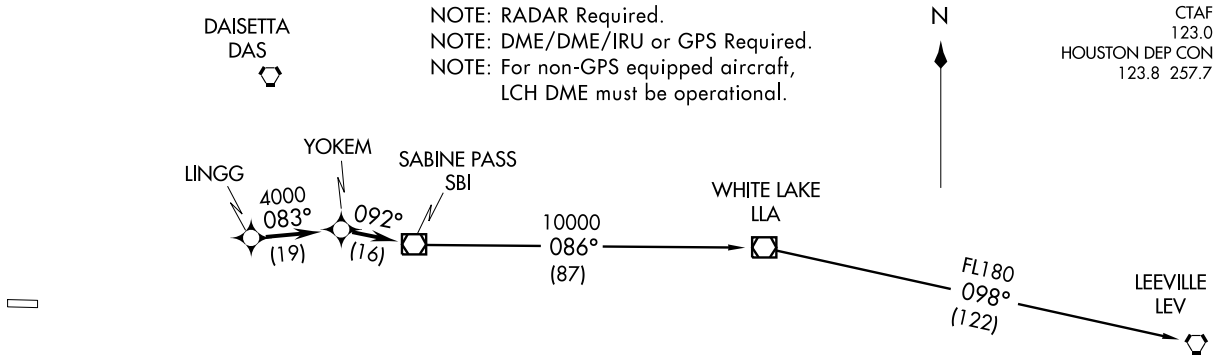
HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

SL-6575 (FAA)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

CLNC DEL 120.8
CTAF 123.0
HOUSTON DEP CON 123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 9: Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27: Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

DEPARTURE ROUTE DESCRIPTION

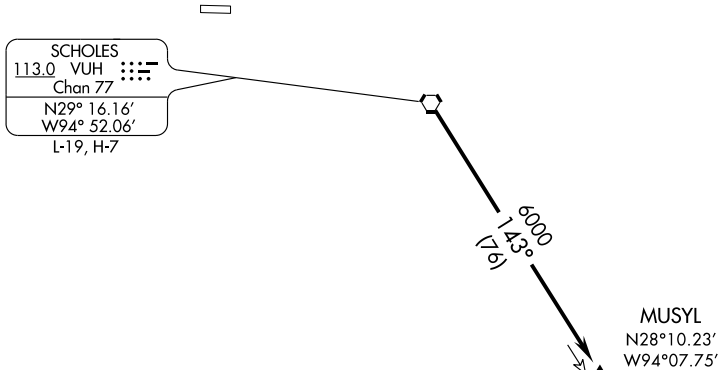
When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:
Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-6575 (FAA)
HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

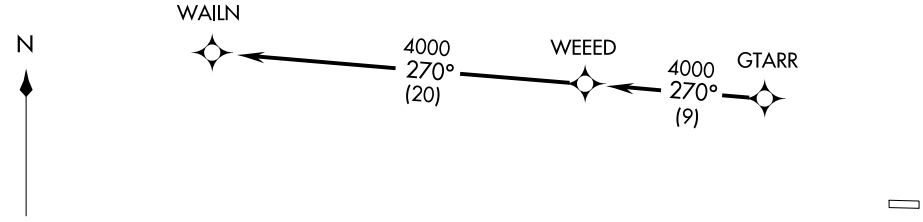
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.



TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

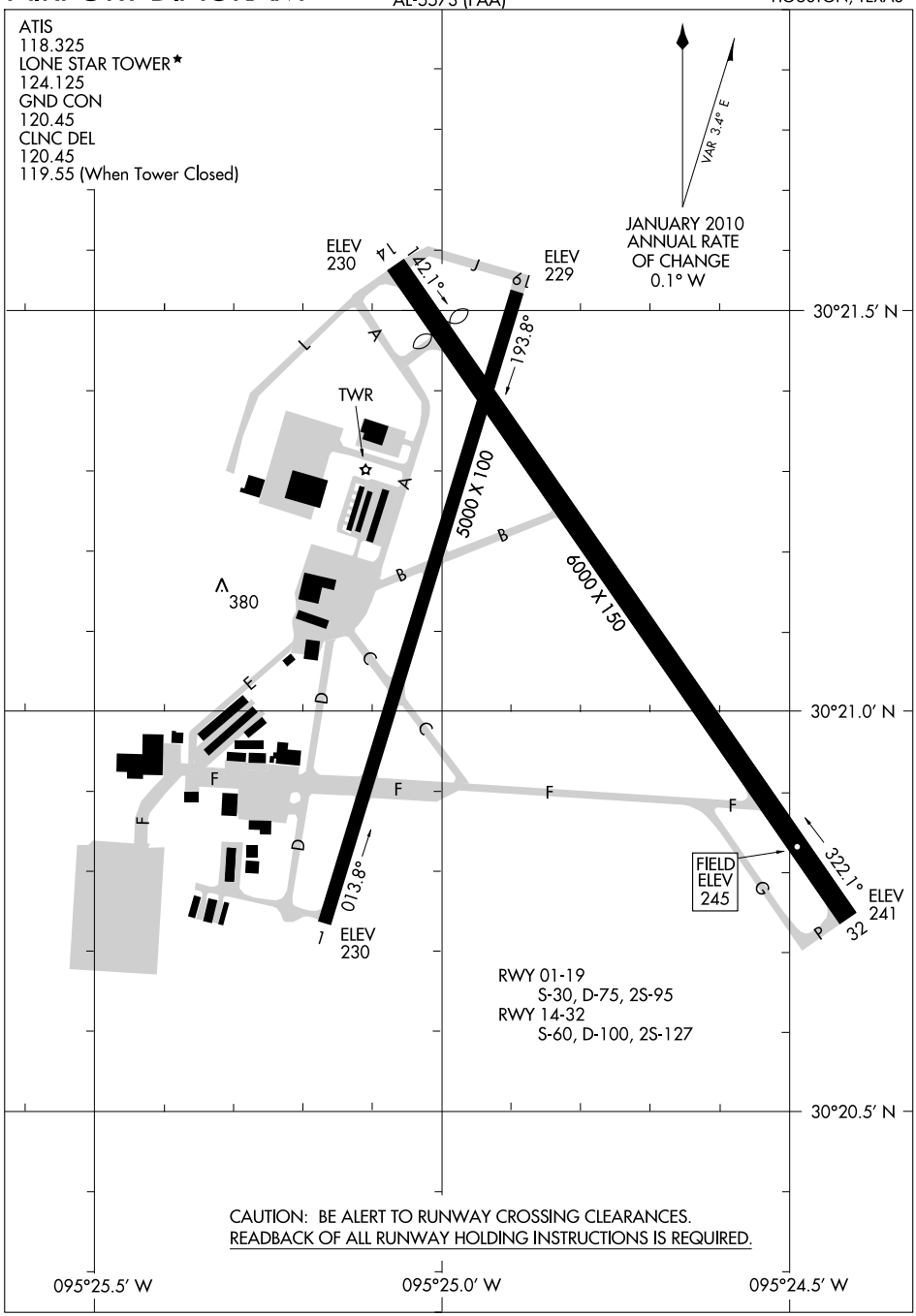
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS
AL-5573 (FAA)

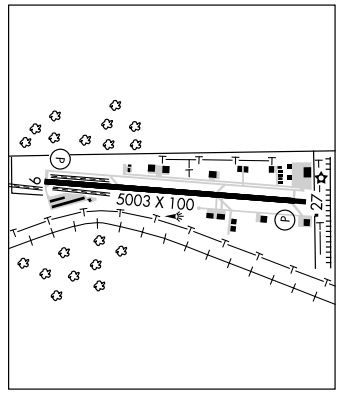


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

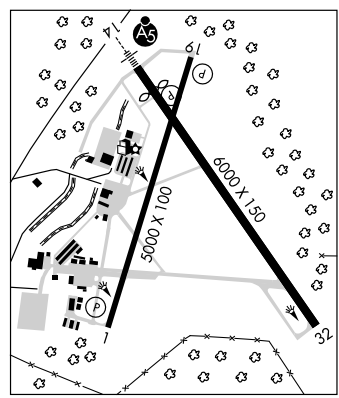
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON–SOUTHWEST (AXH) 15 SW UTC−6(−5DT) N29°30.37′ W95°28.62′ **HOUSTON**
68 B S4 **FUEL** 100LL, JET A OX 3 TPA—See Remarks NOTAM FILE CXO **COPTER**
RWY 09–27: H5003X100 (ASPH) S–60, D–75, 2D–100 MIRL **H–7C, L–19D, 21A, GOMW**
RWY 09: REIL. PAPI(P2L)—GA 3.5° TCH 50′. Trees. **RWY 27:** REL. PAPI(P2L). Road. **IAP**
AIRPORT REMARKS: Attended continuously. Ultralight and balloon ops prohibited. TPA for lgt acft 1068 (1000) and large acft 1568 (1500). No touch and go landings for transient or nonbased acft. Helicopter tfc invof arpt. MIRL Rwy 09–27 preset low ints, to incr ints & ACTIVATE REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.625 (281)431–6572.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HOUSTON APP/DEP CON** 123.8 **CLNC DEL** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.
HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 225° 13.8 NM to fld. 82/5E.
ILS/DME 108.9 I–AXH Chan 26 Rwy 09. (Loc only).



LONE STAR EXECUTIVE (CXO) 37 N UTC−6(−5DT) N30°21.14′ W95°24.87′ **HOUSTON**
245 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE CXO **H–7C, L–19D, 21A, GOMW**
RWY 14–32: H6000X150 (CONC) S–60, D–100, 2S–127 MIRL **IAP, AD**
RWY 14: MALSR. PAPI(P2L)—GA 3.0° TCH 31′. Thld dsplcd 589′. Tree.
RWY 32: REIL. Antenna.
RWY 01–19: H5000X100 (CONC) S–30, D–75. 2S–95 MIRL
RWY 01: PAPI (P2L)—GA 3.0° TCH 33′. Trees.
RWY 19: PAPI (P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300–0300Z‡. Extensive military helicopter activity on arpt. Helicopters use right-hand traffic. MIRL Rwy 14–32 preset low intensity, increase intensity and ACTIVATE MALSR Rwy 14 and REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (936)760–4237.
COMMUNICATIONS: CTAF 124.125 **ATIS** 118.325 **UNICOM** 122.95
MONTGOMERY COUNTY RCO 122.2 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP/DEP CON** 119.7 **CLNC DEL** 119.55 (when twr clsd)
TOWER 124.125 (1300–0400Z‡) **GND CON** 120.45
CLNC DEL 120.45
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 346° 23.9 NM to fld. 90/5E. **HIWAS.**
ALIBI NDB (LOM) 281 CX N30°25.92′ W95°28.58′ 141° 5.7 NM to fld. NOTAM FILE CXO.
ILS/DME 108.7 I–CXO Chan 24 Rwy 14. Class IB. LOM ALIBI NDB.



NORTH HOUSTON BUSINESS (9X1) 23 N UTC−6(−5DT) N30°09.20′ W95°19.32′ **HOUSTON**
122 **FUEL** 100LL NOTAM FILE CXO **COPTER**
RWY 17–35: H3594X46 (ASPH) S–12.5 LIRL **L–19E, 21A**
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Deer on and invof arpt. Rwy 17–35 unmarked.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 001° 11.8 NM to fld. 90/5E. **HIWAS.**

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS

HOUSTON/ LONE STAR EXECUTIVE (CXO)

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

MUSIQ
N30°33.17′
W94°53.53′

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

POLK
108.4 FXU
Chan 21

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

R-082 16 082° (49) V212 R-265 49 (49) V212 J50 4000 *2000 085° (115) R-266 FL190 094° (92) R-273 J50 FL190 094° (95) R-277

65 R-264

(45) 43 (111) R-325 R-299 J29 32 028° (23) R-254 9 R-028

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

SL-5573 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

6000
128°
(35)

LUKIY

6000
129°
(70)

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

LEONA
LOA

6000
184°
(29)

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

BAZBL

6000
079°
(19)

COLLEGE
STATION
CLL

6000
061°
(37)

ILEXY

See Following Page For Arrival Routes.

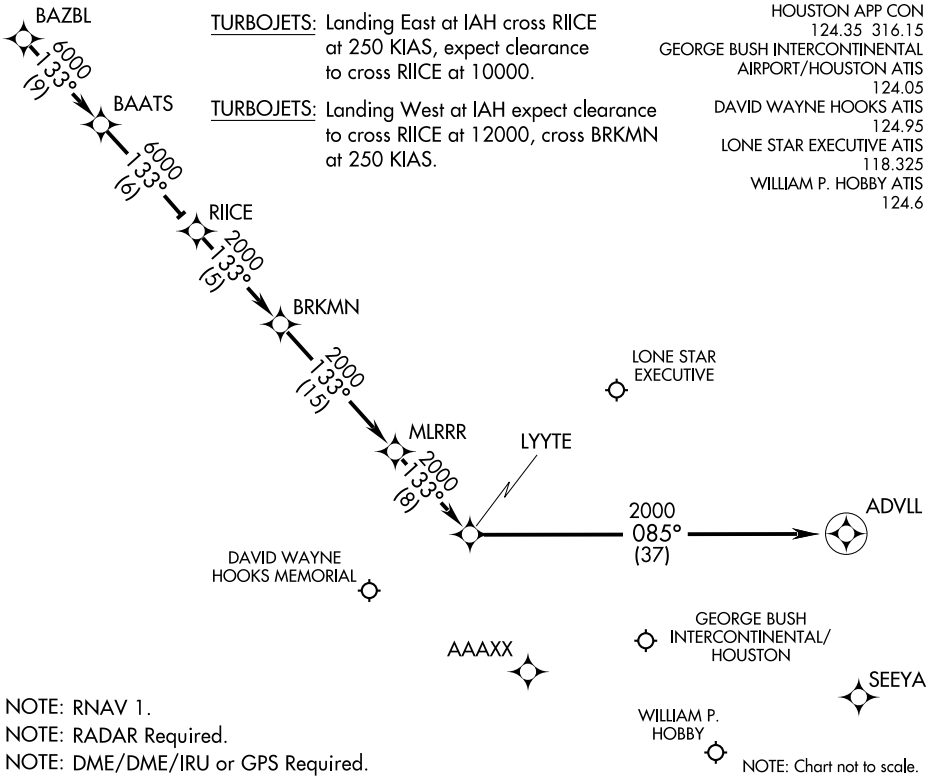
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS



ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

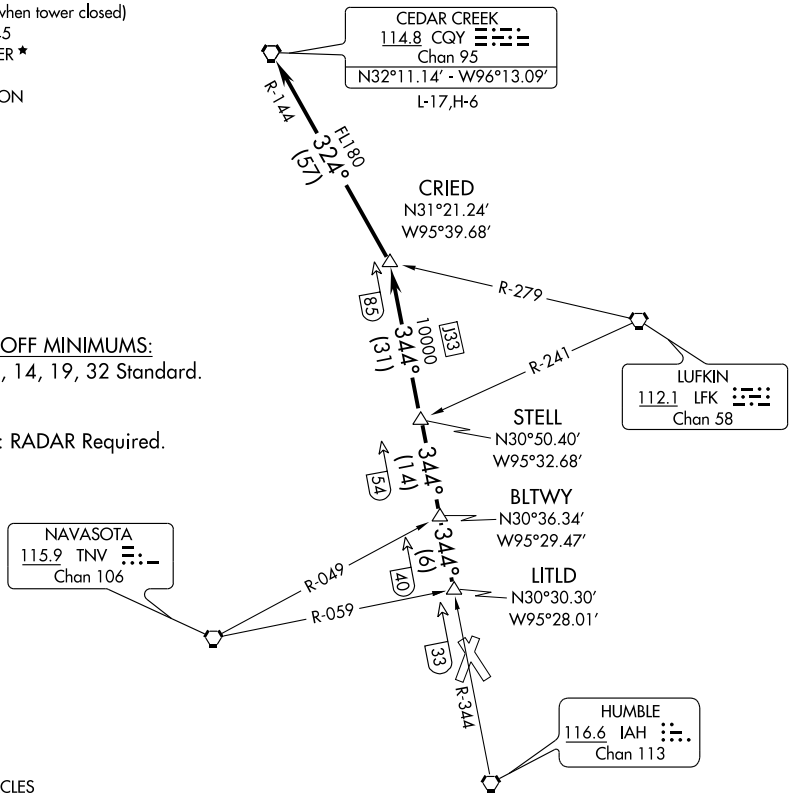
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

CRIED FOUR DEPARTURE

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON 120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL.
OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL.
Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL.
Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL.
OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL.
Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL.
Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL.
Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL.
Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

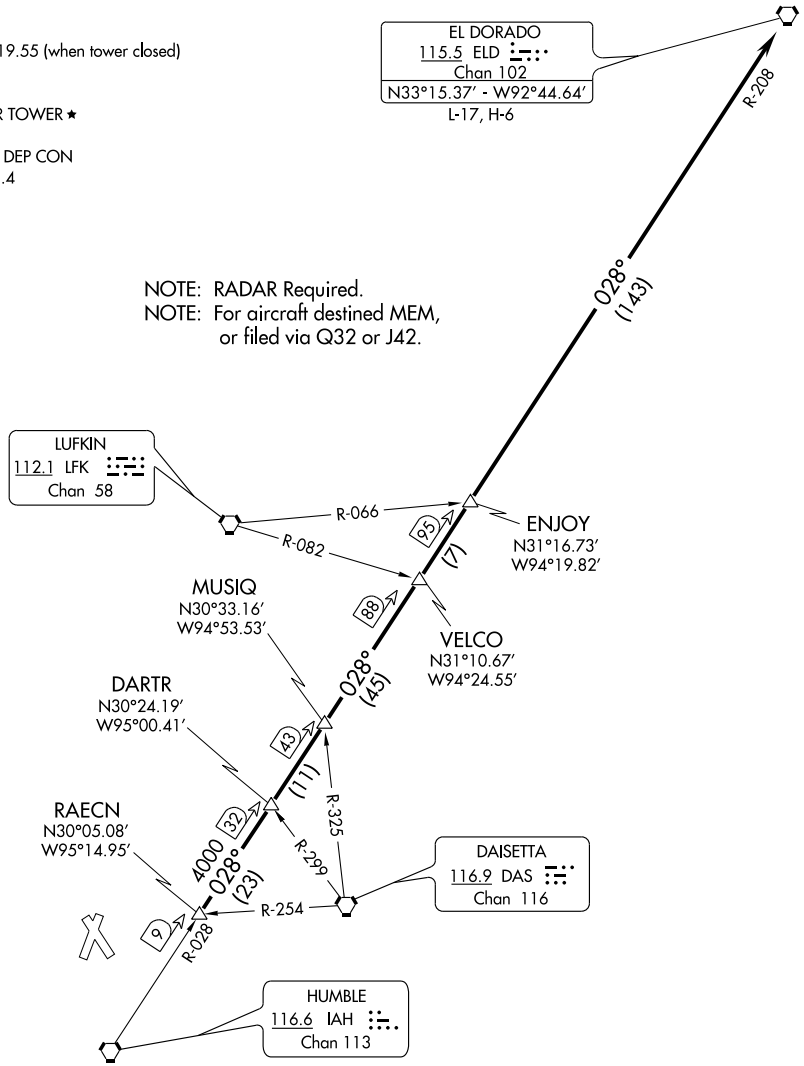
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

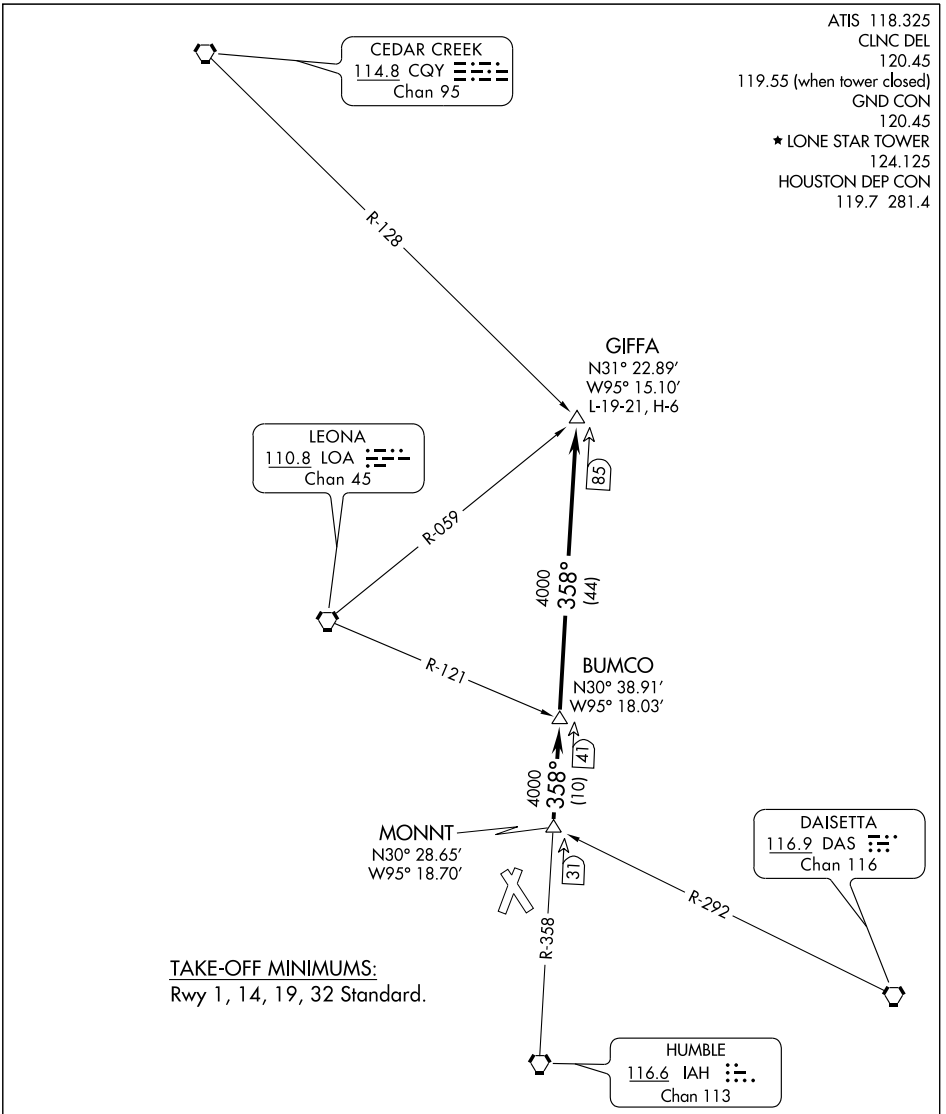
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

GIFFA FOUR DEPARTURE

SL-5573 (FAA)



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
Obstruction light on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

GILCO ONE ARRIVAL

(GILCO.GILCO1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

LONE STAR EXECUTIVE

DAVID WAYNE HOOKS MEMORIAL

GEORGE BUSH INTERCONTINENTAL/ HOUSTON

HUMBLE
116.6 IAH
Chan 113

LAKE CHARLES
113.4 LCH
Chan 81

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63'-W91°59.55'
L-21-22, H-7

BATON ROUGE
116.5 BTR
Chan 112

EATON
110.6 LBY
Chan 43

SEMMES
115.3 SJI
Chan 100
N30°43.56'-W88°21.56'
L-21-22, H-6-7

SABINE PASS
115.4 SBI
Chan 101
N29°41.20'-W94°02.28'
L-19-21, H-7

WHITE LAKE
110.4 LLA
Chan 41

SNYDE
N30°25.02'
W089°15.37'

TOPEZ
N29°37.34'
W091°27.63'

DRAPH
N29°39.97'
W094°39.34'

GILCO
N29°53.94'
W095°12.44'

KUGLE
N29°31.05'
W093°53.59'

HARVEY
114.1 HRV
Chan 88

TIBBY
112.0 TBD
Chan 57

TRINITY
113.6 MHF
Chan 83

WOLDE
N29°32.01'
W094°20.68'

GIRLY
N29°29.09'
W093°04.64'

JEPEG
N29°27.40'
W092°27.47'

POLND
N29°18.95'
W091°14.15'

LAURL
N28°52.95'
W093°21.31'

KLAMS
N28°15.00'
W092°49.66'

HOBBY
117.1 HUB
Chan 118

LEEVILLE
113.5 LEV
Chan 82
N29°10.51'-W90°06.24'
L-21-22, H-7-8

265° 8 R-111 2000 *1700 291° (32) 40 DRAPH

R-009 R-027 3000 *1600 291° (18) 58 R-085 21

6000 *1300 233° (119) R-136 6000 *1400 265° (24) 45 KUGLE

6000 *1400 (43) 88 14000 *1400 265° (32) 120 GIRLY

R-171 6000 *2800 239° (71)

R-196 265° 125 (65) JEPEG

R-184 174 16000 *2100 258° (77) HARVEY

16000 *1500 258° (53) 130 R-172 R-224° TIBBY

FL180 276° (60) POLND

FL180 244° (124) FL320 244° (50) SNYDE R-171 FL320 244° (50)

6000 *1400 (47) 60 LAURL

16000 *1400 316° (47) 107 KLAMS

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 13000.
280 KIAS

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the WOLDE (RNAV) STAR.
NOTE: KLAMS Transition: DME Required.
NOTE: SBI Transition: ATC assigned only. DO NOT FILE.

NOTE: Chart not to scale.

ST-5461(FAA)

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.GILCO1): From over HRV VORTAC via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

JEPEG TRANSITION (JEPEG.GILCO1): From over JEPEG INT via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

KLAMS TRANSITION (KLAMS.GILCO1): From over KLAMS INT via SBI R-136 to KUGLE INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LAFAYETTE TRANSITION (LFT.GILCO1): From over LFT VORTAC via LFT R-230 to GIRLY INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LEEVILLE TRANSITION (LEV.GILCO1): From over LEV VORTAC via LEV R-276 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SABINE PASS TRANSITION (SBI.GILCO1): From over SBI VOR/DME via SBI R-233 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SEMMES TRANSITION (SJI.GILCO1): From SJI VORTAC via SJI R-244 to TOPEZ INT, then via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9:
. . . . From GILCO INT fly heading 265° for vectors to final approach course.

ALL OTHER RUNWAYS:
Expect vectors to final approach course at or prior to GILCO INT.

ALL OTHER AIRPORTS:

Expect vectors to final approach course at or prior to GILCO INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

GUSTI TWO DEPARTURE (RNAV)

(GUSTI2.GUSTI) 10210

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

N

DEPARTURE ROUTE DESCRIPTION

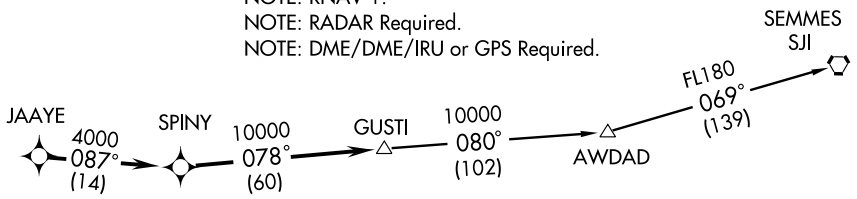
When entering controlled airspace, climb on assigned heading for radar vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence...

. . . . (transition). Maintain 4000, expect filed altitude 10 minutes after departure.

AWDAD TRANSITION (GUSTI2.AWDAD)

SEMMES TRANSITION (GUSTI2.SJI)

NOTE: For non-GPS equipped aircraft SBI, BPT, LCH, LFT, LLA, and HRV DMEs must be operational.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.

TAKE-OFF OBSTACLES:
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

SL-5573 (FAA)

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-CXO	APP CRS	Rwy Idg	5411
108.7	139°	TDZE	242
Chan 24		Apt Elev	245

ILS or LOC RWY 14

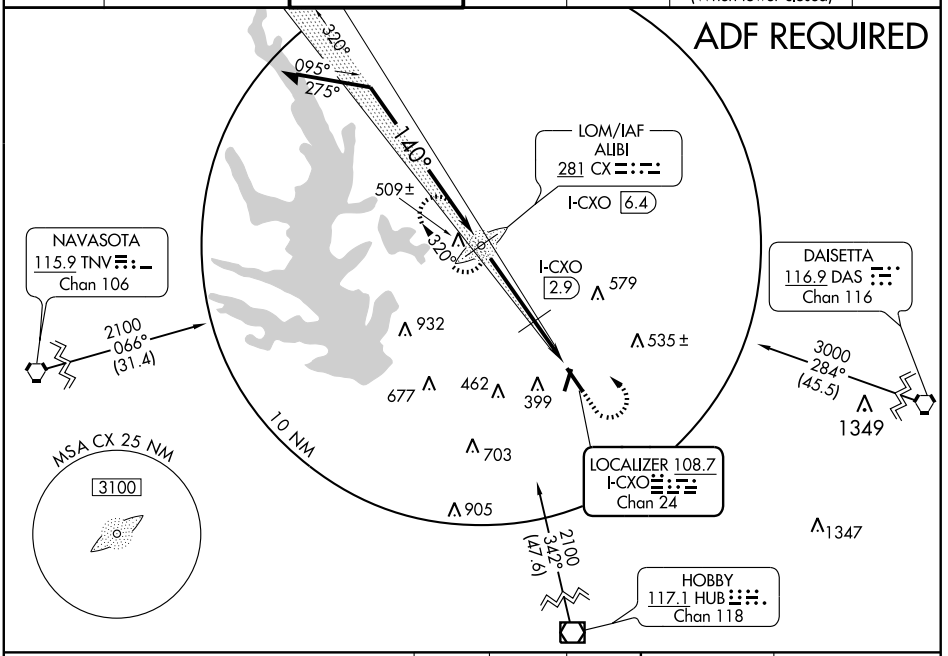
HOUSTON/ LONE STAR EXECUTIVE (CXO)

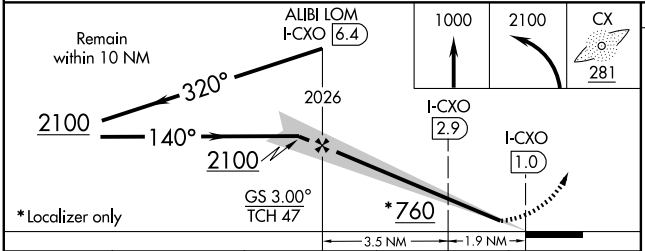
Circling NA at night.

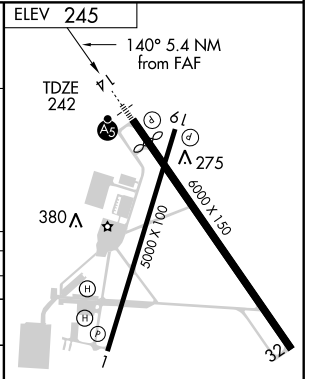
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct ALIBI LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 14	442-½ 200 (200-½)			
S-LOC 14	760-½ 518 (600-½)		760-1 518 (600-1)	760-1¼ 518 (600-1¼)
CIRCLING	760-1 515 (600-1)		760-1½ 515 (600-1½)	800-2 555 (600-2)
DME MINIMUMS				
S-LOC 14	640-½ 398 (400-½)			640-¾ 398 (400-¾)
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

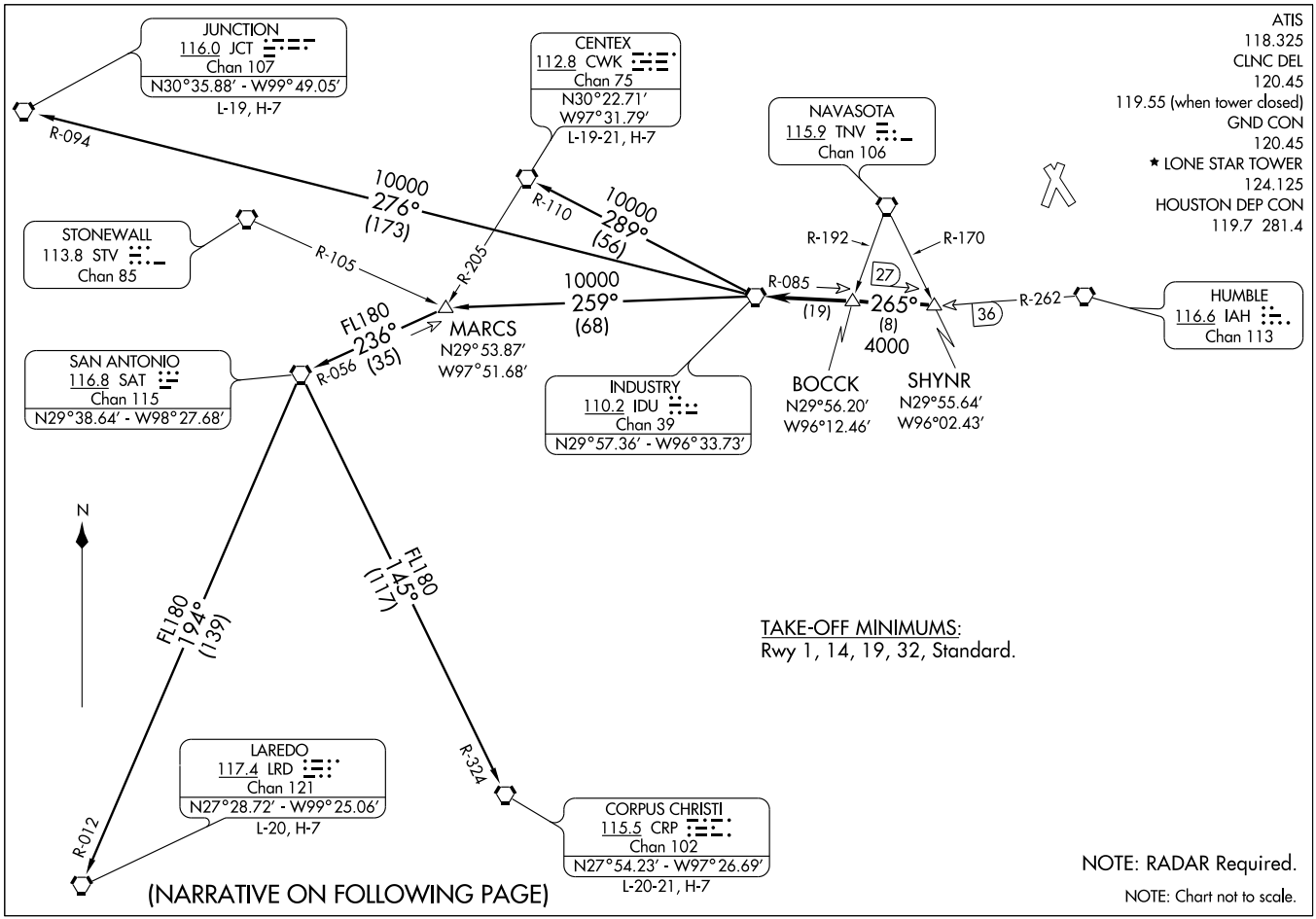
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS



ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

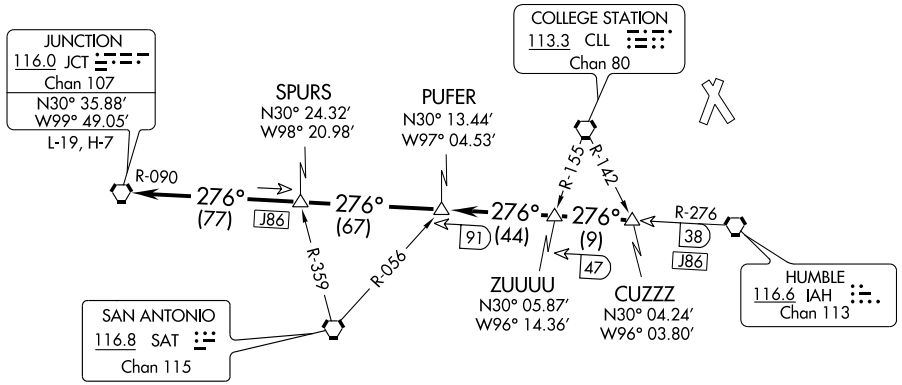
JUNCTION SEVEN DEPARTURE

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.



TAKE-OFF OBSTACLES:
Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to CUZZZ INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

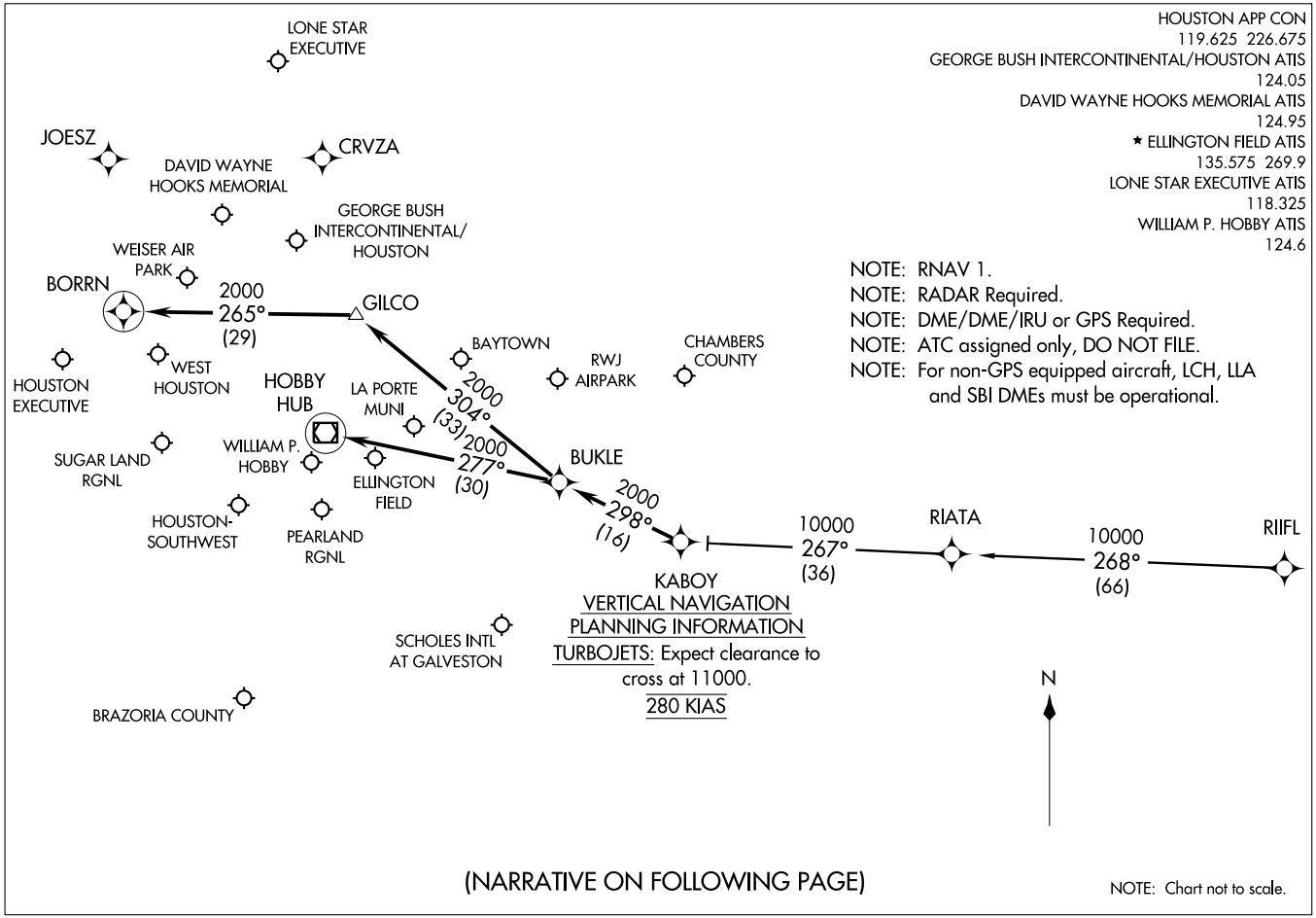
. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

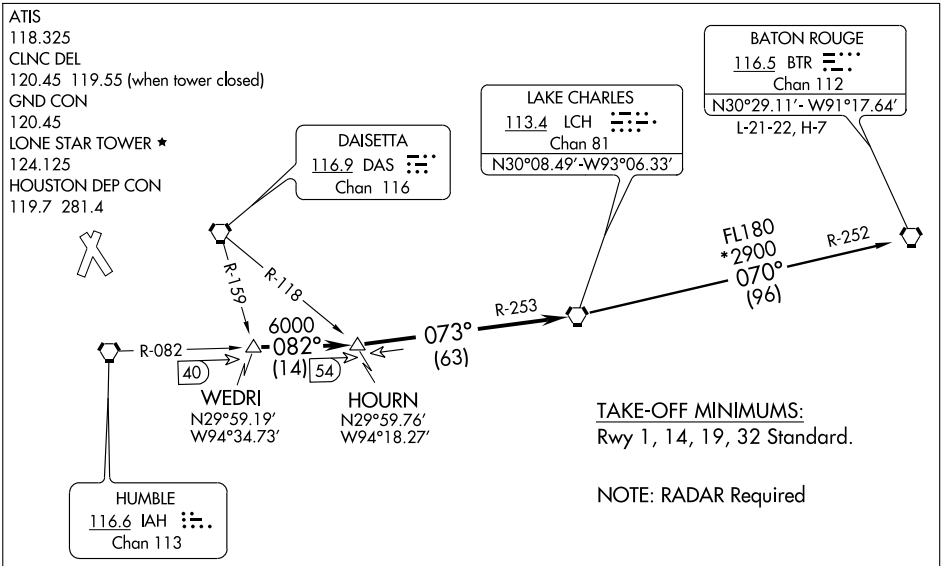
. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

LAKE CHARLES TWO DEPARTURE

SL-5573 (FAA)



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/ 314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/ 258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/ 300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/ 315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, cliimb on assigned heading for radar vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH2.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ATIS
118.325
CLNC DEL
120.45
(when tower closed) 119.55
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4

ARDMORE
116.7 ADM
Chan 114
N34°12.69′ - W97°10.10′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

WLLIS
N30°32.08′
W95°39.10′

NAVASOTA
115.9 TNV
Chan 106

HUMBLE
116.6 IAH
Chan 113

R-156
FL180
336°
(127)
R-130
FL180
310°
(58)
R-173
FL180
353°
(81)
R-265
R-163
10000
334°
(67)
10000
341°
(65)
R-147
4000
327°
(39)
R-047
(38)
R-330

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/ 314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/ 258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/ 300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/ 306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

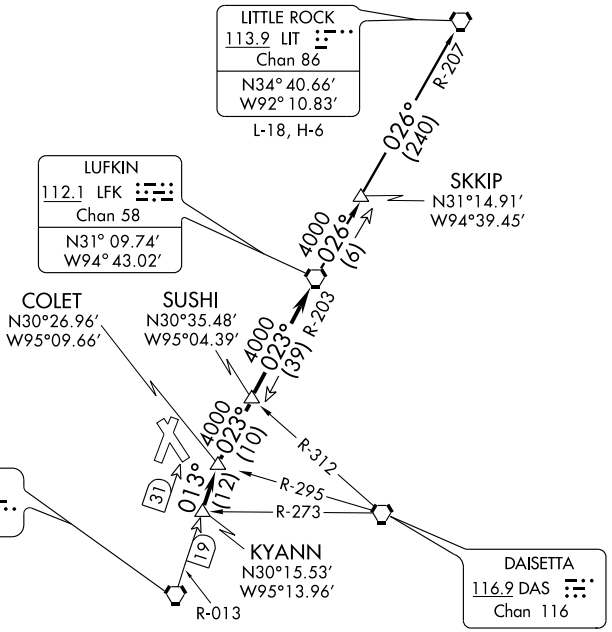
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOM CX 281	APP CRS 140°	Rwy Idg 5411 TDZE 242 Apt Elev 245

NDB RWY 14

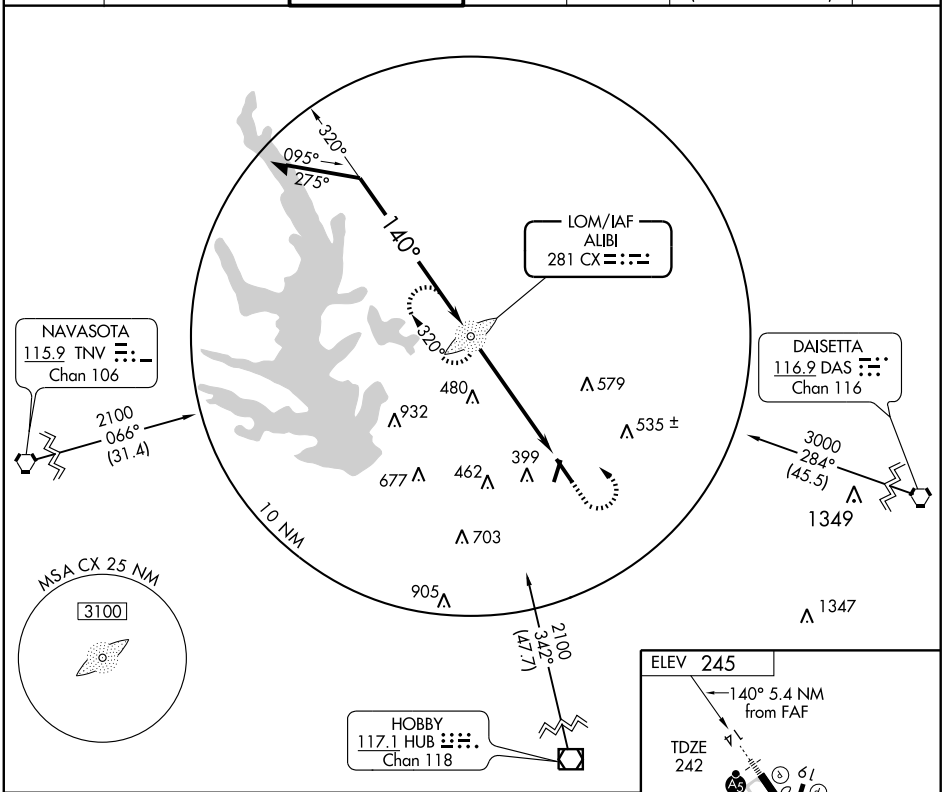
HOUSTON/ LONE STAR EXECUTIVE (CXO)

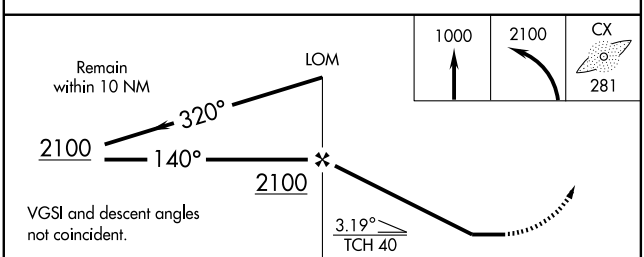
Circling NA at night.

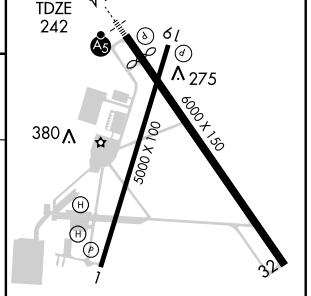
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct CX LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-14	780-¾	538 (600-¾)	780-1 538 (600-1)	780-1½ 538 (600-1½)
CIRCLING	780-1	535 (600-1)	780-1½ 535 (600-1½)	800-2 555 (600-2)

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/ LONE STAR EXECUTIVE (CXO)
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

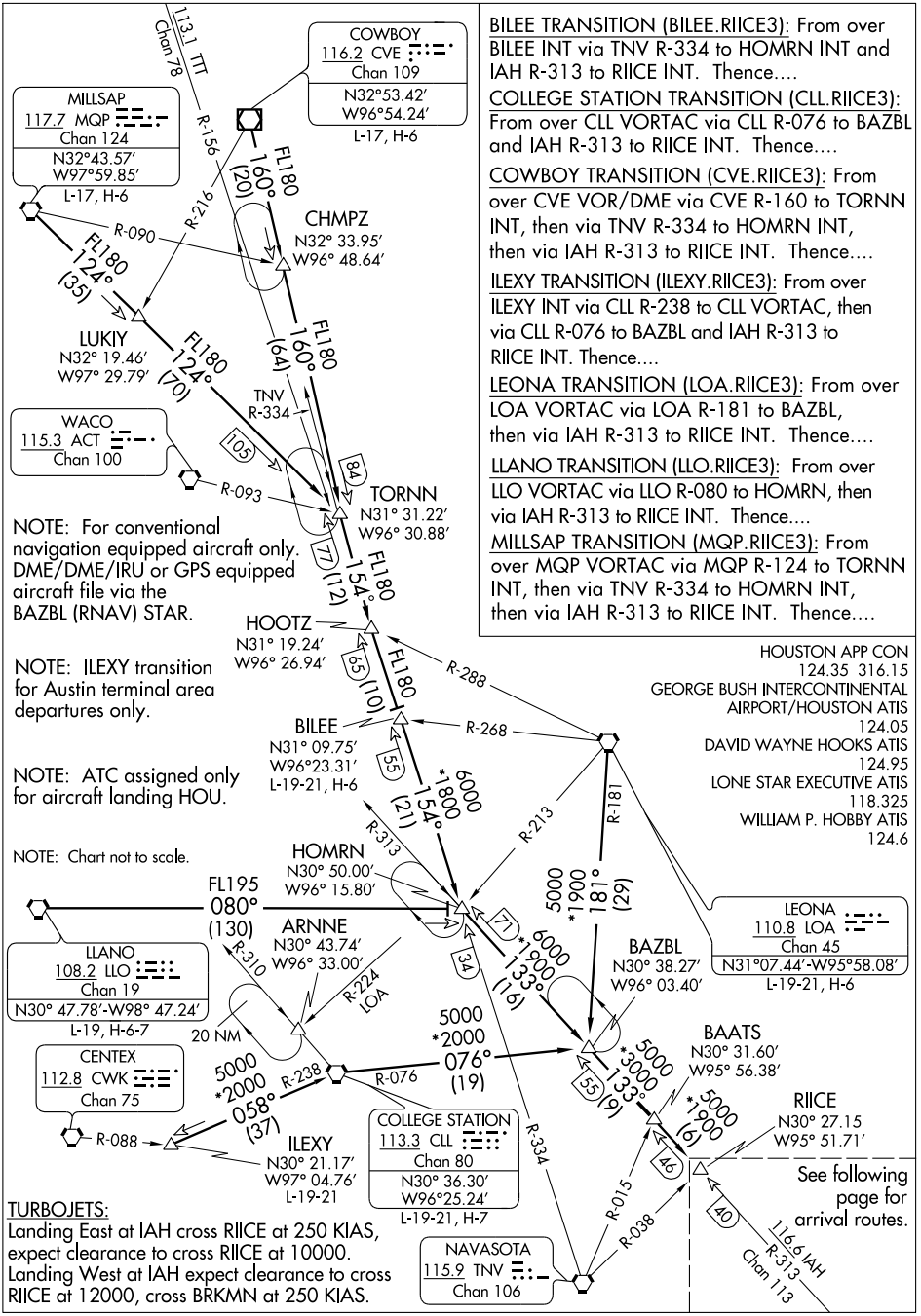
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

RIICE THREE ARRIVAL Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010



BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

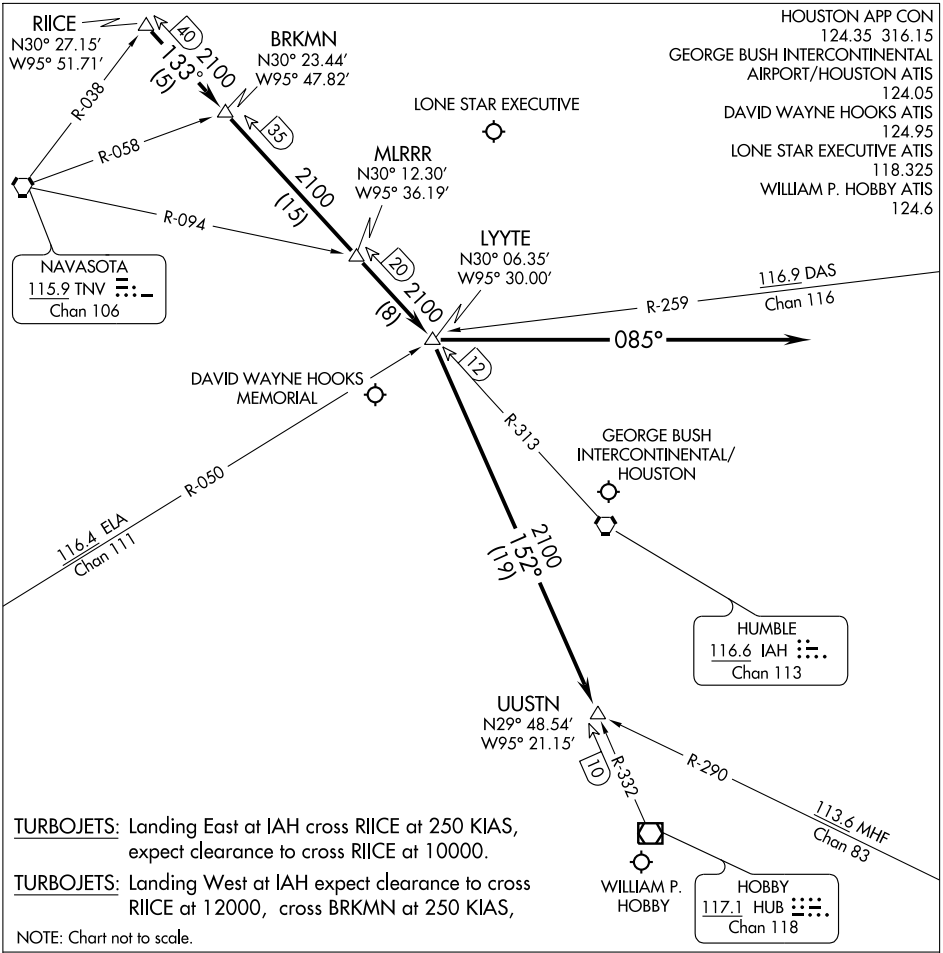
RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

(RIICE.RIICE3) 10210

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS: Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.

TURBOJETS: Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS,

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT.

LANDING RUNWAYS 26L/26R, 27: Fly heading 085° for vectors to final approach course.

LANDING ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5411
CH 99512	140°	TDZE	242
W14A		Apt Elev	245

RNAV (GPS) RWY 14

HOUSTON/LONE STAR EXECUTIVE (CXO)

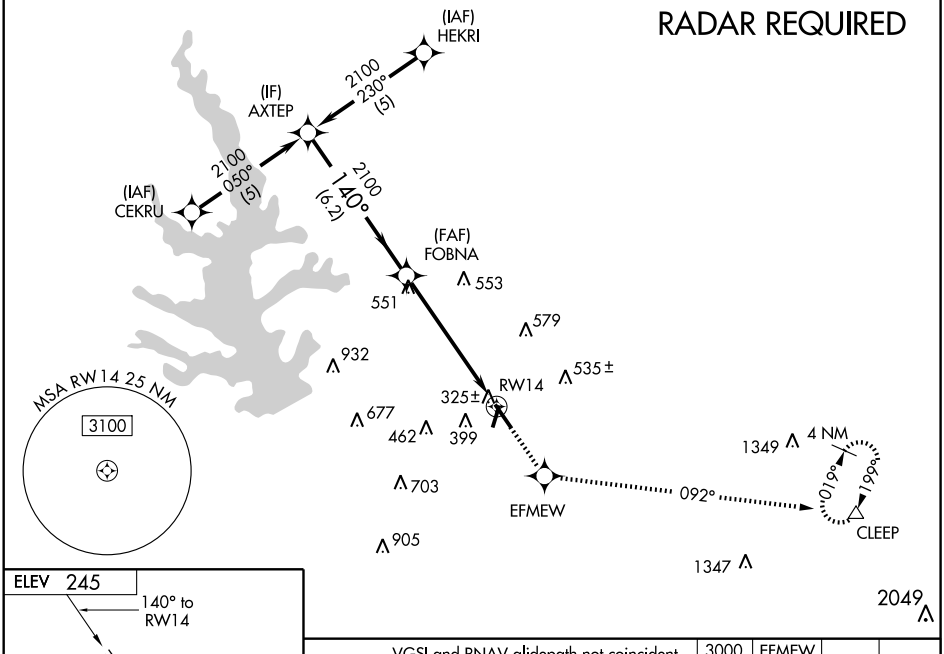
Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet, and all MDA 60 feet. Increase LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C/D visibility ¼ mile.
VDP and Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For inoperative MALSR when using David Wayne Hooks Memorial altimeter setting; increase LPV all Cats visibilty to 1 mile.

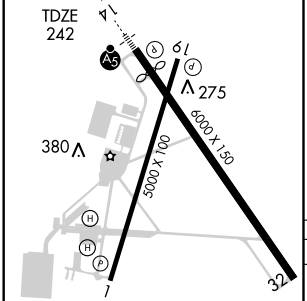
MALSR

MISSED APPROACH: Climb to 3000 direct EFMEW and via track 092° to CLEEP and hold.

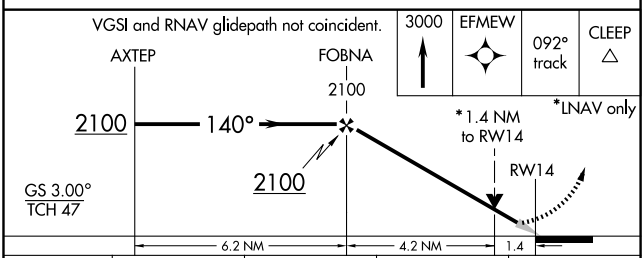
ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95

RADAR REQUIRED





REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	442-½ 200 (200-½)			
LNAV/VNAV DA	604-¾ 362 (400-¾)			
LNAV MDA	720-½ 478 (500-½)		720-¾ 478 (500-¾)	720-1 478 (500-1)
CIRCLING	720-1 475 (500-1)		720-1½ 475 (500-1½)	800-2 555 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6000
321°	TDZE	245
	Apt Elev	245

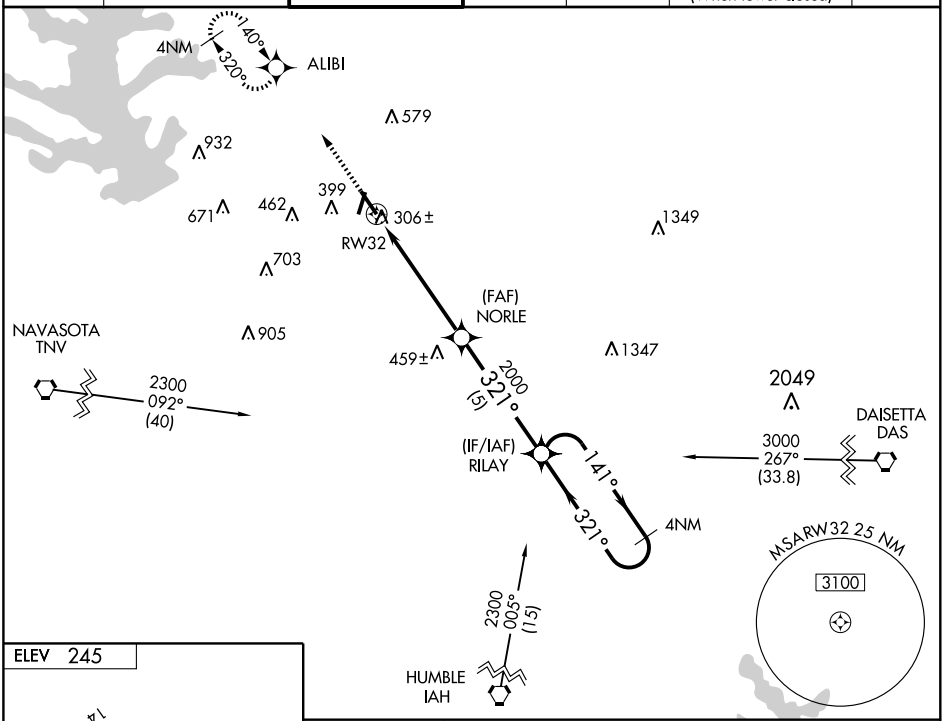
RNAV (GPS) RWY 32

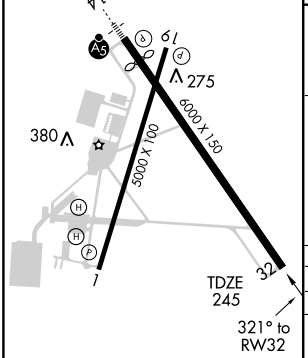
HOUSTON/ LONE STAR EXECUTIVE (CXO)

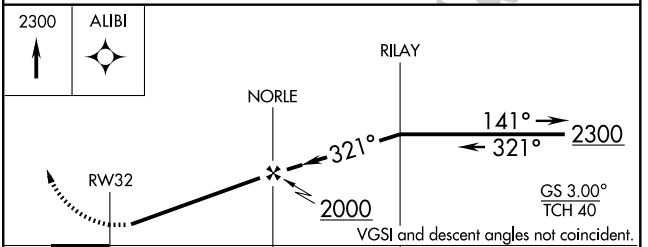
T BARO-VNAV NA below -15°C (5°F)
A NA Circling NA at night. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2300 direct ALIBI and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	640-1½ 395 (400-1½)			
LNAV MDA	660-1 415 (500-1)		660-1¼ 415 (500-1¼)	
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)

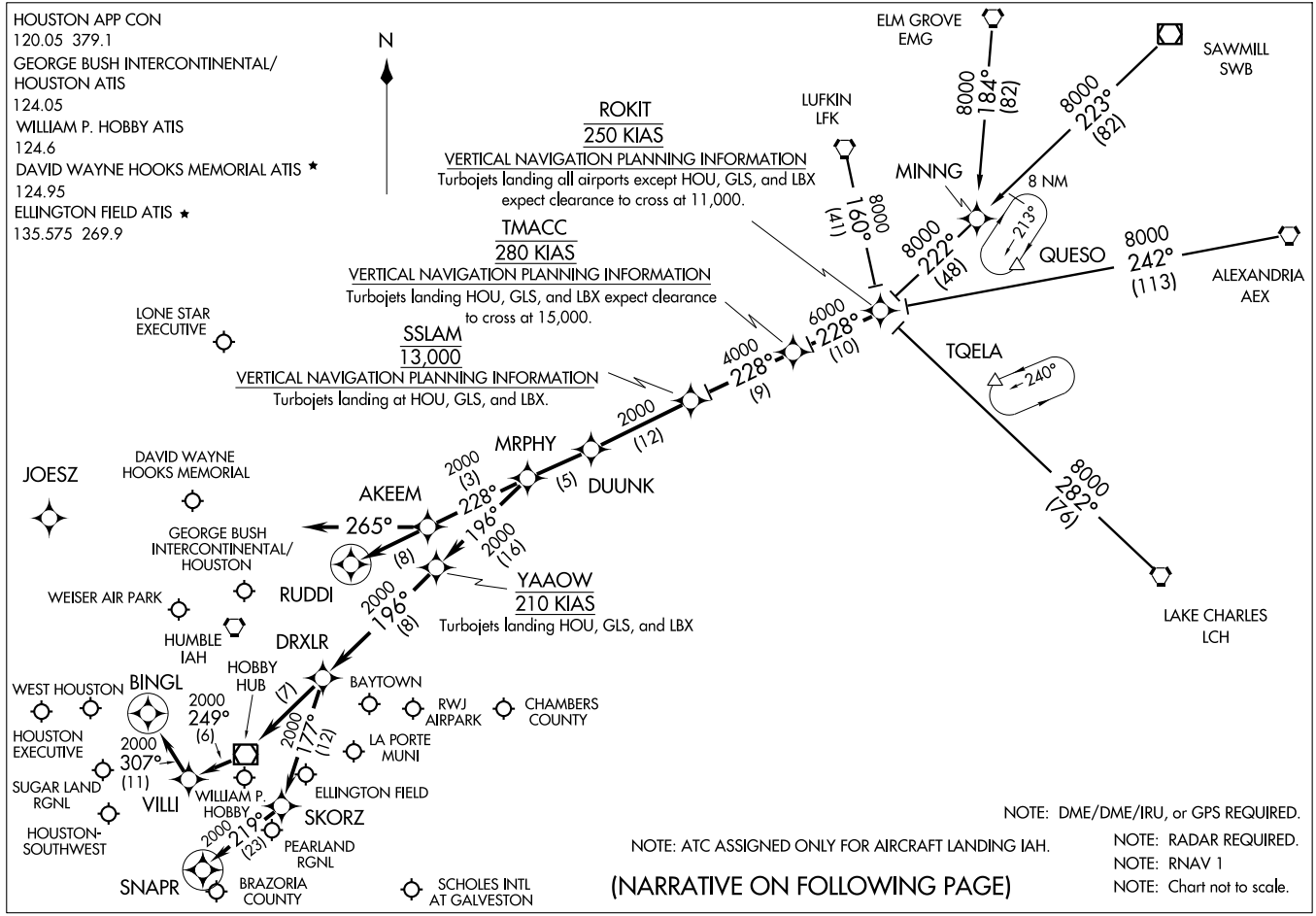
REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

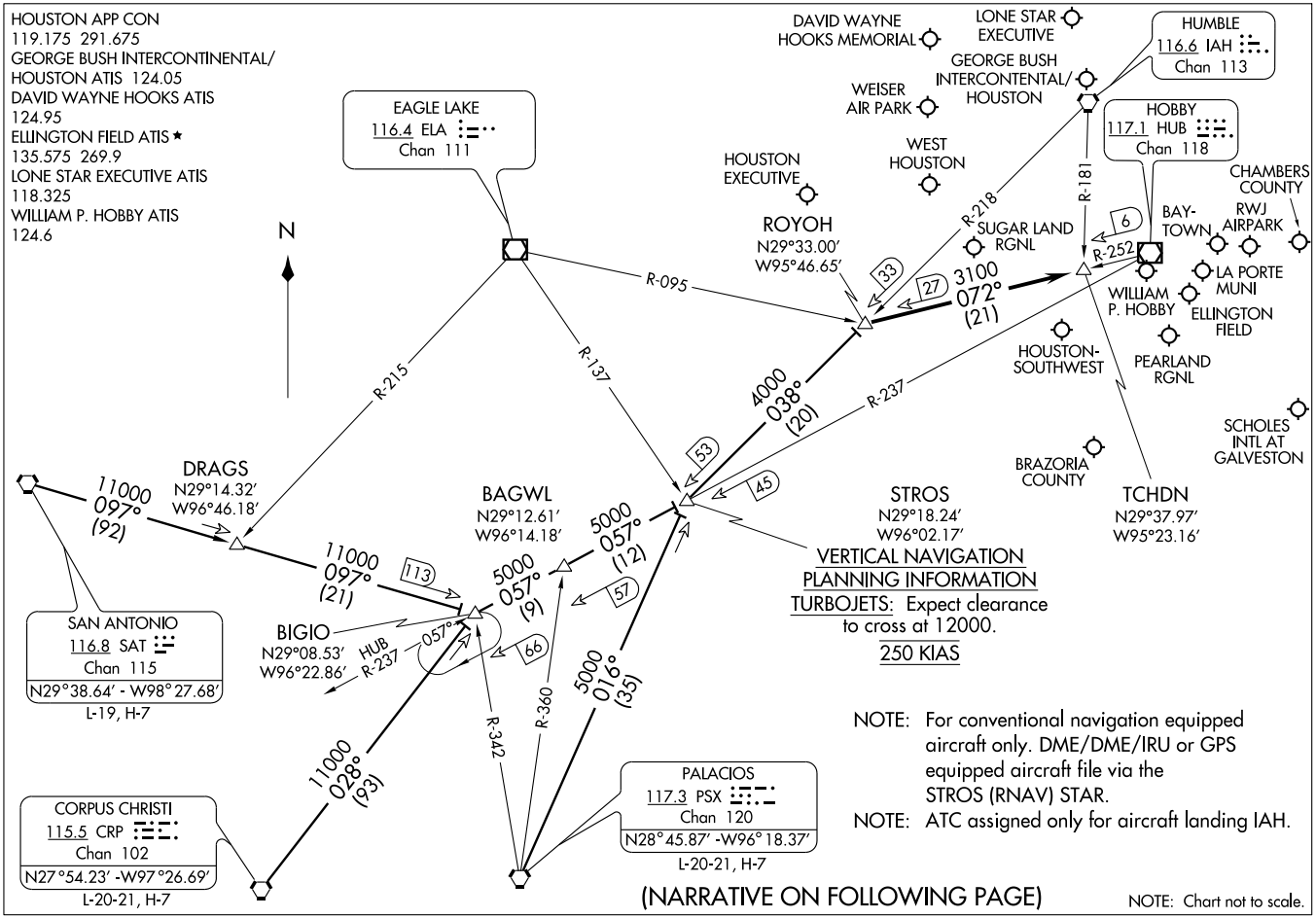
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/ LONE STAR EXECUTIVE (CXO)

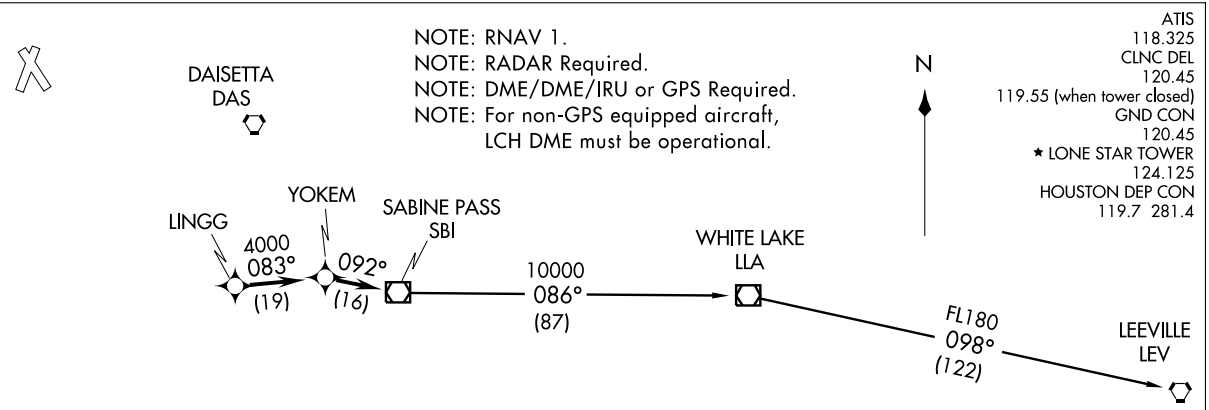
HOUSTON, TEXAS

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:

Rwy 1, 14, 19, 32, Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14: Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19: Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32: Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

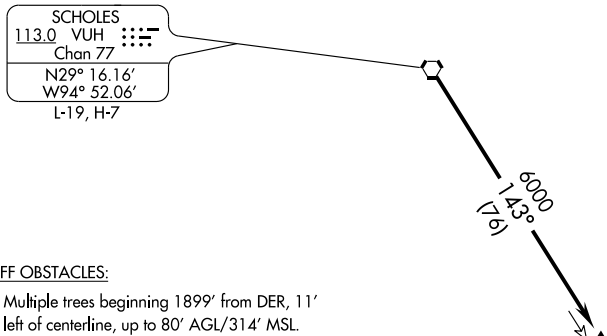
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)

WHITE LAKE TRANSITION: (SBI2.LLA)

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

(WAILN1.WAILN) 10210

WAILN ONE DEPARTURE (RNAV) SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

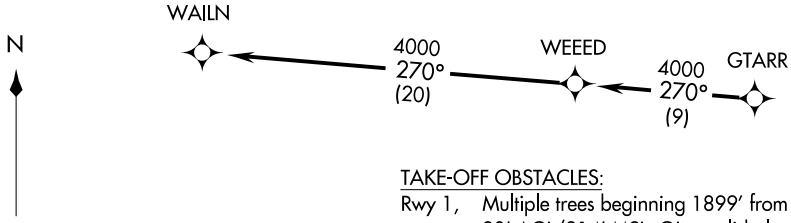
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

WOLDE THREE ARRIVAL (RNAV) Transition Routes

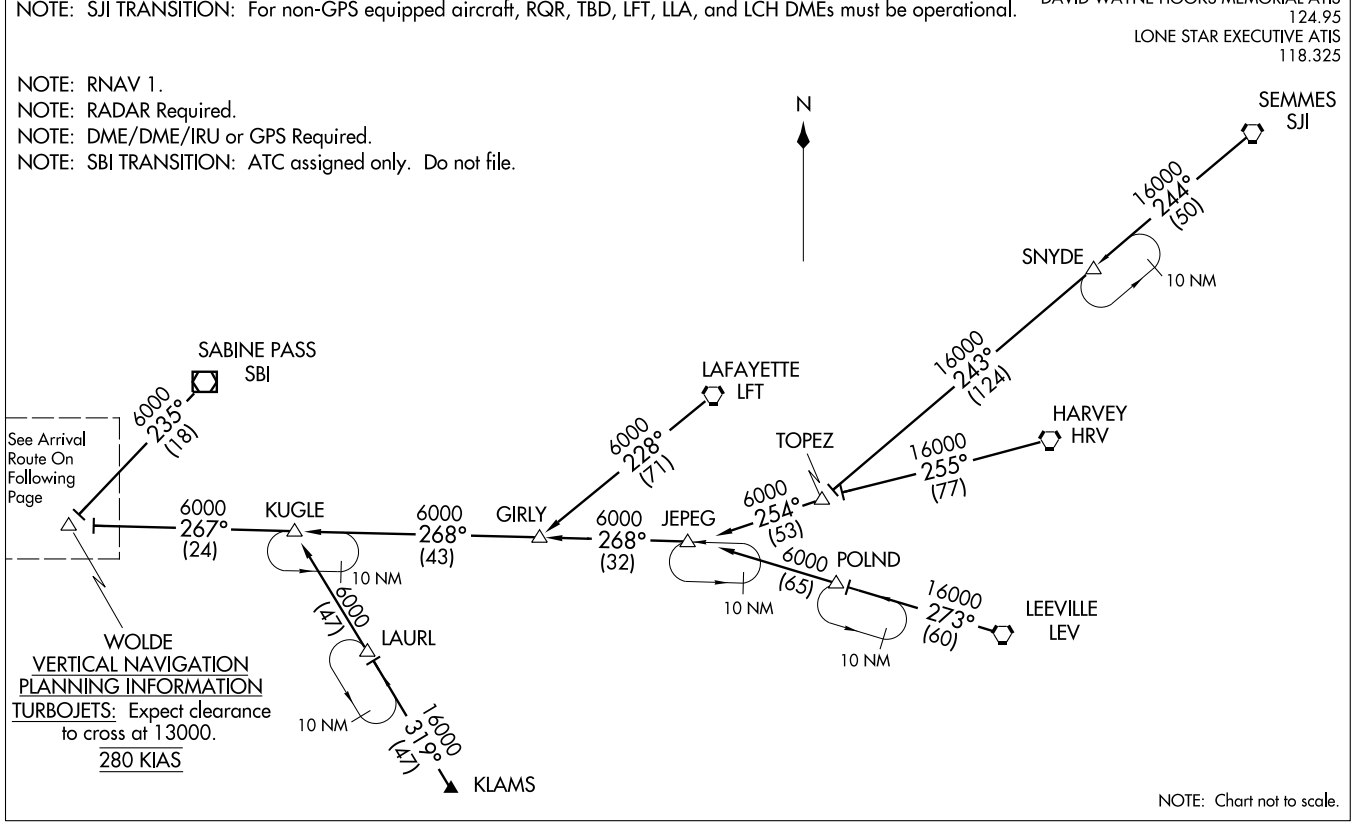
(WOLDE.WOLDE3) 10210

HOUSTON, TEXAS

NOTE: HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA DMEs must be operational.
NOTE: KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS DMEs must be operational.
NOTE: LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, and LCH DMEs must be operational.
NOTE: LFT and JEPEG TRANSITION: For non-GPS equipped aircraft, LLA and LCH DMEs must be operational.
NOTE: SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, and LCH DMEs must be operational.

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

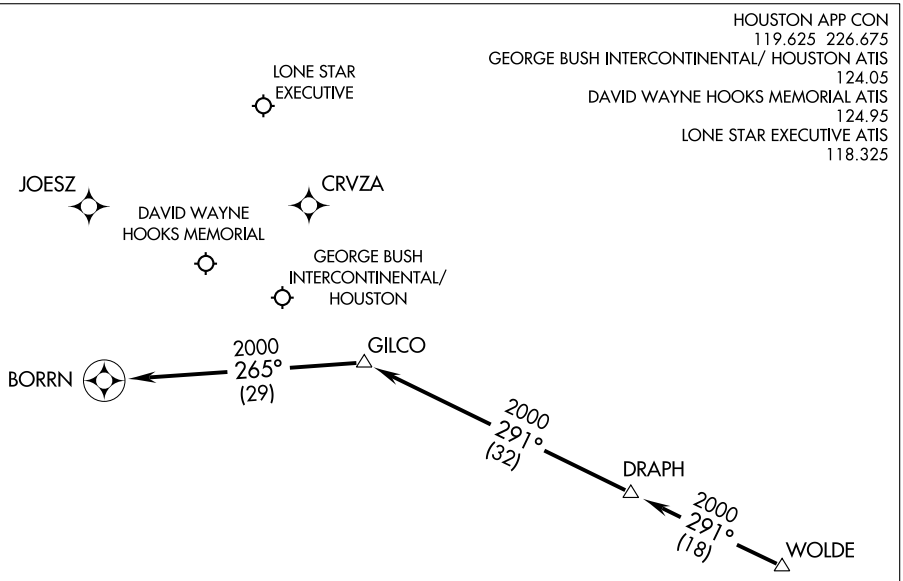
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: SBI TRANSITION: ATC assigned only. Do not file.



NOTE: Chart not to scale.

ST-5461(FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes
(WOLDE.WOLDE3) 10210
HOUSTON, TEXAS



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE3)
JEPEG TRANSITION (JEPEG.WOLDE3)
KLAMS TRANSITION (KLAMS.WOLDE3)
LAFAYETTE TRANSITION (LFT.WOLDE3)
LEEVILLE TRANSITION (LEV.WOLDE3)
SABINE PASS TRANSITION (SBI.WOLDE3)
SEMMES TRANSITION (SJI.WOLDE3)

From WOLDE via 291° track to DRAPH, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . .From DRAPH via 291° track to GILCO. Thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN. If not received by BORRN fly present heading.

ALL OTHER RUNWAYS: . . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

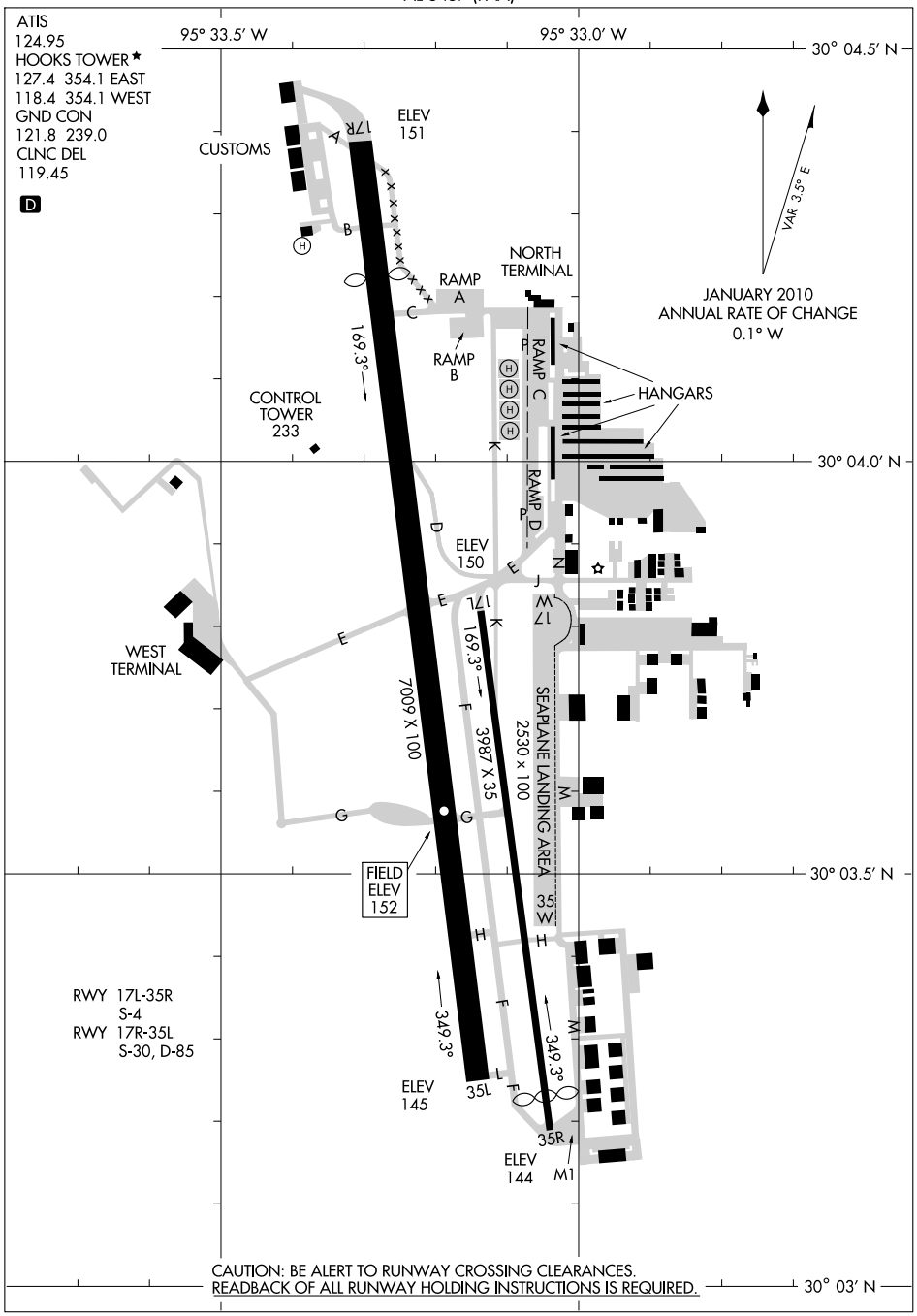
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

HOUSTON, TEXAS



SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

HOUSTON, TEXAS

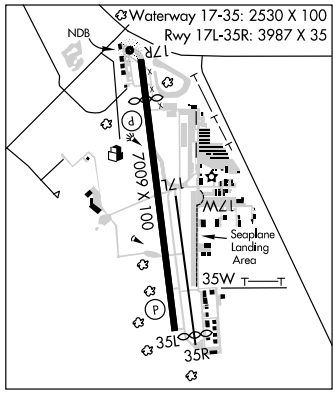
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

10210

HOUSTON

DAN JONES INTL (T51) 22 NW UTC−6(−5DT) N30°02.57′ W95°40.03′ **HOUSTON**
166 B **FUEL** 100LL NOTAM FILE CXO **COPTER**
RWY 17–35: 3440X50 (ASPH–TURF) LIRL (NSTD) **L–19D, 21A, GOMW**
RWY 17: Thld dsplcd 255′. Tree. **RWY 35:** Thld dsplcd 400′. P-line. **IAP**
AIRPORT REMARKS: Attended dawn to 0600Z‡. Arpt CLOSED midnight to dawn. Arpt CLOSED to helicopter operations. Deer on rwys. Cattle invof rwy. Rwy 17–35 NSTD LIRL, single thld lgt each rwy end. 2240′ of rwy usable for ngt ops. Rwy 17 thld relocated 300′ for ngt ops, Rwy 35 thld relocated 900′ for ngt ops. Rwy 17–35 N end 1904′ X 30′ asph. Rwy 17 thld dsplcd 255′ days only. Rwy 35 thld dsplcd 400′ days only. 2240′ of rwy usable for ngt ops. Rwy 17–35 4′ fence 53′ E of centerline. LIRL Rwy 17–35 ops dusk–0600Z‡, for rotating bcn call 936–521–9887. Left hand tfc 500′ and 1000′ MSL. N–S transitional acft W of fld. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON APP/DEP CON** 119.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
NAVASOTA (H) VORTACW 115.9 TNV Chan 106 N30°17.31′ W96°03.49′ 118° 25.1 NM to fld. 230/8E.
VORTAC unmonitored.

DAVID WAYNE HOOKS MEM (DWH) 17 NW UTC−6(−5DT) N30°03.71′ W95°33.17′ **HOUSTON**
152 B S4 **FUEL** 100LL, JET A OX 2 TPA–1152(1000) NOTAM FILE DWH **COPTER**
RWY 17R–35L: H7009X100 (ASPH) S–30, D–85 HIRL **H–7C, L–19D, 21A, GOMW**
RWY 17R: REIL. PAPI(P4R). Thld dsplcd 1007′. Road. **IAP, AD**
RWY 35L: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 17L–35R: H3987X35 (ASPH) S–4
RWY 35R: Thld dsplcd 208′. Trees. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17R: TORA–7009 TODA–7009 ASDA–7009 LDA–6012
RWY 35L: TORA–6700 TODA–6700 ASDA–6700 LDA–6700
AIRPORT REMARKS: Attended 1200–0400Z‡. After hrs svc avbl, prior notice required during attended hrs ctc 1–800–624–7394, 281–376–5436. Noise Sensitive Area southwest of arpt. All military acft dep Rwy 17R climb rwy heading 650′ MSL prior to turns or rejoin. Helicopter practice area west of twr at or below 600 ft. Twys A and B clsd east of Rwy 17R indef. Acft 12,499 lbs and over are rstd to Twys C, P, Twy E (Btn Twy P and G), Twy G (North of Twy E), Ramps A and C, and the Tomball Jet Center Ramp. Twy K restricted to piston acft only. Rwy 17R–35L lgtd signs OTS indef. Rwy 17R REIL OTS indef. Rwy 17R REIL located at dsplcd thld. Twys unlgtd. Twy H lgtd signs OTS indef. After sunset large acft use Taxiway P between Taxiways E and C. Four helicopter parking spots located east of Twy K. When twr clsd ACTIVATE HIRL Rwy 17R–35L and REIL Rwy 17R—118.4.



WEATHER DATA SOURCES: ASOS (281) 251–7853.
COMMUNICATIONS: CTAF 118.4 **ATIS** 124.95 **UNICOM** 122.95
Ⓡ **HOUSTON APP/DEP CON** 119.7
HOOKS TOWER 118.4 (West) 127.4 (East) (1300–0400Z‡) **GND CON** 121.8 **CLNC DEL** 119.45
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 295° 12.5 NM to fld. 90/5E.
HIWAS.
DAVID HOOKS NDB (MHW) 521 DWH N30°07.53′ W95°33.95′ 165° 3.9 NM to fld. NOTAM FILE DWH.
Unmonitored.
ILS/DME 110.5 I–HEW Chan 42 Rwy 17R. LOC only. DME unmonitored.

• • • •

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

R-082
16
082°
(49)
V212
49
R-265
(49)
65
R-264
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

POLK
108.4 FXU
Chan 21

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
J29
32
028°
(23)
R-254

DAISETTA
116.9 DAS
Chan 116

9
R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

N

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - Environmental.
Waterway 17, 35 NA - Air Traffic.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(AEX5.AEX) 10210
ALEXANDRIA FIVE DEPARTURE
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

SL-5457 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′, from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

6000
128°
(35)

LUKIY

6000
129°
(70)

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

LEONA
LOA

6000
184°
(29)

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

BAZBL

6000
079°
(19)

COLLEGE
STATION
CLL

6000
061°
(37)

ILEXY

See Following Page For Arrival Routes.

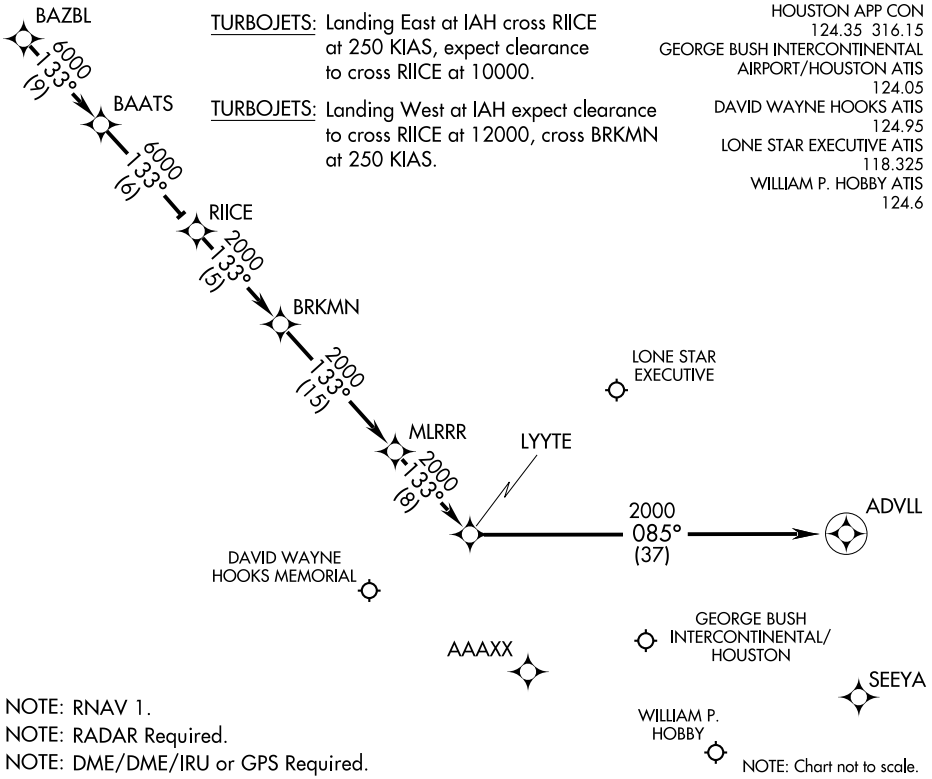
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS



ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

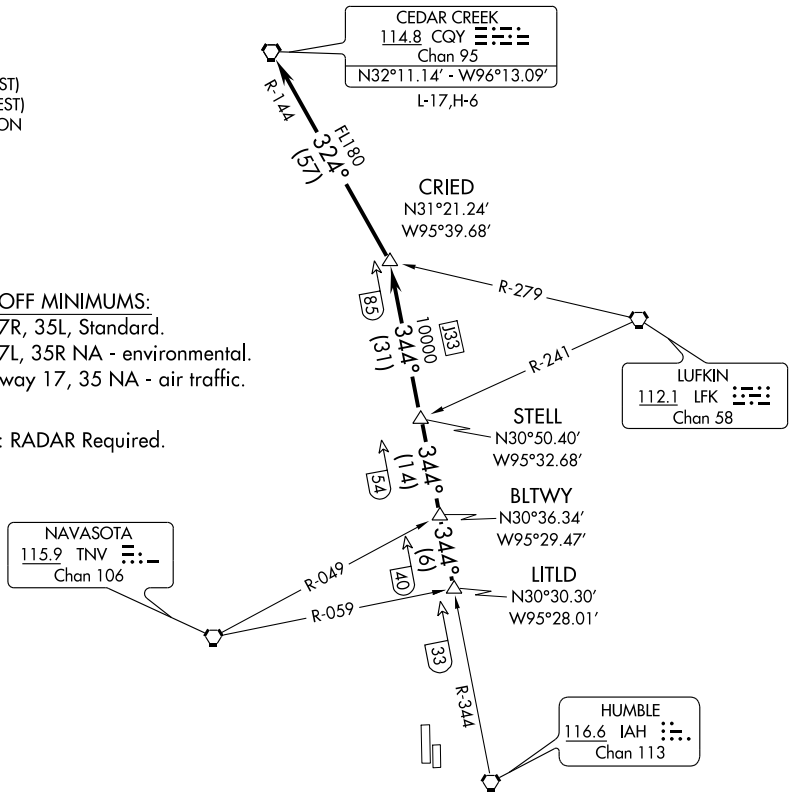
. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

CRIED FOUR DEPARTURE

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/ 220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/ 238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

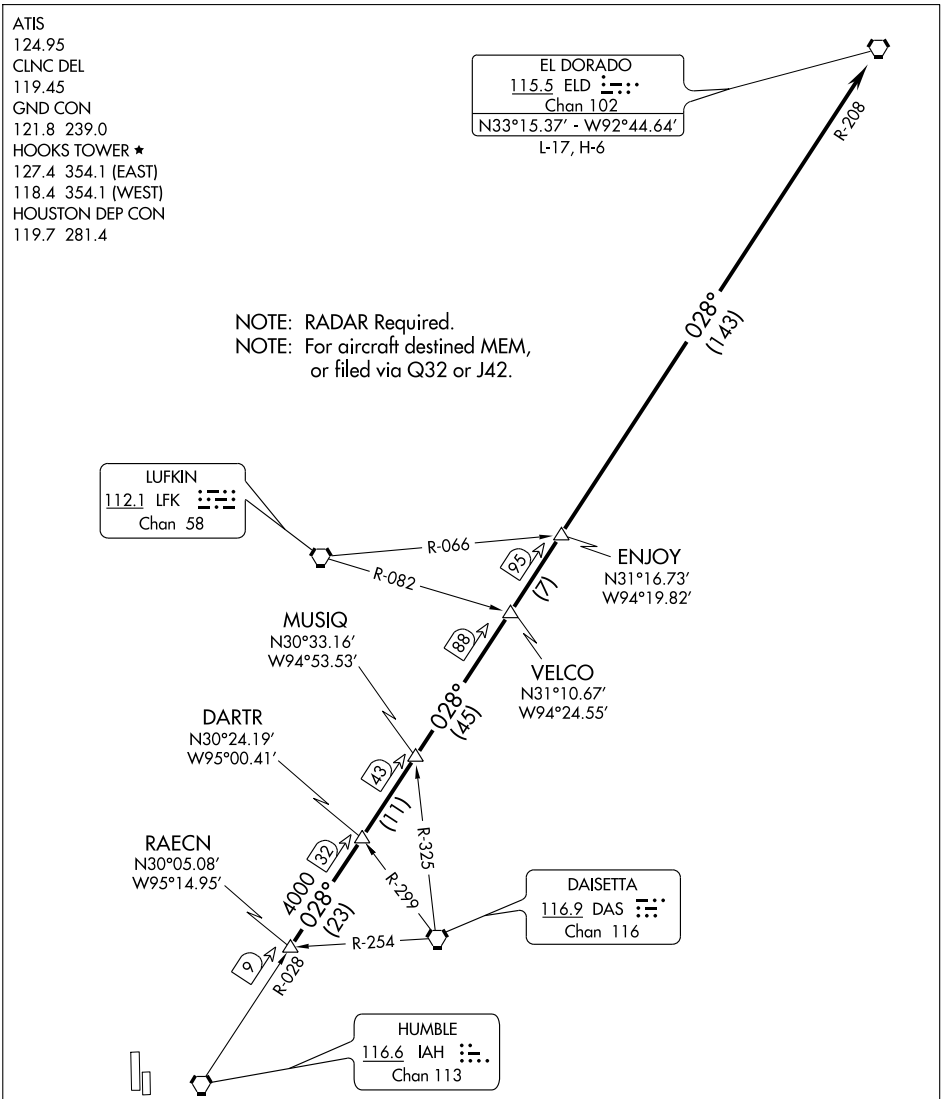
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE

SL-5457 (FAA)



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

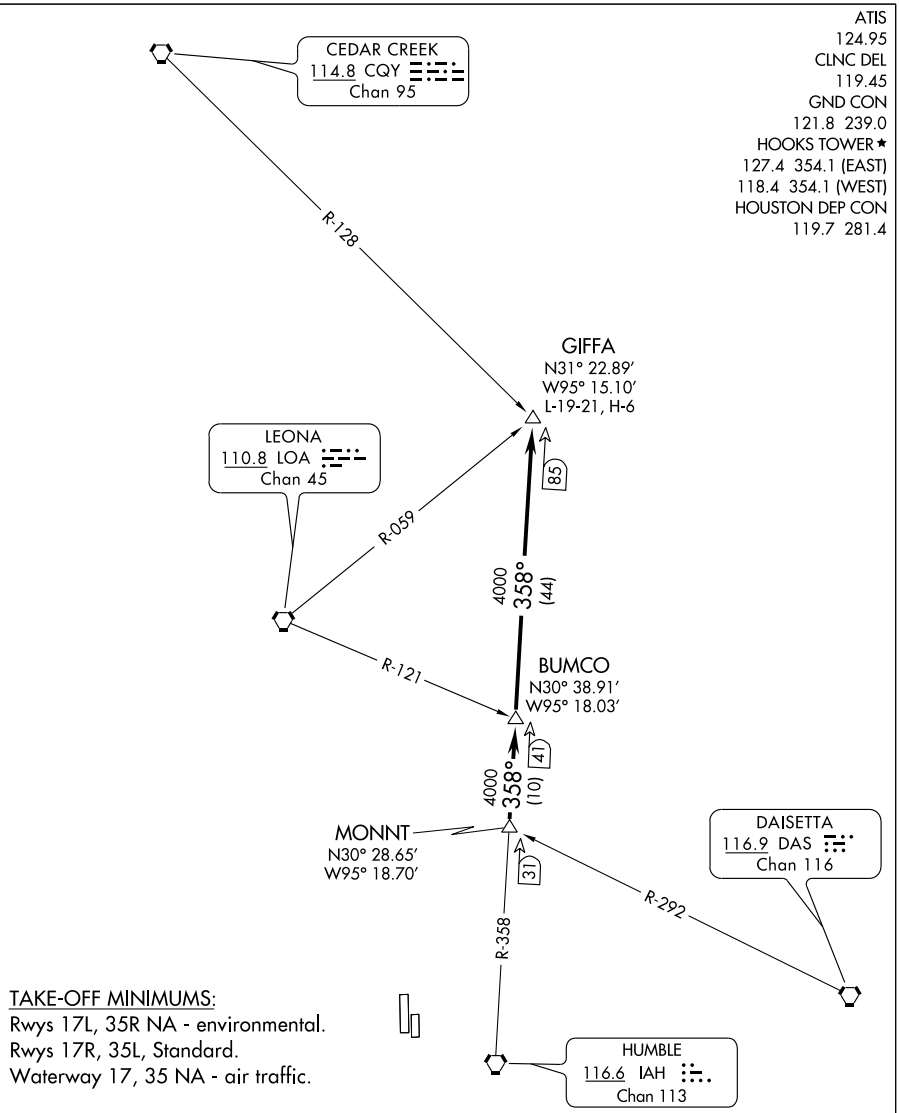
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

GIFFA FOUR DEPARTURE

SC-5, 26 AUG 2010 to 23 SEP 2010



TAKE-OFF MINIMUMS:
Rwys 17L, 35R NA - environmental.
Rwys 17R, 35L, Standard.
Waterway 17, 35 NA - air traffic.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centelrine, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL.
Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

GILCO ONE ARRIVAL

(GILCO.GILCO1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

LONE STAR EXECUTIVE

DAVID WAYNE HOOKS MEMORIAL

GEORGE BUSH INTERCONTINENTAL/ HOUSTON

HUMBLE
116.6 IAH
Chan 113

LAKE CHARLES
113.4 LCH
Chan 81

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63'-W91°59.55'
L-21-22, H-7

BATON ROUGE
116.5 BTR
Chan 112

EATON
110.6 LBY
Chan 43

SEMMES
115.3 SJI
Chan 100
N30°43.56'-W88°21.56'
L-21-22, H-6-7

SABINE PASS
115.4 SBI
Chan 101
N29°41.20'-W94°02.28'
L-19-21, H-7

WHITE LAKE
110.4 LLA
Chan 41

SNYDE
N30°25.02'
W089°15.37'

TOPEZ
N29°37.34'
W091°27.63'

DRAPH
N29°39.97'
W094°39.34'

GILCO
N29°53.94'
W095°12.44'

KUGLE
N29°31.05'
W093°53.59'

HARVEY
114.1 HRV
Chan 88

TIBBY
112.0 TBD
Chan 57

TRINITY
113.6 MHF
Chan 83

WOLDE
N29°32.01'
W094°20.68'

GIRLY
N29°29.09'
W093°04.64'

JEPEG
N29°27.40'
W092°27.47'

POLND
N29°18.95'
W091°14.15'

LAURL
N28°52.95'
W093°21.31'

KLAMS
N28°15.00'
W092°49.66'

HOBBY
117.1 HUB
Chan 118

LEEVILLE
113.5 LEV
Chan 82
N29°10.51'-W90°06.24'
L-21-22, H-7-8

265° 8 R-111 2000 *1700 291° (32) 40 DRAPH

R-009 R-027 3000 *1600 291° (18) 58 R-085 21

6000 *1300 233° (119) R-136 6000 *1400 265° (24) 45 KUGLE

6000 *1400 (43) 88 14000 *1400 265° (32) 120 GIRLY

R-171 6000 *2800 239° (71)

R-196 265° 125 (65) JEPEG

R-184 174 16000 *2100 258° (77) HARVEY

16000 *1500 258° (53) 130 R-172 R-224° TIBBY

FL180 276° (60) POLND

FL180 244° (124) FL320 244° (50) SNYDE R-171 FL320 244° (50)

6000 *1400 (47) 60 LAURL

16000 *1400 316° (47) 107 KLAMS

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 13000.
280 KIAS

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the WOLDE (RNAV) STAR.
NOTE: KLAMS Transition: DME Required.
NOTE: SBI Transition: ATC assigned only. DO NOT FILE.

NOTE: Chart not to scale.

ST-5461(FAA)

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.GILCO1): From over HRV VORTAC via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

JEPEG TRANSITION (JEPEG.GILCO1): From over JEPEG INT via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

KLAMS TRANSITION (KLAMS.GILCO1): From over KLAMS INT via SBI R-136 to KUGLE INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LAFAYETTE TRANSITION (LFT.GILCO1): From over LFT VORTAC via LFT R-230 to GIRLY INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LEEVILLE TRANSITION (LEV.GILCO1): From over LEV VORTAC via LEV R-276 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SABINE PASS TRANSITION (SBI.GILCO1): From over SBI VOR/DME via SBI R-233 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SEMMES TRANSITION (SJI.GILCO1): From SJI VORTAC via SJI R-244 to TOPEZ INT, then via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9:
. . . . From GILCO INT fly heading 265° for vectors to final approach course.

ALL OTHER RUNWAYS:
Expect vectors to final approach course at or prior to GILCO INT.

ALL OTHER AIRPORTS:

Expect vectors to final approach course at or prior to GILCO INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

N

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence...

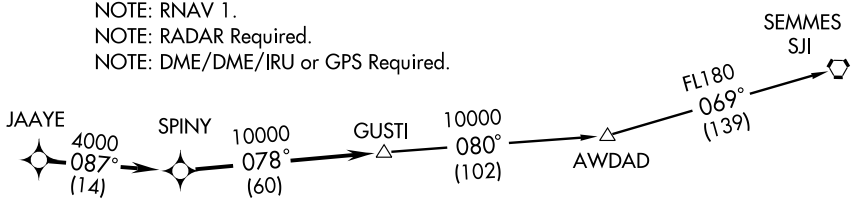
. . . . (transition). Maintain 4000, expect filed altitude 10 minutes after departure.

AWDAD TRANSITION (GUSTI2.AWDAD)

SEMMES TRANSITION (GUSTI2.SJI)

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.

NOTE: For non-GPS equipped aircraft SBI, BPT, LCH, LFT, LLA, and HRV DMEs must be operational.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and poles beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315', from DER on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: Chart not to scale.

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
SL-5457 (FAA)
HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

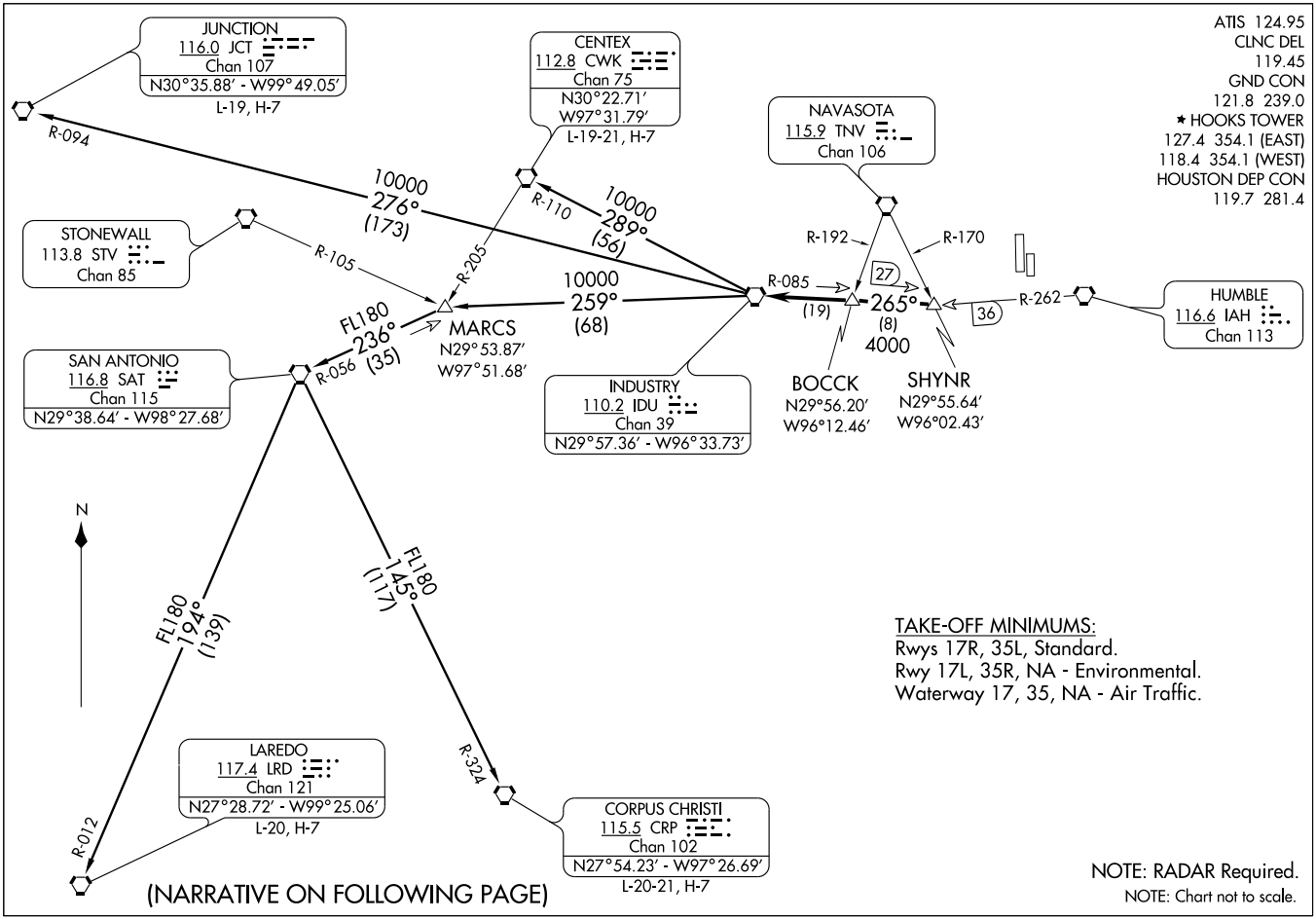
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

SL-5457 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

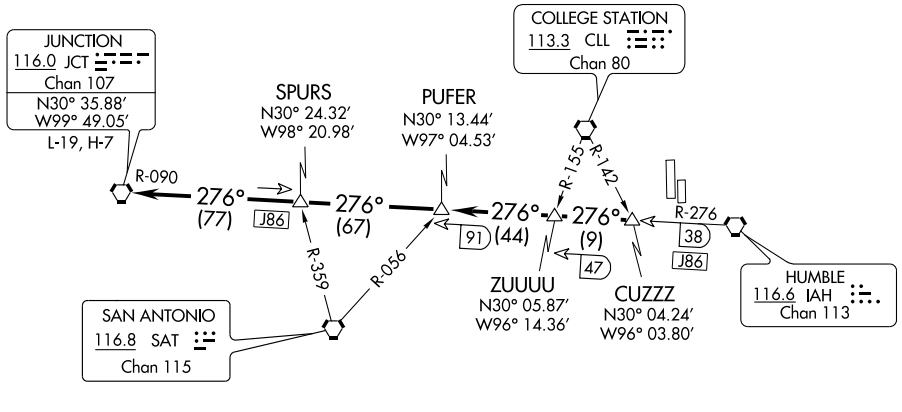
JUNCTION SEVEN DEPARTURE

SL-5457 (FAA)

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and poles beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to CUZZZ INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

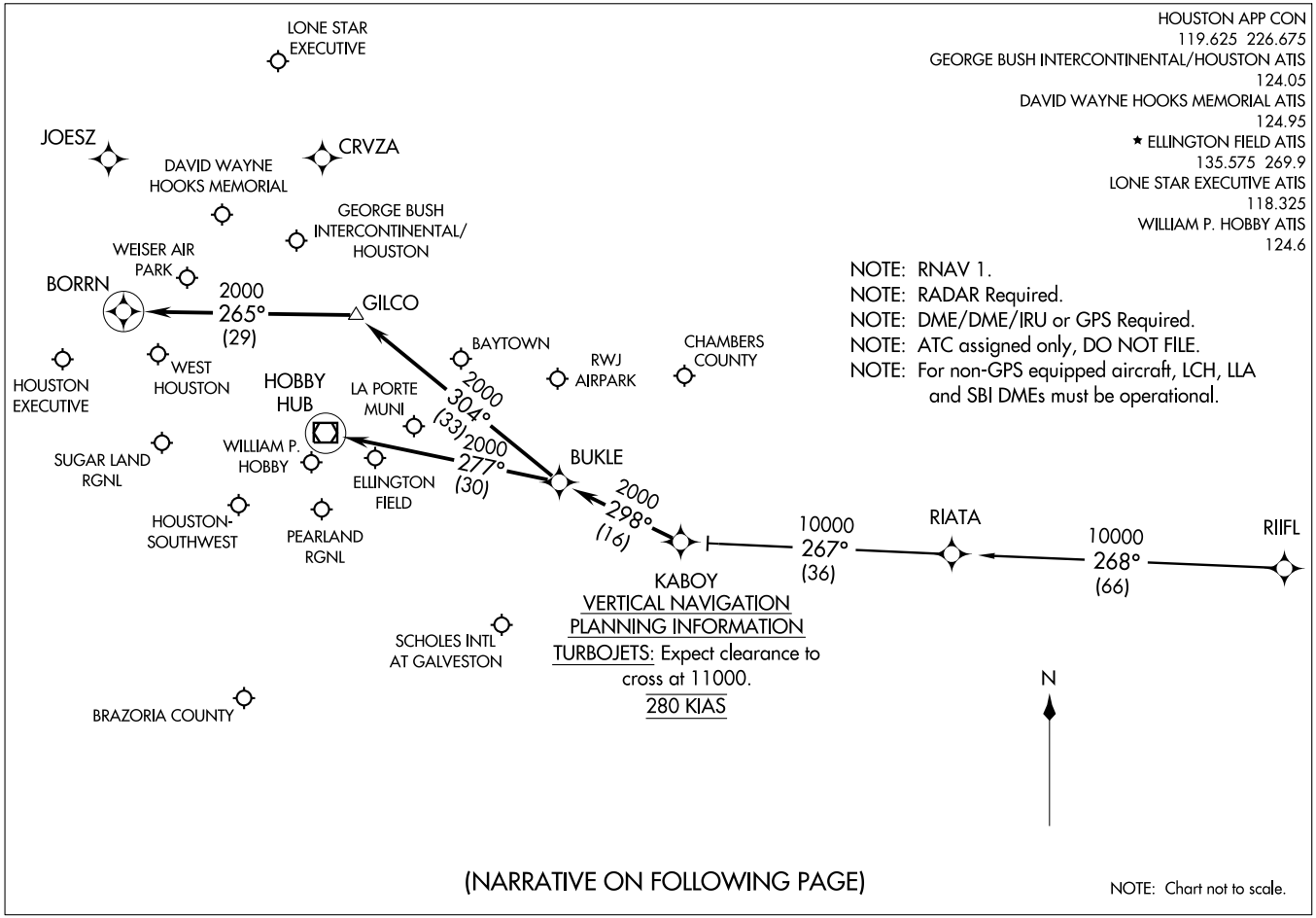
. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

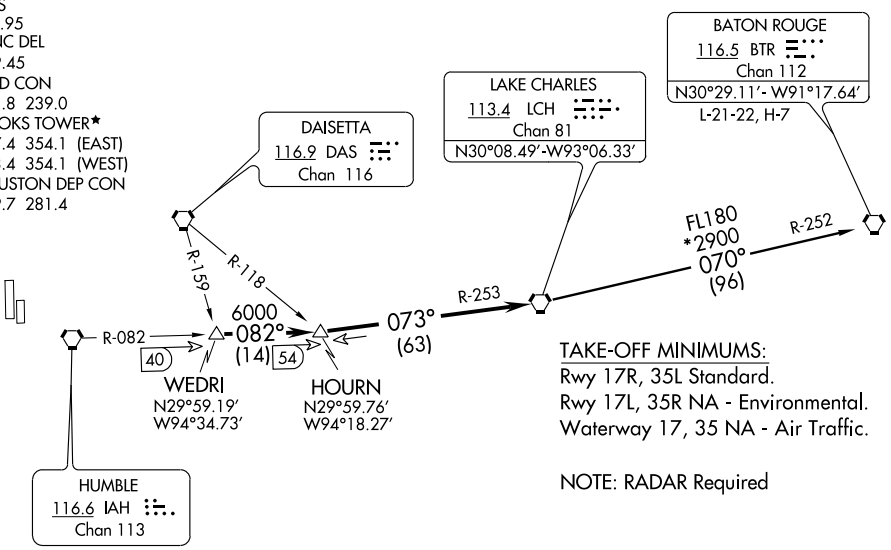
. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

LAKE CHARLES TWO DEPARTURE

SL-5457 (FAA)



TAKE-OFF MINIMUMS:
Rwy 17R, 35L Standard.
Rwy 17L, 35R NA - Environmental.
Waterway 17, 35 NA - Air Traffic.

NOTE: RADAR Required

TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and poles beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: Chart not to scale.

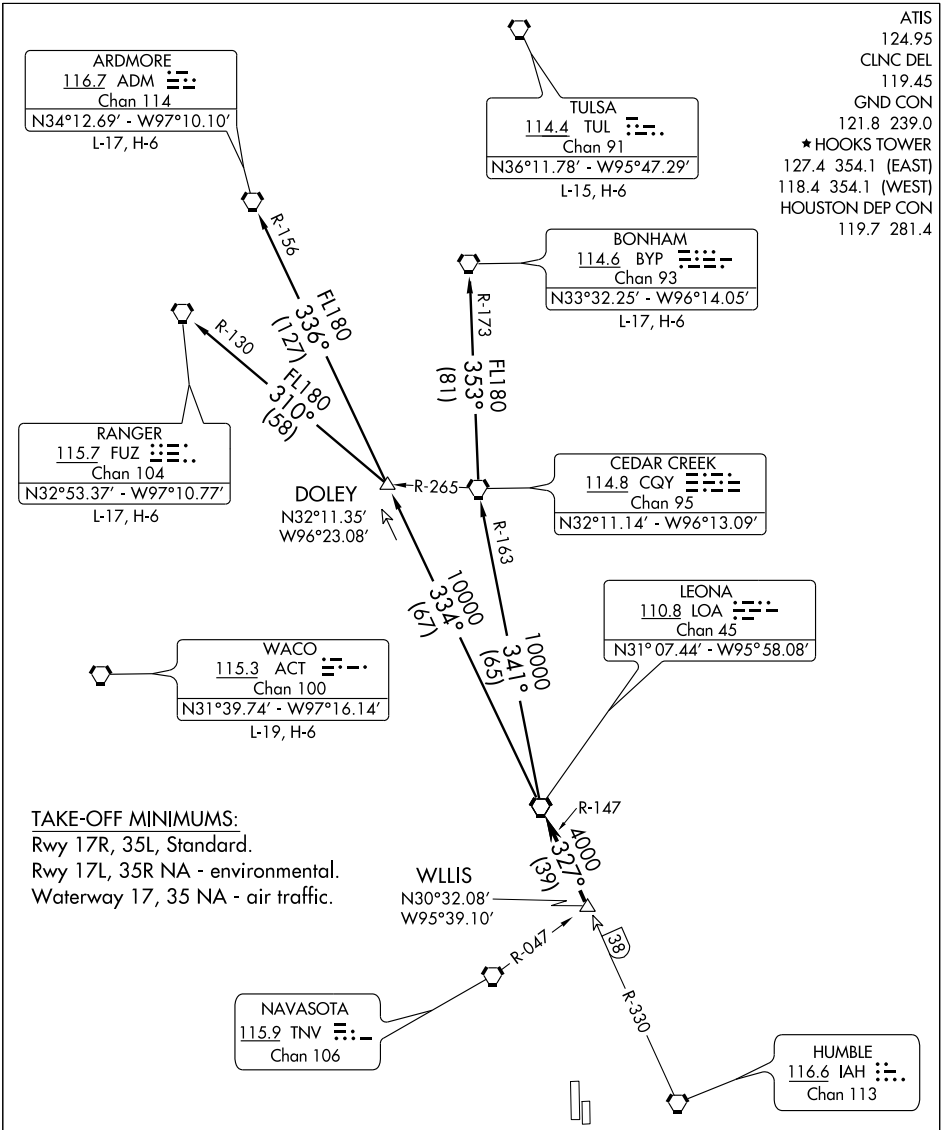
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, cliimb on assigned heading for radar vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH2.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 124′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-HEW	APP CRS	Rwy Idg	6012
110.5	168°	TDZE	152
Chan 42		Apt Elev	152

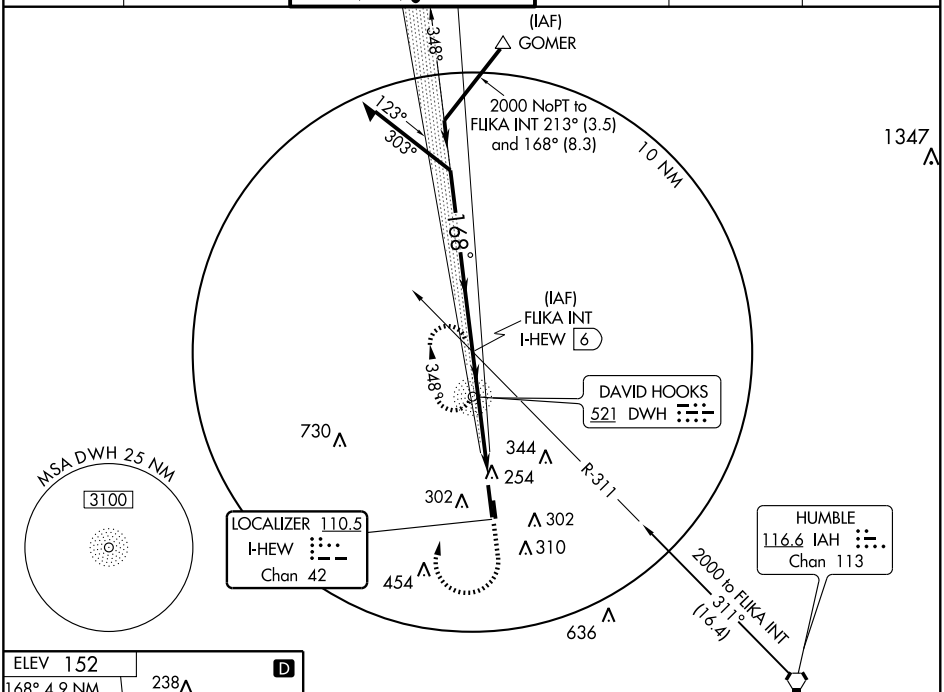
LOC RWY 17R

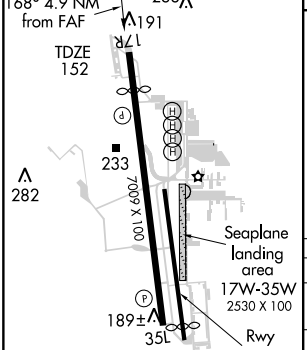
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

When local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting.
NA ADF required.

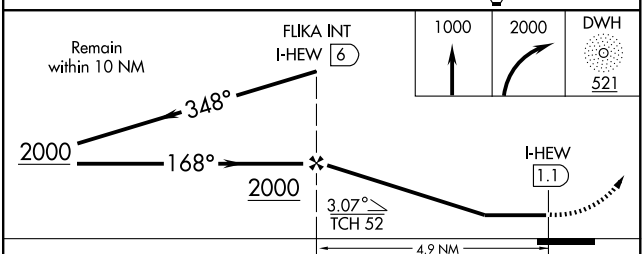
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DWH NDB and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95





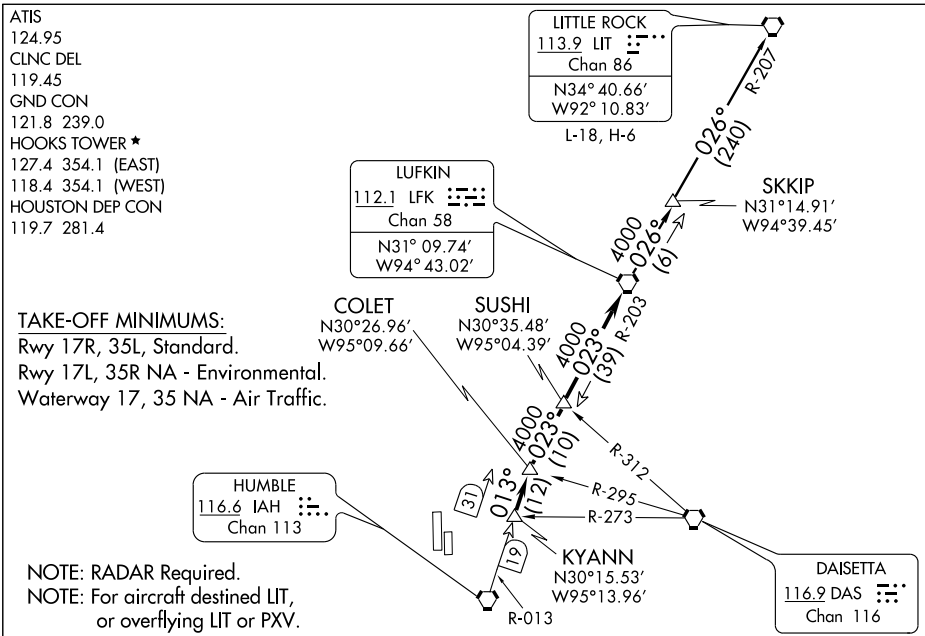
FAF to MAP 4.9NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-17R	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-17R	660-1 508 (600-1)		660-1½ 508 (600-1½)	
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1½ 548 (600-1½)	720-2 568 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - Environmental.
Waterway 17, 35 NA - Air Traffic.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

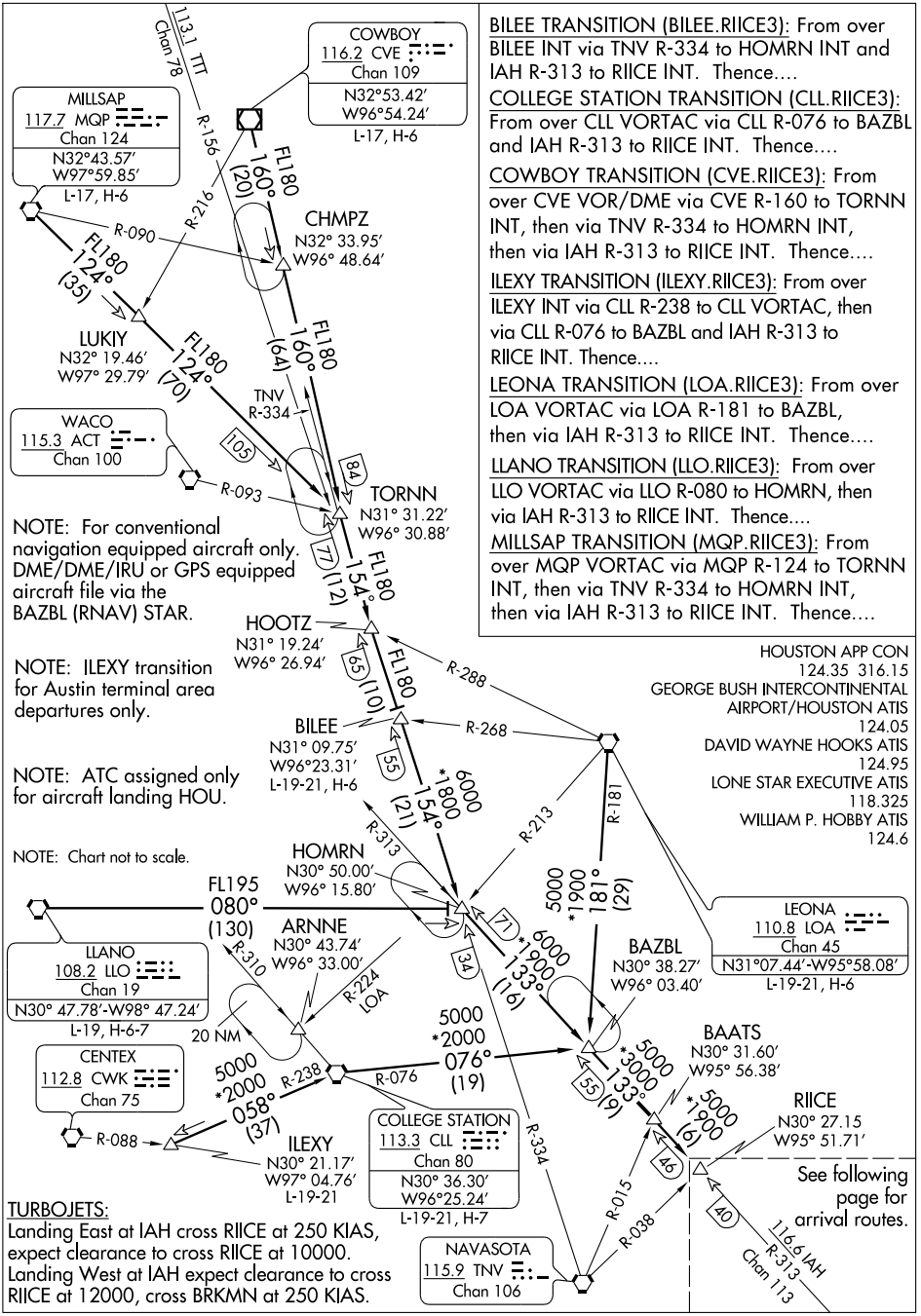
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

RIICE THREE ARRIVAL Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010



BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

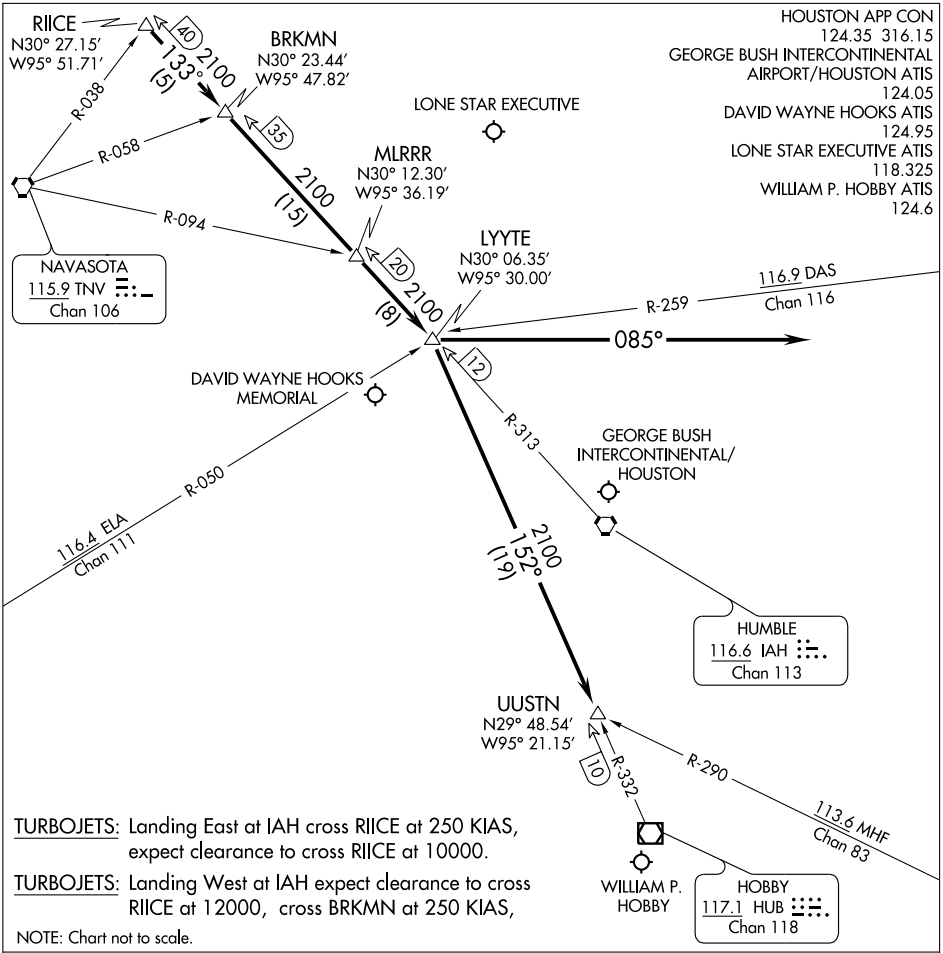
RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

(RIICE.RIICE3) 10210

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS: Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.

TURBOJETS: Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS,

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT.

LANDING RUNWAYS 26L/26R, 27: Fly heading 085° for vectors to final approach course.

LANDING ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

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SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17R

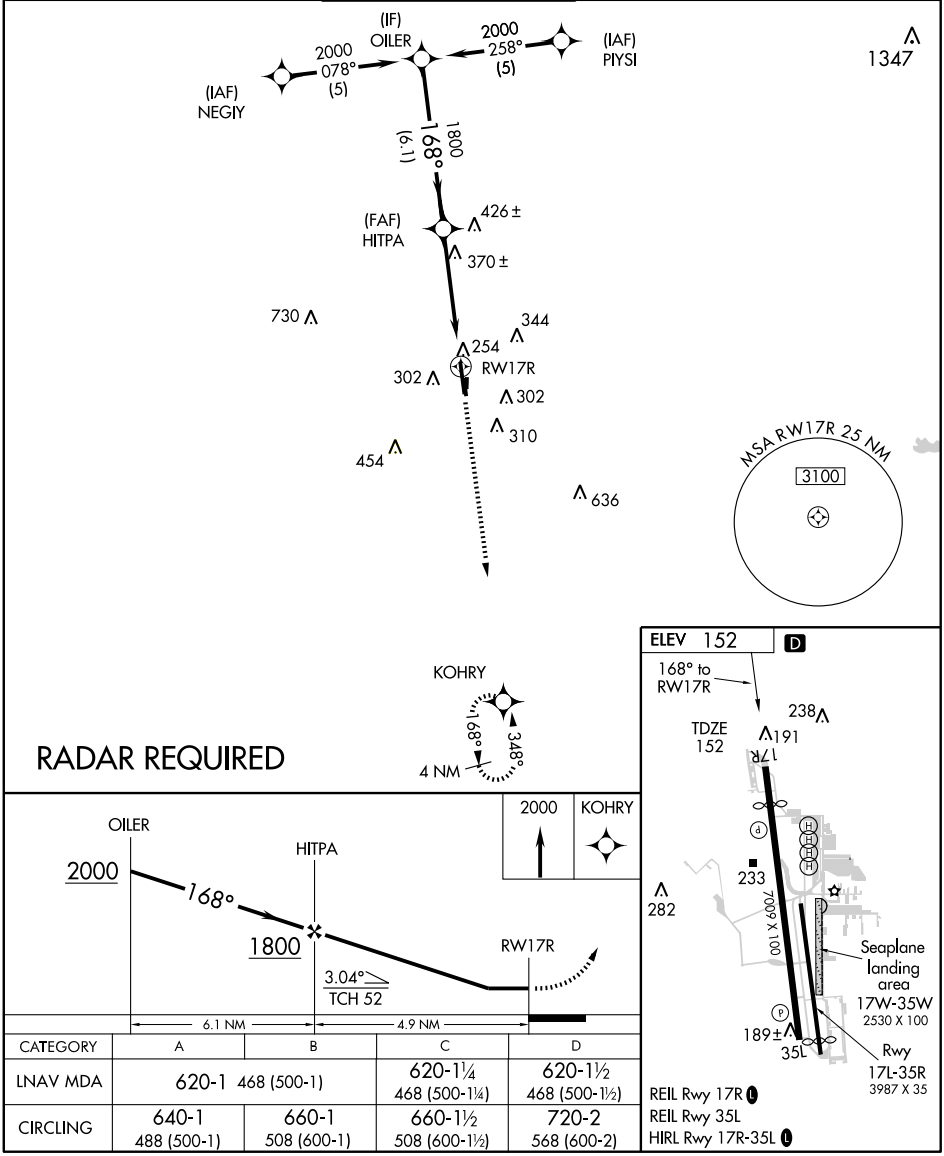
HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

APP CRS	Rwy Idg	6002
168°	TDZE	152
	Apt Elev	152

If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct KOHRY and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95



CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 6700
CH 45603	348°	TDZE 152
W35A		Apt Elev 152

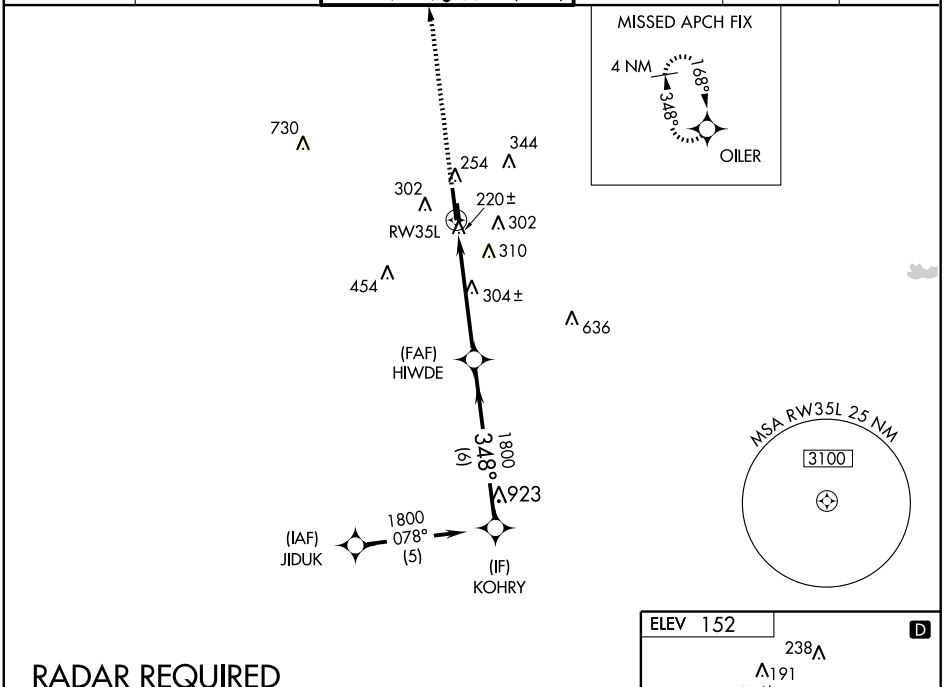
RNAV (GPS) RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

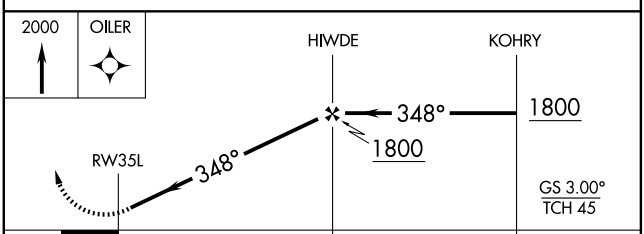
Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all DAs 36 feet, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct OILER and hold.

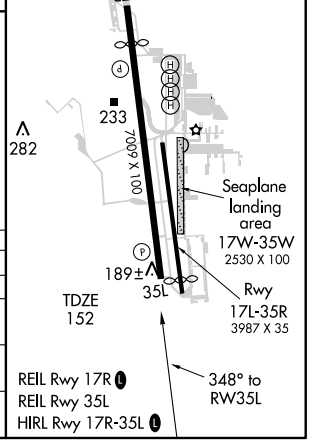
ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 (EAST) 118.4 (CTAF) 354.1 (WEST)	121.8 239.0	119.45	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	451-1	299 (300-1)		
LNAV/ VNAV DA	552-1½	400 (400-1½)		
LNAV MDA	560-1	408 (500-1)	560-1¼ 408 (500-1¼)	560-1½ 408 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

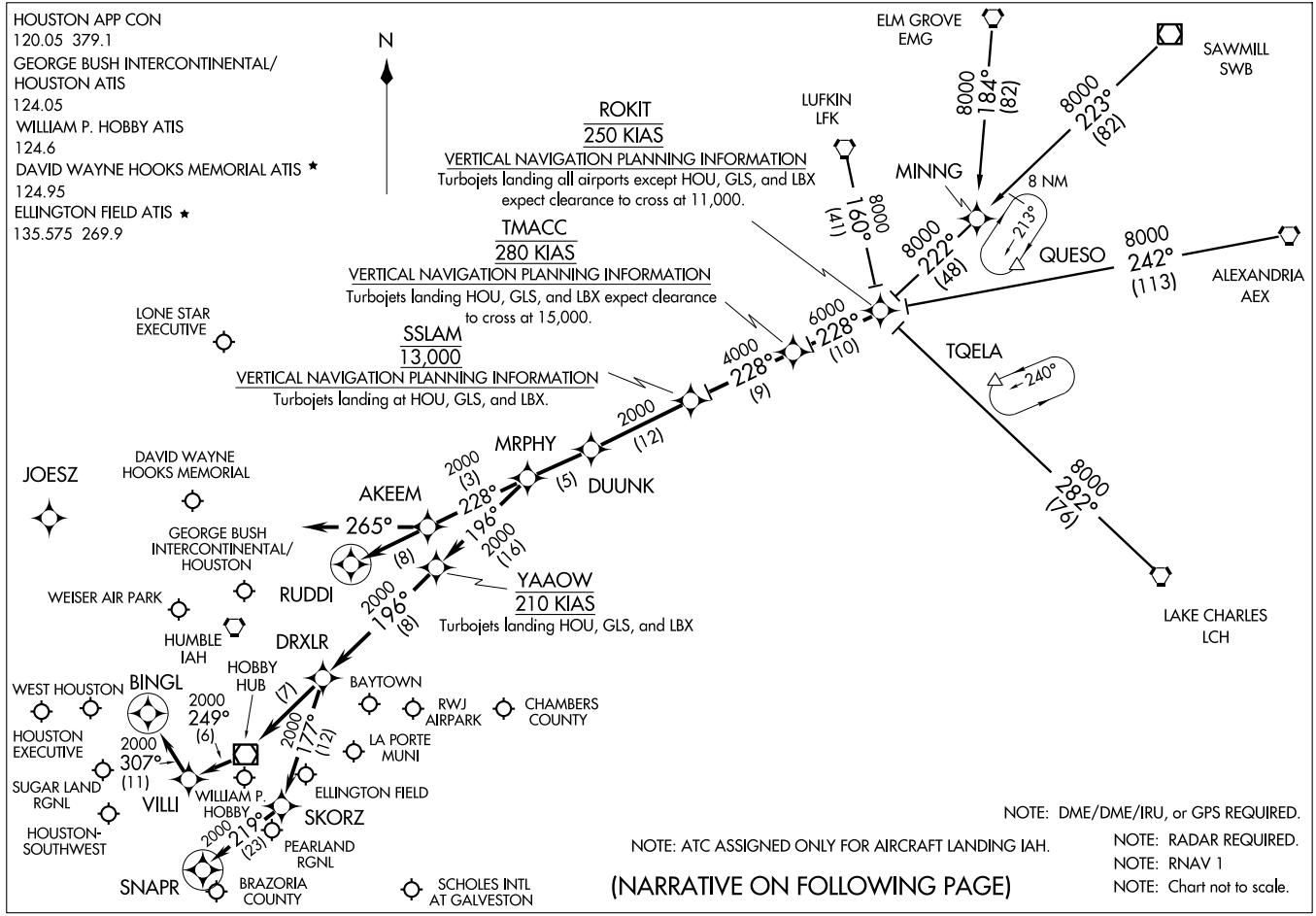


SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

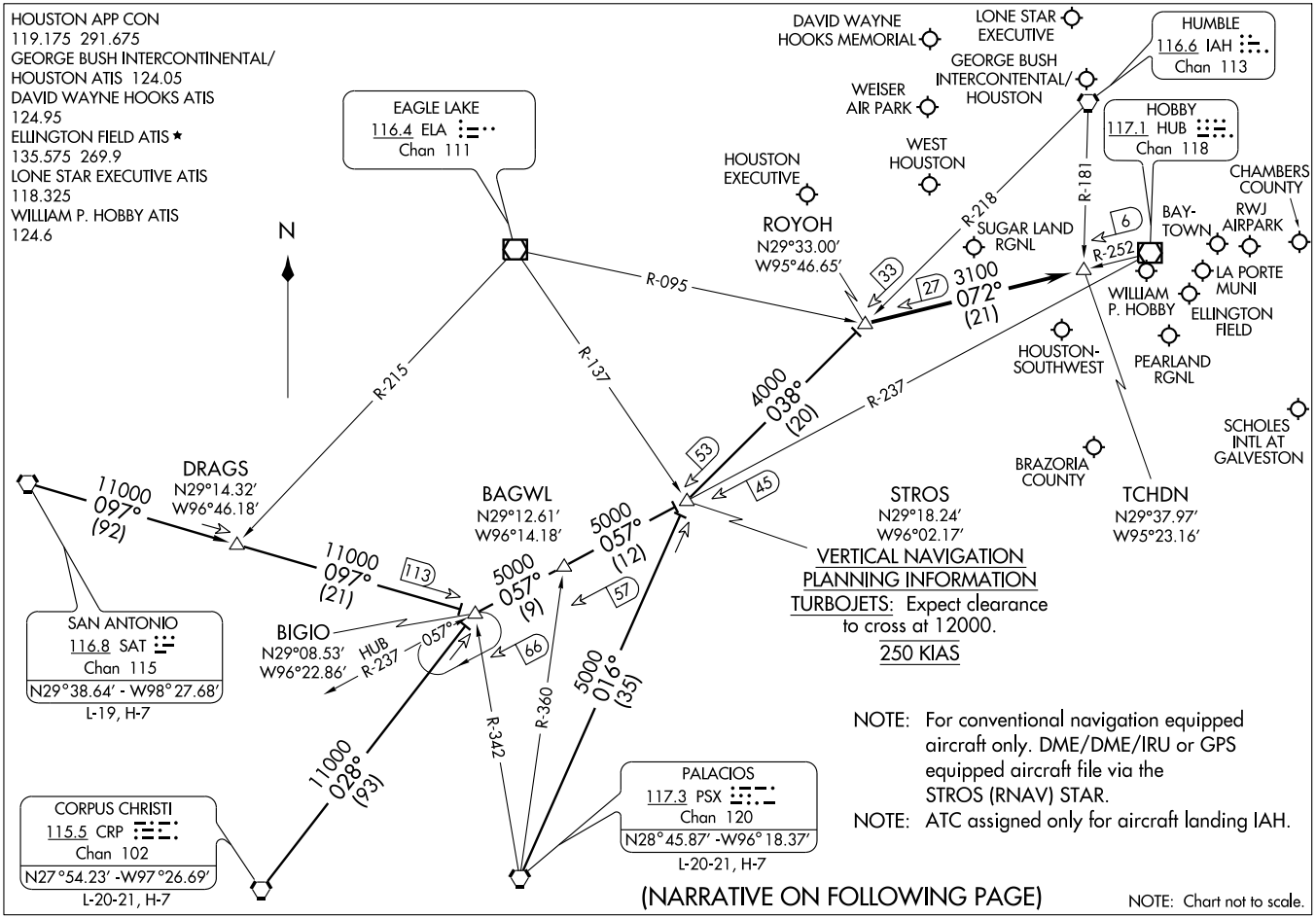
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

(SBI2.SBI) 10210

SABINE PASS TWO DEPARTURE (RNAV)

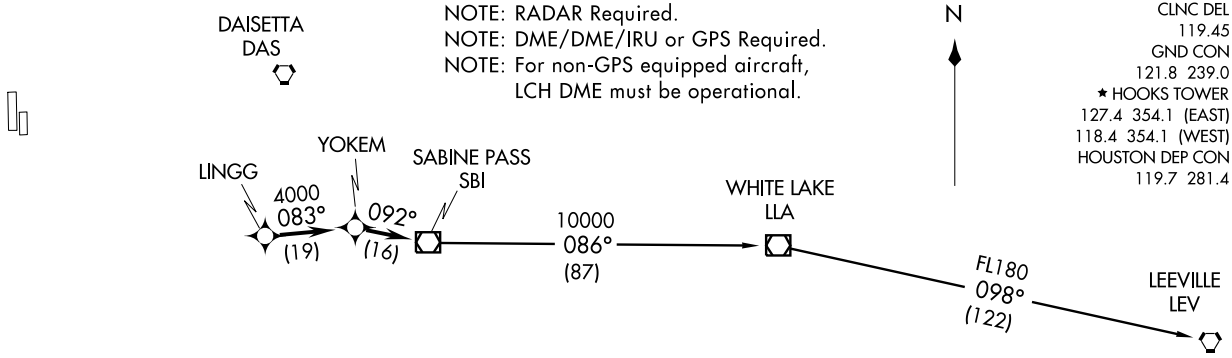
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

SL-5457 (FAA)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

ATIS 124.95
CLNC DEL 119.45
GND CON 121.8 239.0
★ HOOKS TOWER 127.4 354.1 (EAST) 118.4 354.1 (WEST)
HOUSTON DEP CON 119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 17R: Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L: Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

DEPARTURE ROUTE DESCRIPTION

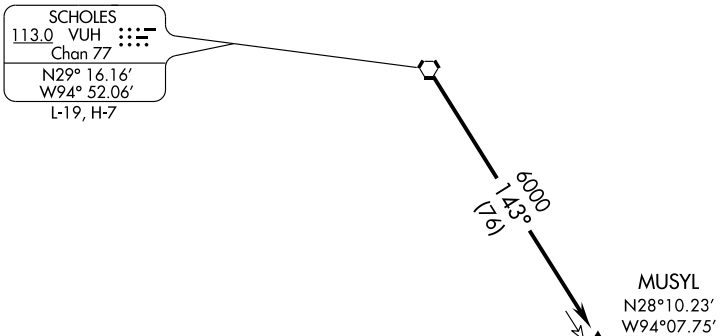
When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
★ HOOKS TOWER
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/ 220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/ 238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′, from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC IAH	APP CRS	Rwy Idg	6700
116.6	348°	TDZE	152
Chan 113		Apt Elev	152

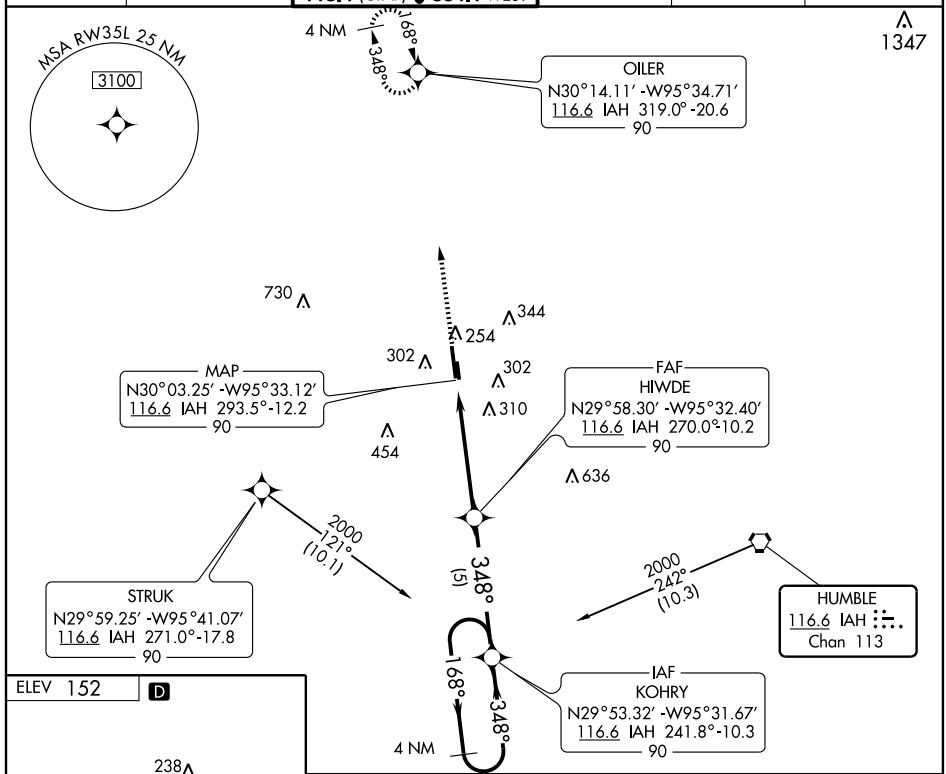
VOR/DME RNAV RWY 35L

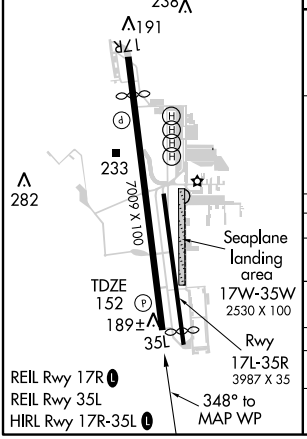
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

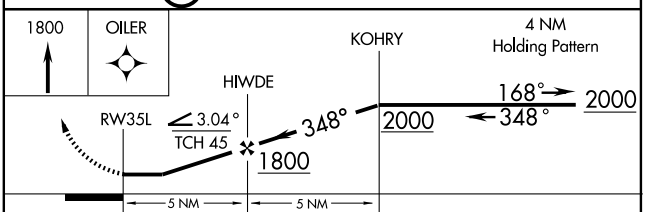
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1800 direct OILER and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER ★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95







CATEGORY	A	B	C	D
S-35L	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-35L	660-1 508 (600-1)		660-1½ 508 (600-1½)	
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1½ 548 (600-1½)	720-2 568 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

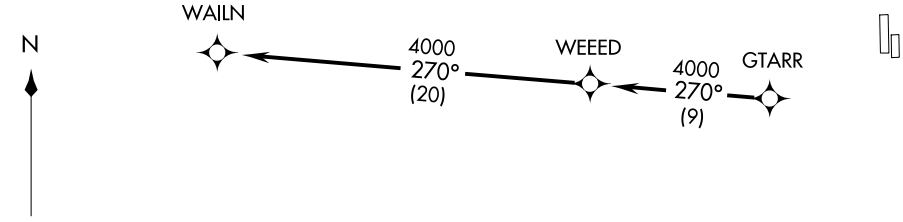
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS 124.95
CLNC DEL 119.45
GND CON 121.8 239.0
★ HOOKS TOWER 127.4 354.1 (EAST) 118.4 354.1 (WEST)
HOUSTON DEP CON 119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

SL-5457 (FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes

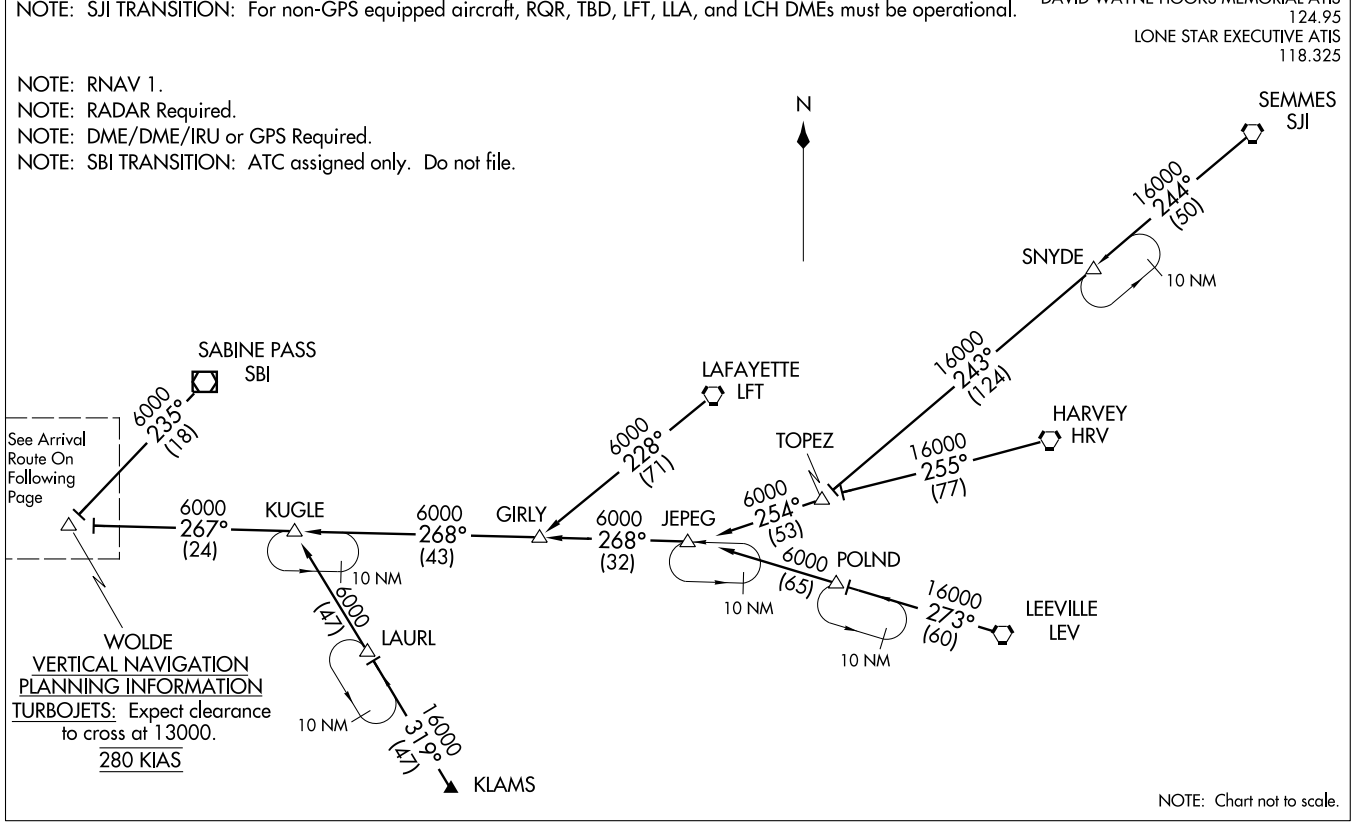
(WOLDE.WOLDE3) 10210

HOUSTON, TEXAS

NOTE: HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA DMEs must be operational.
NOTE: KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS DMEs must be operational.
NOTE: LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, and LCH DMEs must be operational.
NOTE: LFT and JEPEG TRANSITION: For non-GPS equipped aircraft, LLA and LCH DMEs must be operational.
NOTE: SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, and LCH DMEs must be operational.

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

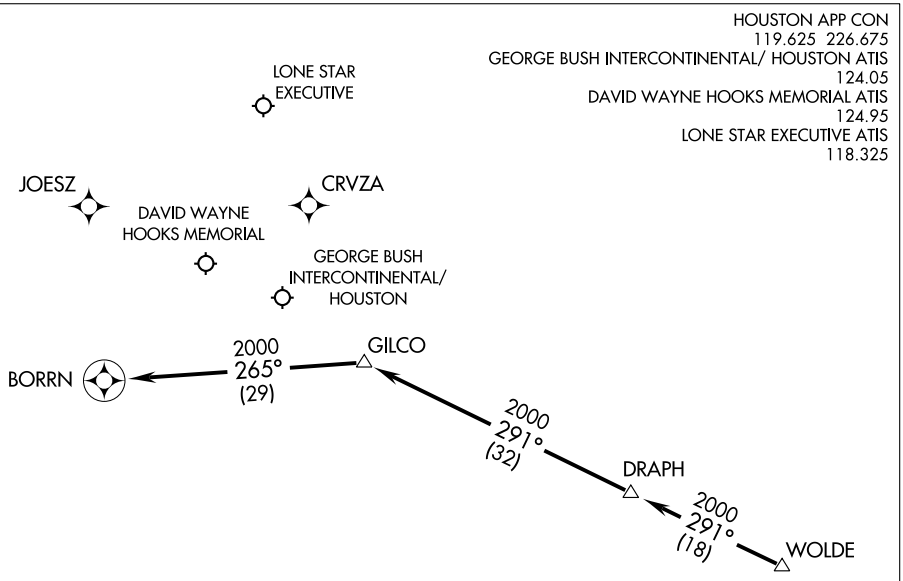
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: SBI TRANSITION: ATC assigned only. Do not file.



NOTE: Chart not to scale.

ST-5461(FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes
(WOLDE.WOLDE3) 10210
HOUSTON, TEXAS



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE3)
JEPEG TRANSITION (JEPEG.WOLDE3)
KLAMS TRANSITION (KLAMS.WOLDE3)
LAFAYETTE TRANSITION (LFT.WOLDE3)
LEEVILLE TRANSITION (LEV.WOLDE3)
SABINE PASS TRANSITION (SBI.WOLDE3)
SEMMES TRANSITION (SJI.WOLDE3)

From WOLDE via 291° track to DRAPH, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . .From DRAPH via 291° track to GILCO. Thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN. If not received by BORRN fly present heading.

ALL OTHER RUNWAYS: . . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

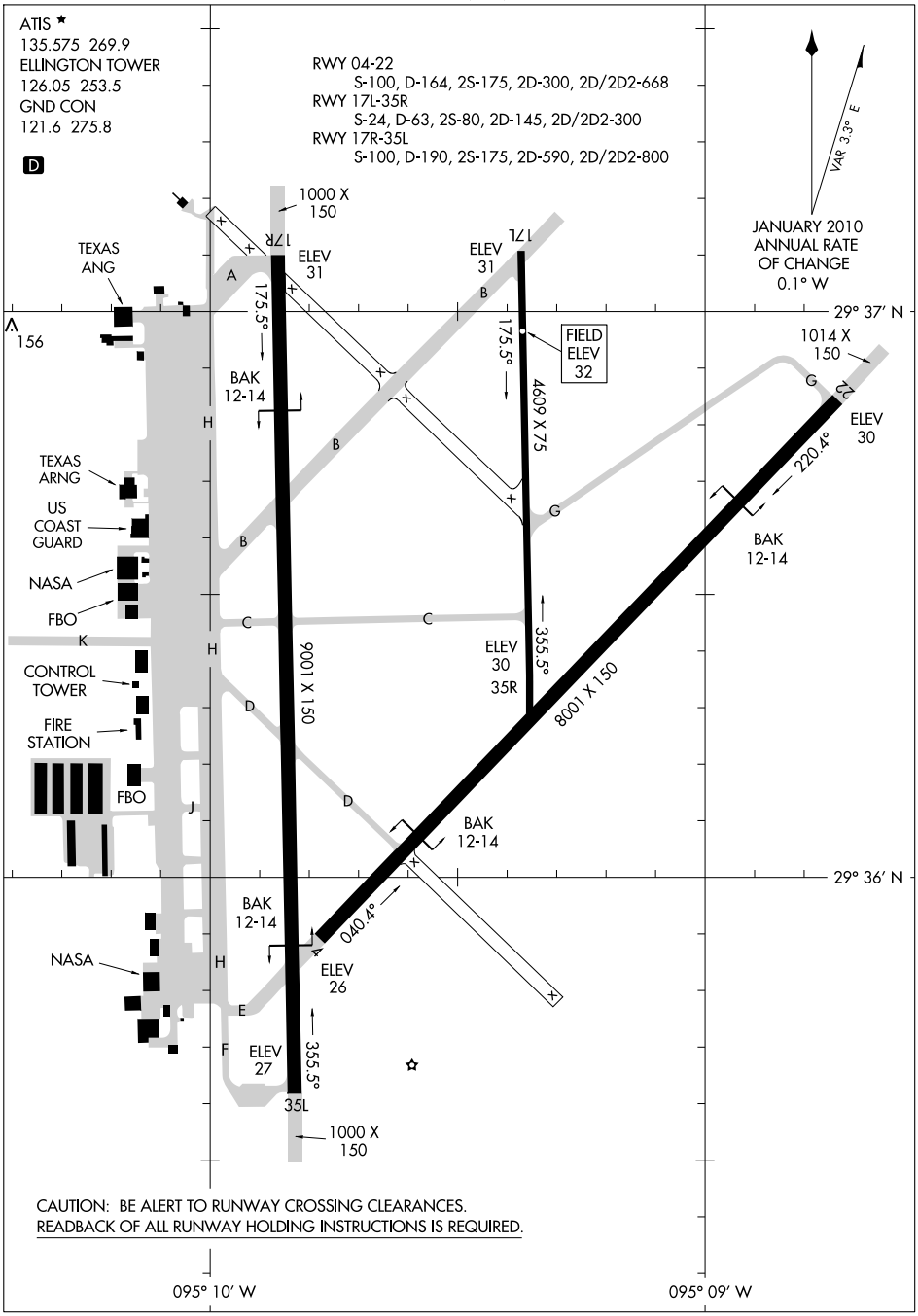
. . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

AL-197 (FAA)



SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

HOUSTON, TEXAS
HOUSTON/ ELLINGTON FIELD (EFD)

10210

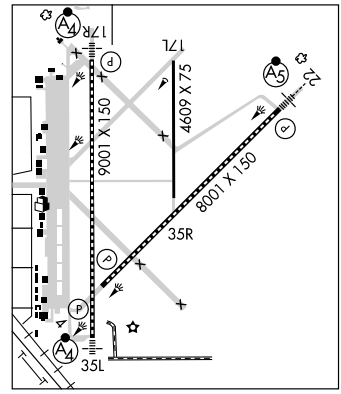
ELLINGTON FLD (EFD) CIV/MIL/ANG/CG/NASA/ARNG 15 SE UTC−6(−5DT) **HOUSTON**
N29°36.44′ W95°09.53′ **COPTER**
32 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks **H–7C, L–19E, 21A, GOMW**
Class IV, ARFF Index A NOTAM FILE EFD **DIAP, AD**

RWY 17R–35L: H9001X150 (CONC–GRVD) S–100, D–190, 2S–175, 2D–590, 2D/2D2–800 HIRL CL
RWY 17R: MALSF. TDZL. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 35L: MALSF. TDZL. PAPI(P4L)—GA 3.0° TCH 54′. Rgt tfc.
RWY 04–22: H8001X150 (CONC–GRVD) S–100, D–164, 2S–175, 2D–300, 2D/2D2–668 HIRL CL
RWY 04: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 22: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 17L–35R: H4609X75 (CONC) S–24, D–63, 2S–80, 2D–145, 2D/2D2–300
RWY 35R: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001
RWY 17L:	TORA–4609	TODA–4609	ASDA–4609	LDA–4609
RWY 17R:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 22:	TORA–8001	TODA–8001	ASDA–8001	LDA–8001
RWY 35L:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 35R:	TORA–4609	TODA–4609	ASDA–4609	LDA–4609

ARRESTING GEAR/SYSTEMS
RWY 17R → BAK–14 BAK–12(B) 14 (1500′)
BAK–14 BAK–12(B) 14 (1850′) ← **RWY 35L**
RWY 04 → BAK–12(B)/14 (1563′) BAK–12(B)/14 (1496′) ← **RWY 22**



MILITARY SERVICE: A–GEAR A–GEAR lgtd mark placement exceeds 75′ from rwy edge.
JASU 2(C–26B) 3(MD–3) 2(MA–1A) 1(MC–11) **FLUID** LHOX HPOX

AIRPORT REMARKS: Attended continuously. Use extreme care La Porte arpt 4 miles NE of arpt located on Rwy 22 apch. Be alert for military acft at 1600′ above sea level making overhead approaches. Birds on and invof arpt. 70′ AGL tanks located 1400′ northeast of Rwy 17R apch. Street lgts located 700′ E of Rwy 17R approach may be mistaken for approach lgts. Rwy 17L–35R and Twy B East of Rwy 17R–35L not avbl for acft ops with more than 9 passenger seats. TPA—VFR rectangular 1100(1068), overhead 1600(1568), lgt acft 600(568). Noise Abatement: Noise sensitive areas south and east of arpt. Jet acft restricted to straight–in, full stop ldg only between 0400–1300Z‡ daily, Sun 0400–1900Z‡. No multiple practice VFR apch between 0500–1300Z‡ Sunday. On departure jet acft minimum use of afterburners and climb rwy heading to 1000′ prior to turns or rejoin. Minimize flight and high power settings over populated areas, especially SE of the fld. On departure and touch and go, climb to pattern altitude as soon as possible. Minimize the use of afterburners beyond the fld boundary. Twy B unlgtd east of Rwy 17R–35L, daylight use only. Rwy 17L–35R between Twy C and Twy G dual purpose rwy/twy with twy lgts. Portions of ramp SW of twr (T–hangars) not visible from twr. Parking ramp capacity TDT–710. Rwy 22 rwy visual range touchdown and rollout avbl. Rwy 35L rwy visual range touchdown and rollout avbl. Rwy 17R arresting barriers 1500′ located in safety area each side of rwy 14″. Rwy 35L arresting barriers 1849′ located in safety area each side of rwy 14″. Rwy 04 arresting barriers 1563′ located in safety area each side of rwy 14″. Rwy 22 arresting barriers 1496′ located in safety area each side of rwy 14″.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **CAUTION** Numerous small arpt with extensive training in area of base. **ANG** ramp clsd to all acft except Official Business only. PPR, ctc ANG Base OPS 1200–2130Z‡ wkd, clsd weekend, and hol. DSN 454–2142, C281–929 2142, 24 hr prior arrival. Comd Post 24 hr DSN 454–2716, C 281–929–2716. All other tran acft ctc 1–800–426–5237, C 281–464–6551. **CG** Minimum 24 hr PPR except CG mission, C281–481–0025, DSN 454–2316.

COMMUNICATIONS: ATIS 135.575 269.9 1200–0500Z‡ (281) 464–4190 **UNICOM** 122.95
Ⓡ **HOUSTON APP/DEP CON** 134.45 284.0
LONE STAR COMD POST 142.2 261.8
TOWER 126.05 253.5 **GND CON** 121.6 275.8
ARNG OPS 41.00 (Mon–Fri 1230–2200Z‡ prior req only) 142.2 288.5 Call Texan ops.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.
HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 110° 6.8 NM to fld. 82/5E.
(L) TACAN Chan 31 EFD (109.4) N29°36.36′ W95°09.58′ at fld. 30/5E. No NOTAM MP TACAN Mon 1300–1530Z‡.
TACAN azimuth and DME unusable:
080°–095° byd 15 NM blo 5,000′ 150°–160° byd 25 NM blo 2,500′
SANJAC NDB (MHW) 347 JPA N29°40.11′ W95°04.19′ 227° 5.9 NM to fld. NOTAM FILE CXO.
ILS 110.3 I–LPV Rwy 17R. Class IE. No NOTAM MP Tue–Wed 1330–1530Z‡.
ILS 111.1 I–EFD Rwy 35L. Class IE. No NOTAM MP Tue–Wed 1330–1530Z‡.
ILS 110.1 I–FNF Rwy 22. Class IE. ILS OTS indef. No NOTAM MP Tue–Wed 1330–1530Z‡.

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS

HOUSTON/ ELLINGTON FIELD (EFD)

ATIS★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212 R-265 V212

49

4000
*2000
085°
(115)

J50

R-266

FL190
094°
(92)

R-273

J50

FL190
094°
(95)

R-277

R-082

16

082°
(49)

(49)

65 R-264

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43

(111)

R-325

R-299

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

J29 32 028° (23)

R-254

9 R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22,
35L, 35R, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

SL-197 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY
DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

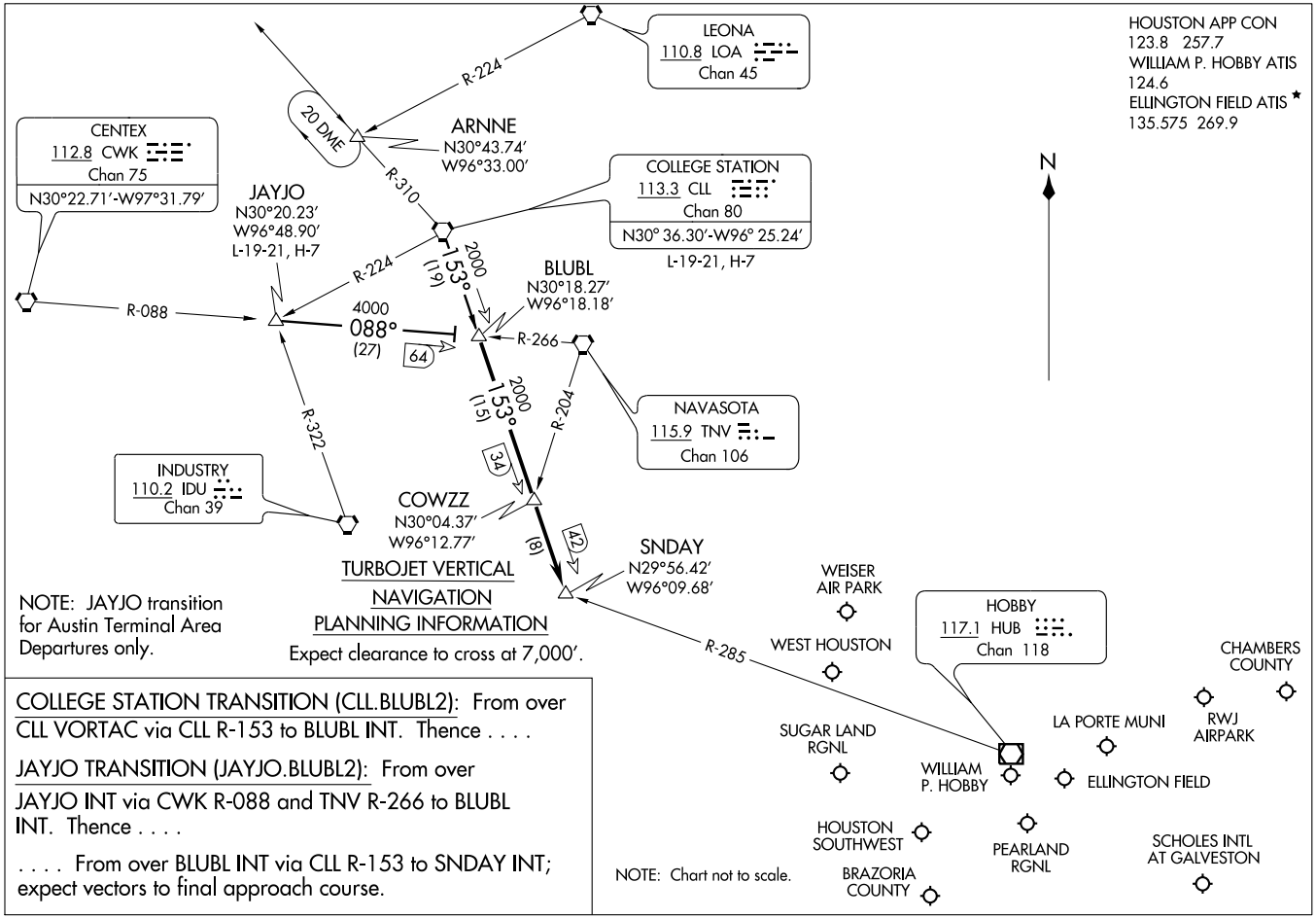
TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY CVE
6000
172°
(71)
10 NM
ELLVR
6000
167°
(7)
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

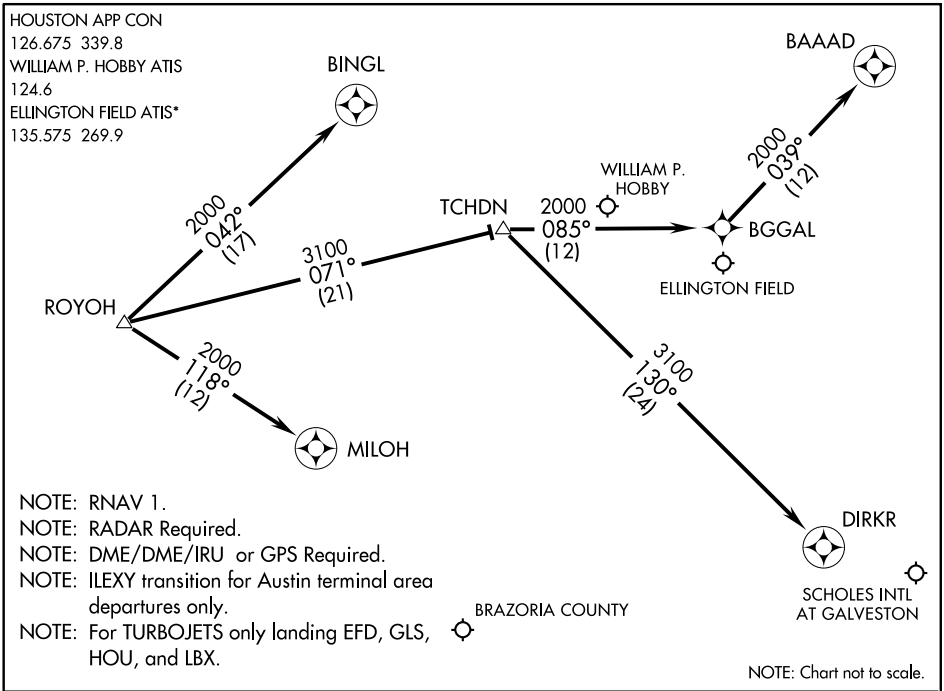
See following page for arrival routes.

NOTE: Chart not to scale.

HOUSTON, TEXAS

COACH ONE ARRIVAL (RNAV) Transition Routes

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

COACH ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

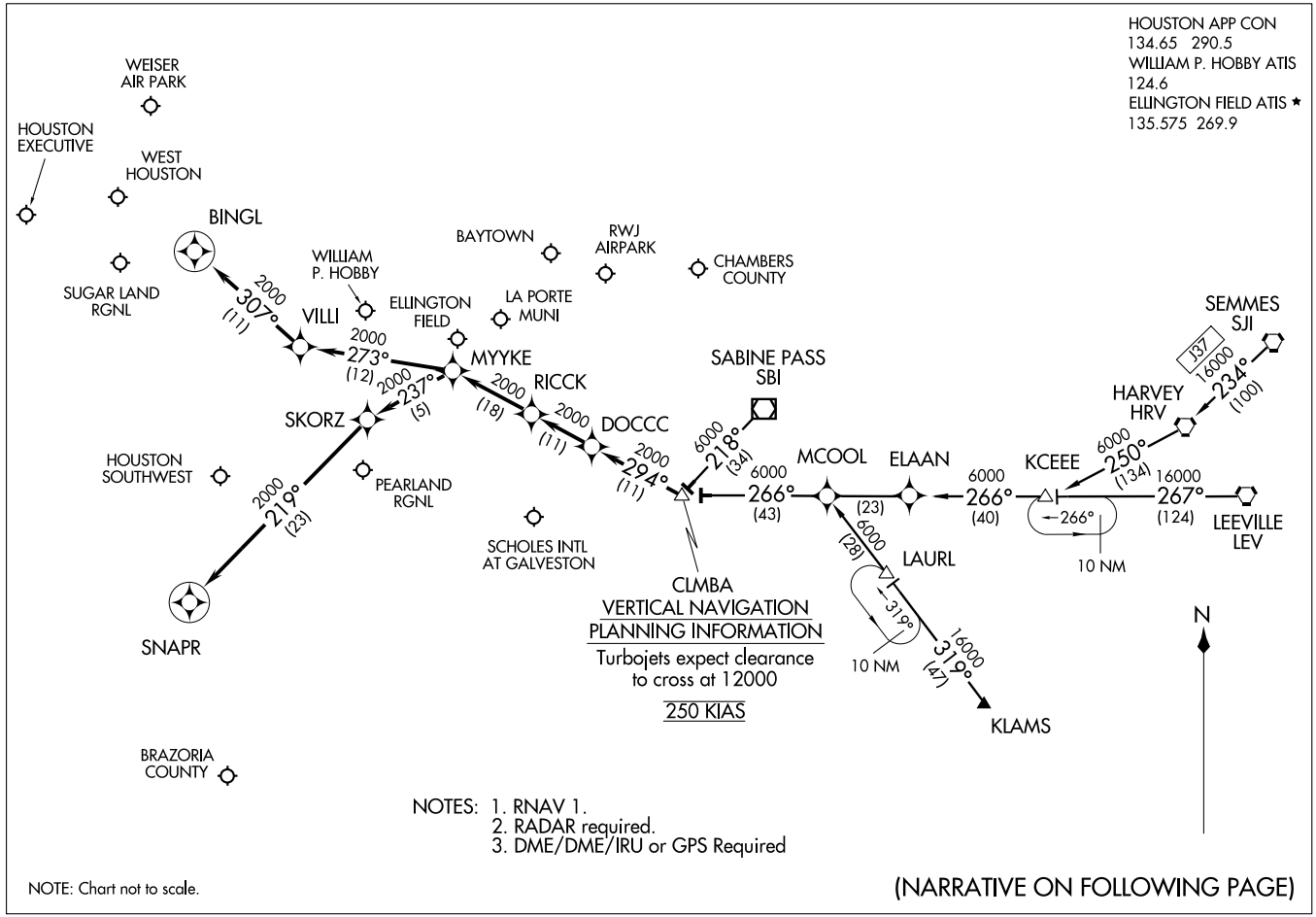
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

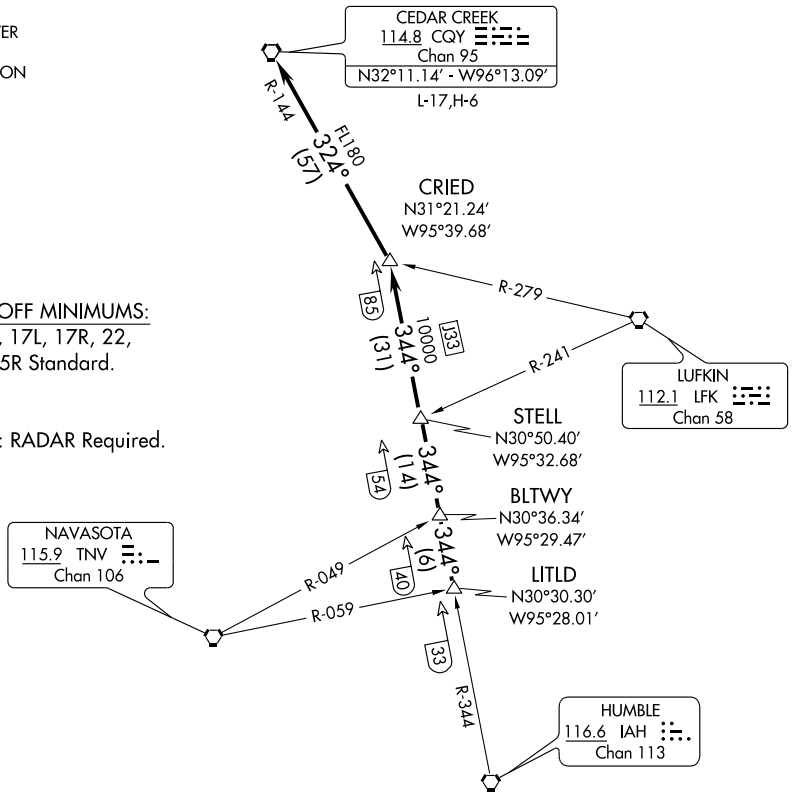
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/ 80′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208
028° (143)

NOTE: RADAR Required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082
95
(7)
ENJOY
N31°16.73′
W94°19.82′

88
MUSIQ
N30°33.16′
W94°53.53′
VELCO
N31°10.67′
W94°24.55′
028° (45)

DARTR
N30°24.19′
W95°00.41′
43
(111)
R-325

32
RAECN
N30°05.08′
W95°14.95′
4000
028° (23)
R-299
DAISETTA
116.9 DAS
Chan 116
R-254

9
R-028
HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000.
Expect filed altitude 10 minutes after departure, thence . . . .

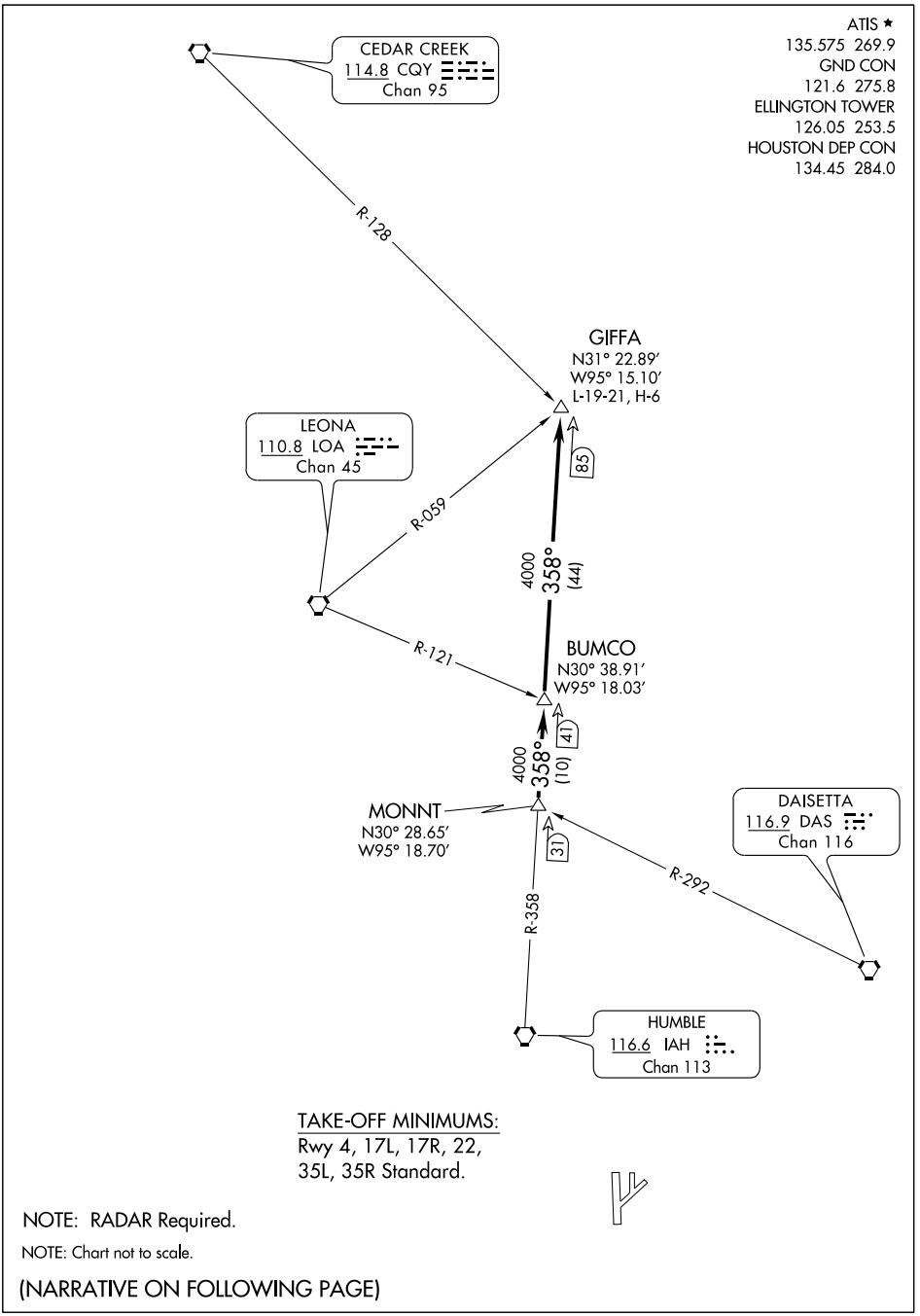
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

GIFFA FOUR DEPARTURE

SL-197 (FAA)



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

HI-ILS 1 RWY 35L

LOC I-EFD	APCH CRS	Rwy ldg	9001
111.1	354°	TDZE	27
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L

MALSF

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via EFD R-136 to WATFO INT/EFD 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
DROPP	N29°13.63′ W95°32.07′
WATFO	N29°23.90′ W94°58.07′

649 629 247 395 120 499 2049 1549 1235

R-286 16,000 (IAF) CANDI EFD 8 106° LOCALIZER 111.1 I-EFD 14,000 12,000

ELLINGTON EFD Chan 31

MARZY EFD 7 /RADAR

PAHSU EFD 15

KOREJ EFD 18

(IAF) DROPP EFD 30 16,000

ANRUY EFD 30 15,000

EFD 30 Arc

OKUME EFD 30 4000

EDEDY EFD 18 7000

WATFO EFD 16

EFD 18 Arc

20 NM 354° 151° 316° 136° 174° 354° R-216 R-206 LR-176 LR-168 R-136 R-151

MSA EFD 2.5 NM 150° 3100 1800 330°

EMERG SAFE ALT 100 NM 16,000

500 2500 EFD R-136 WATFO EFD 16

KOREJ Intcp Lczr 18 3000

MARZY 7 /RADAR 2100

PAHSU 15 3000 2500

354°

TACAN 1.4 2100

GS 3.00° TCH 54

0.7 5.6 NM

ELEV 32

17R 17L 156 112 129 22 35R 35L

9001 × 150 8001 × 150 4609 × 75

TDZE 27 354°6.3 NM from FAF 70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	C	D	E
S-ILS 35L	227/40	200	(200-¾)
S-LOC 35L*	440/50 413 (500-1)		440/60 413 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

SC-5, 26 AUG 2010 to 23 SEP 2010

HI-ILS RWY 17R

LOC I-LPV	APCH CRS	Rwy Idg	9001
110.3	174°	TDZE	31
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

▼* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED

ARUXE EFD 11 /RADAR 649

TRAPS EFD 5.8 /RADAR 629

ELLINGTON Chan 31 EFD

16,000

R-286

106°

(IAF) CANDI EFD 8

2049 1549

14,000 12,000

FIJSI EFD 4.3 /RADAR 499

343

354°

174°

LR-004

EFD 11 Arc 2000

20 NM

151°

ETIME EFD 11

R-116

LOCALIZER 110.3 I-LPV

3000

1235

PINSY EFD 11

IGIBE EFD 11

WATFO EFD 16

316°

136°

R-136

ALOXE EFD 27

15,000

002°

R-151

(IAF) APRIL EFD 32

16,000

182°

EFD 40

R-182

Enroute penetration to 11 DME Arc available

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′

EMERG SAFE ALT 100 NM 16,000

MSA EFD 25 NM

150°

1800

3100

330°

(a) 182 112 292 (c) (b) (c)

IGIBE R-151 11

11 Arc 3000

ETIME R-116 11

ARUXE 11 /RADAR Intcp Lczr

TRAPS 5.8 /RADAR

1700

FIJSI 4.3 /RADAR

TACAN

GIKAW 1.4

174°

3000 2000

2000

1700

(LOC)1200

GS 3.00° TCH 52

4.4 NM

0.7

500

2500 EFD R-136

WATFO EFD 16

ELEV 32

174° 5.1 NM from FAF

TDZE 31

17R

17L

156

112

129

4609 x 75

9001 x 150

8001 x 150

35R

35L

22

70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	C	D	E
S-ILS 17R	231/40 200 (200-¾)		
S-LOC 17R *	440/50 409 (500-1)		440/60 409 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM

Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HI-ILS RWY 22

LOC I-FNF	APCH CRS	Rwy ldg	8001
110.1	219°	TDZE	31
		Arpt Elev	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

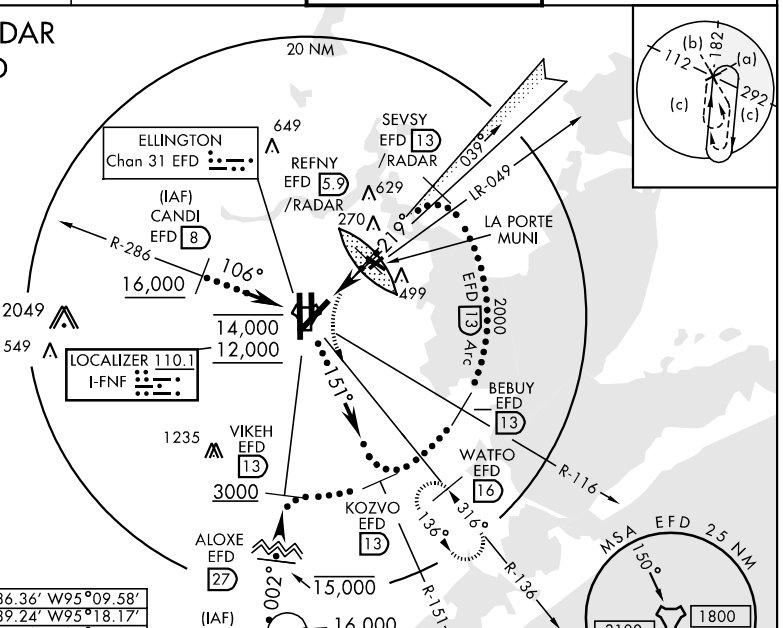
▼* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

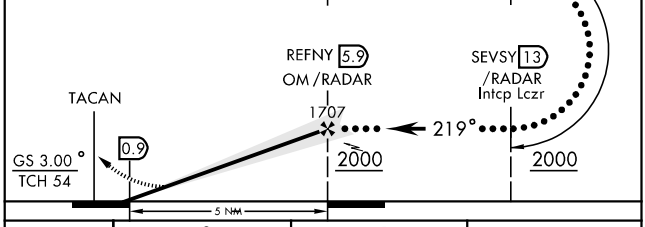
DME or RADAR REQUIRED

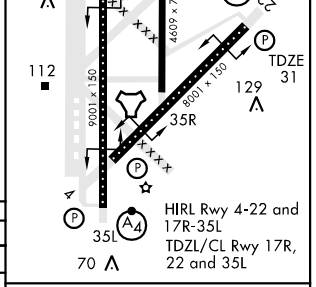


EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′

EMERG SAFE ALT 100 NM 16,000

700 | 2500 EFD R-136 | WATFO EFD 16





CATEGORY	C	D	E
S-ILS 22	231/24 200 (200-½)		
S-LOC 22 *	460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 17R

TACAN	EFD
Chan	31

APCH CRS
163°

Rwy Idg	9001
TDZE	31
Arpt Elev	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

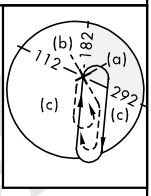
MALSF

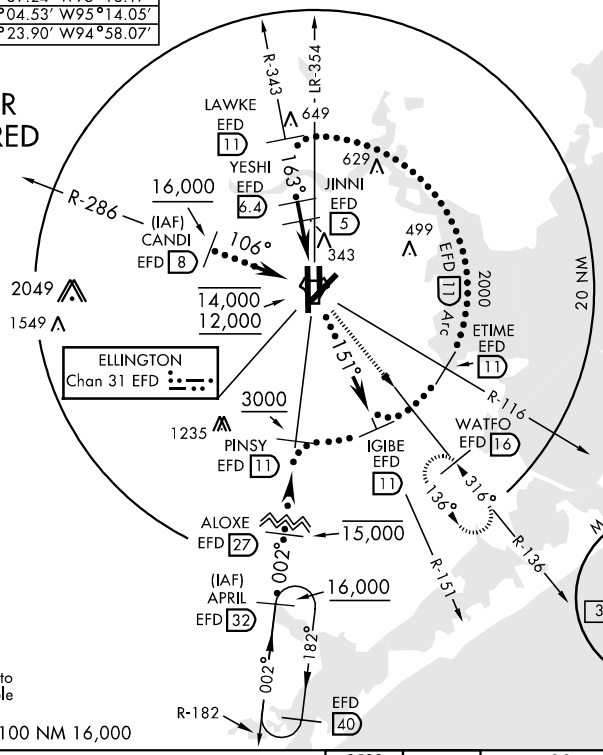
MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′

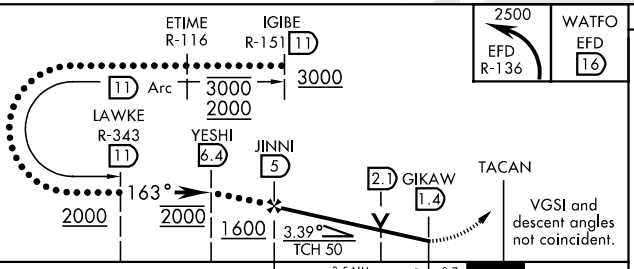
RADAR REQUIRED





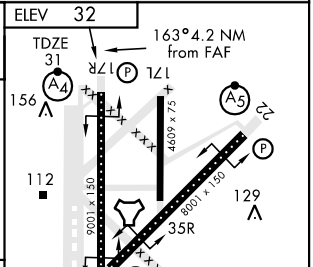
Enroute penetration to 11 DME Arc available

EMERG SAFE ALT 100 NM 16,000



2500
EFD
R-136

WATFO
EFD
16



CATEGORY	C	D	E
S-17R *	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 35L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
EFD Chan 31	002°	9001	27	32

JAL197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

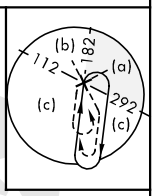
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

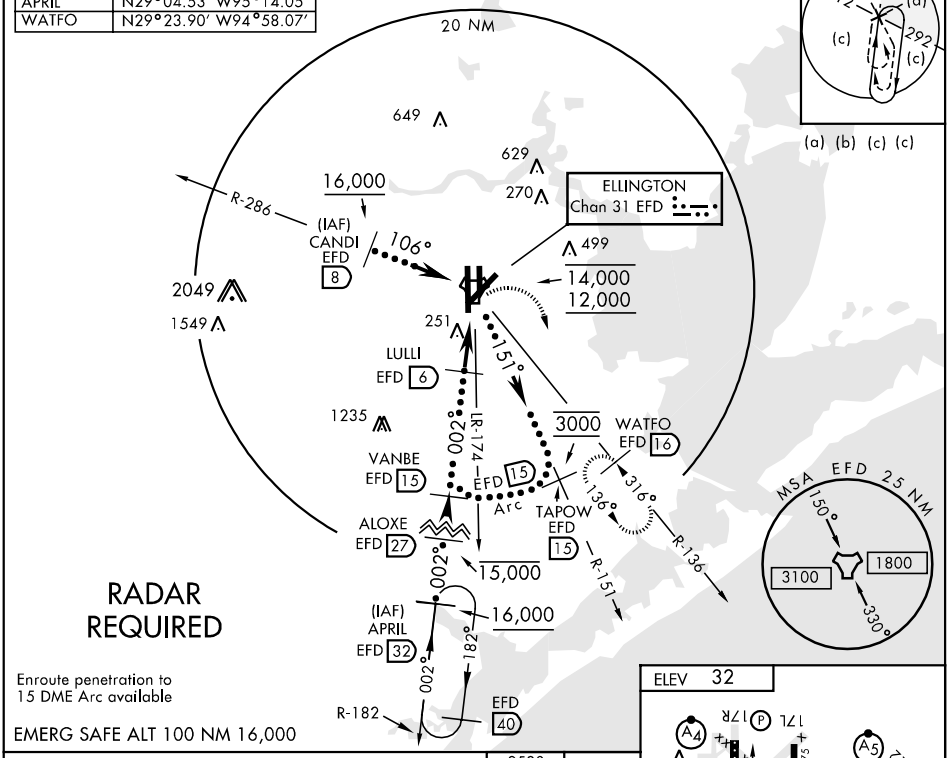
MALSF

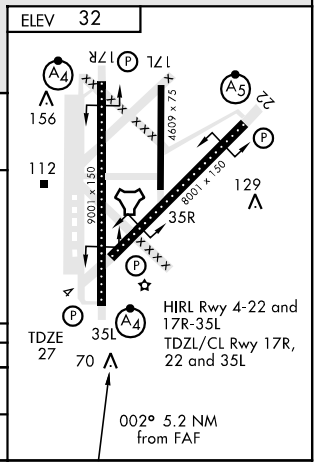
MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/ 16 DME and hold.

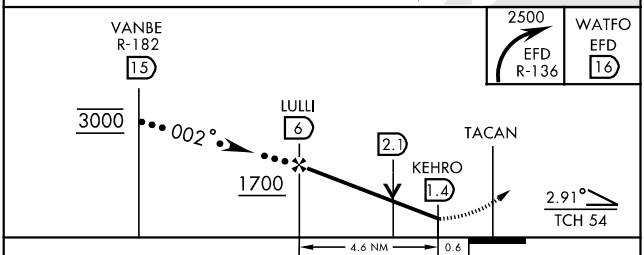
ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′









CATEGORY	C	D	E
S-35L *	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-LPV	APP CRS	Rwy Idg	9001
110.3	174°	TDZE	31
		Apt Elev	32

ILS RWY 17R

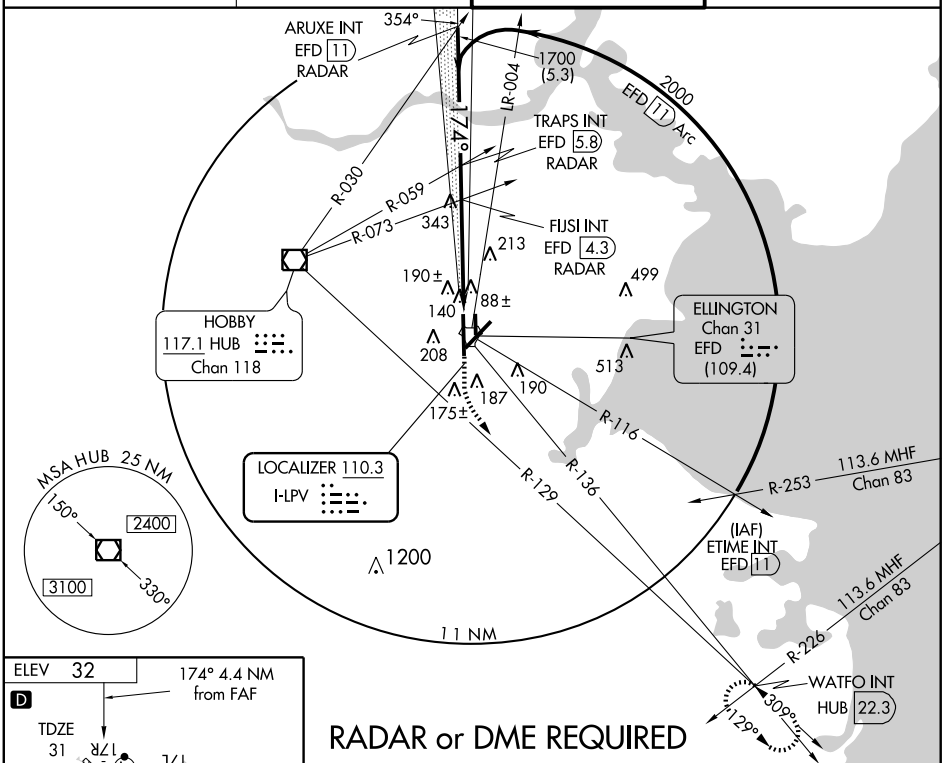
HOUSTON/ ELLINGTON FIELD (EFD)

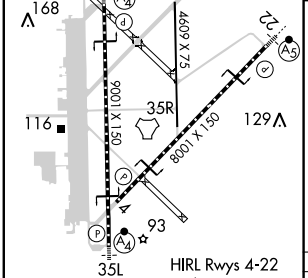
▼ Inoperative table does not apply to S-ILS all Cats.
▲ Inoperative table does not apply to S-LOC all Cats.
▲ Circling not authorized west of Rwy 17R-35L.

SSALF

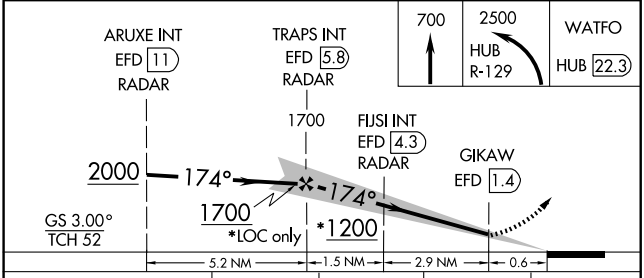
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





RADAR or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 17R	231/40 200 (200-¾)				
S-LOC 17R	440/50 409 (500-1)		440/60 409 (500-1¼)		440-1½ 409 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-FNF	APP CRS	Rwy Idg	8001
110.1	219°	TDZE	31
		Apt Elev	32

ILS RWY 22

HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS ★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR or DME REQUIRED

116.6 IAH Chan 113

116.6 IAH Chan 113 R-117

SEVSY INT EFD 13 RADAR

039°

LR-049

*Mandatory

REFNY INT EFD 5.9 RADAR

R-135

270

219°

2000 (7.1)

ELLINGTON Chan 31 EFD (109.4)

HOBBY 117.1 HUB Chan 118

La Porte Muni

213

190±

499

208

513

EFD 13 Arc

2000*

LOCALIZER 110.1 I-FNF

187

175±

190

R-116

R-136

MSA HUB 25 NM

150°

2400

3100

330°

10 NM

1200

(IAF) BEBUY EFD 13

R-129

113.6 MHF Chan 83

WATFO INT HUB 22.3

309°

129°

R-226

ELEV 32 D

219° 5 NM from FAF

TDZE 31

17R

17L

22

168

116

129

35R

35L

93

4669 X 75

9001 X 150

8001 X 150

HIRL Rwys 4-22 and 17R-35L TDZ/CL Rwys17R, 22 and 35L

700

2500 HUB R-129

WATFO HUB 22.3

REFNY INT EFD 5.9 RADAR

SEVSY INT EFD 13 RADAR

EFD 0.9

1707

219°

2000

2000

GS 3.00° TCH 54

5 NM

7.1 NM

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 22	231/18 200 (200-½)				231/24 200 (200-½)
S-LOC 22	460/24 429 (500-½)		460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

29°36'N-95°10'W

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-EFD	APP CRS	Rwy Idg	9001
111.1	354°	TDZE	27
		Apt Elev	32

ILS RWY 35L

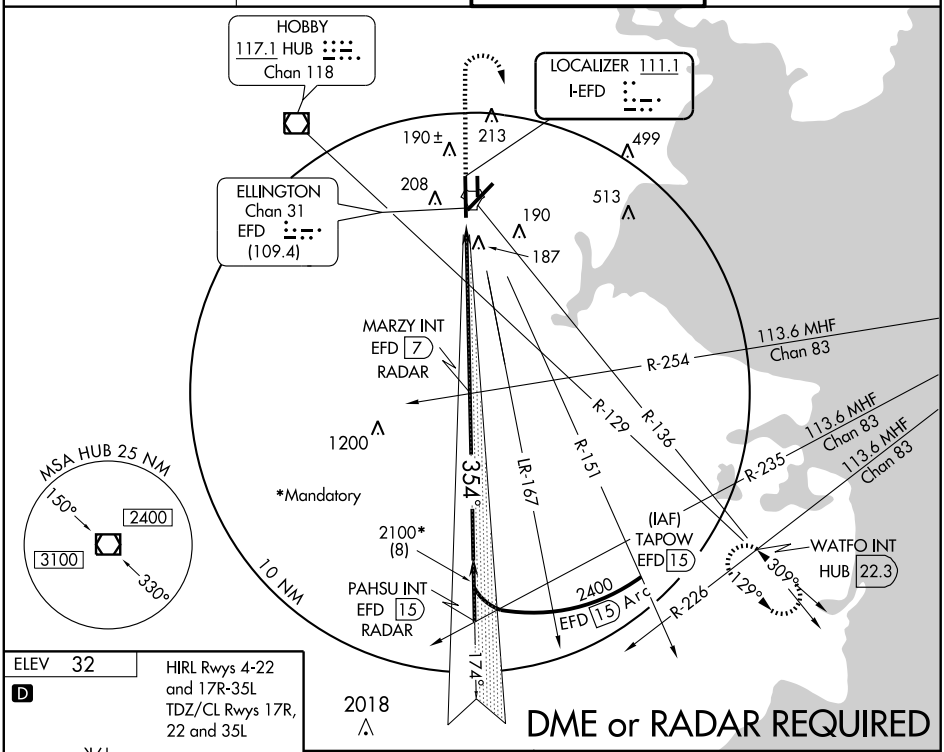
HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L
Inoperative table does not apply to S-LOC and S-ILS all Cats.

SSALF

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



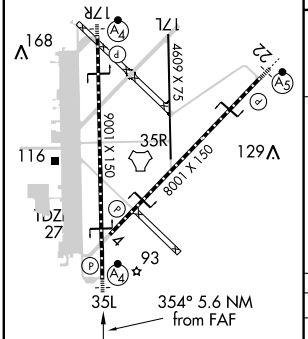
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

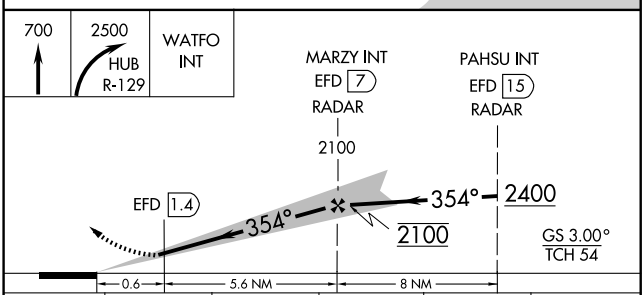
ELEV 32

D

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



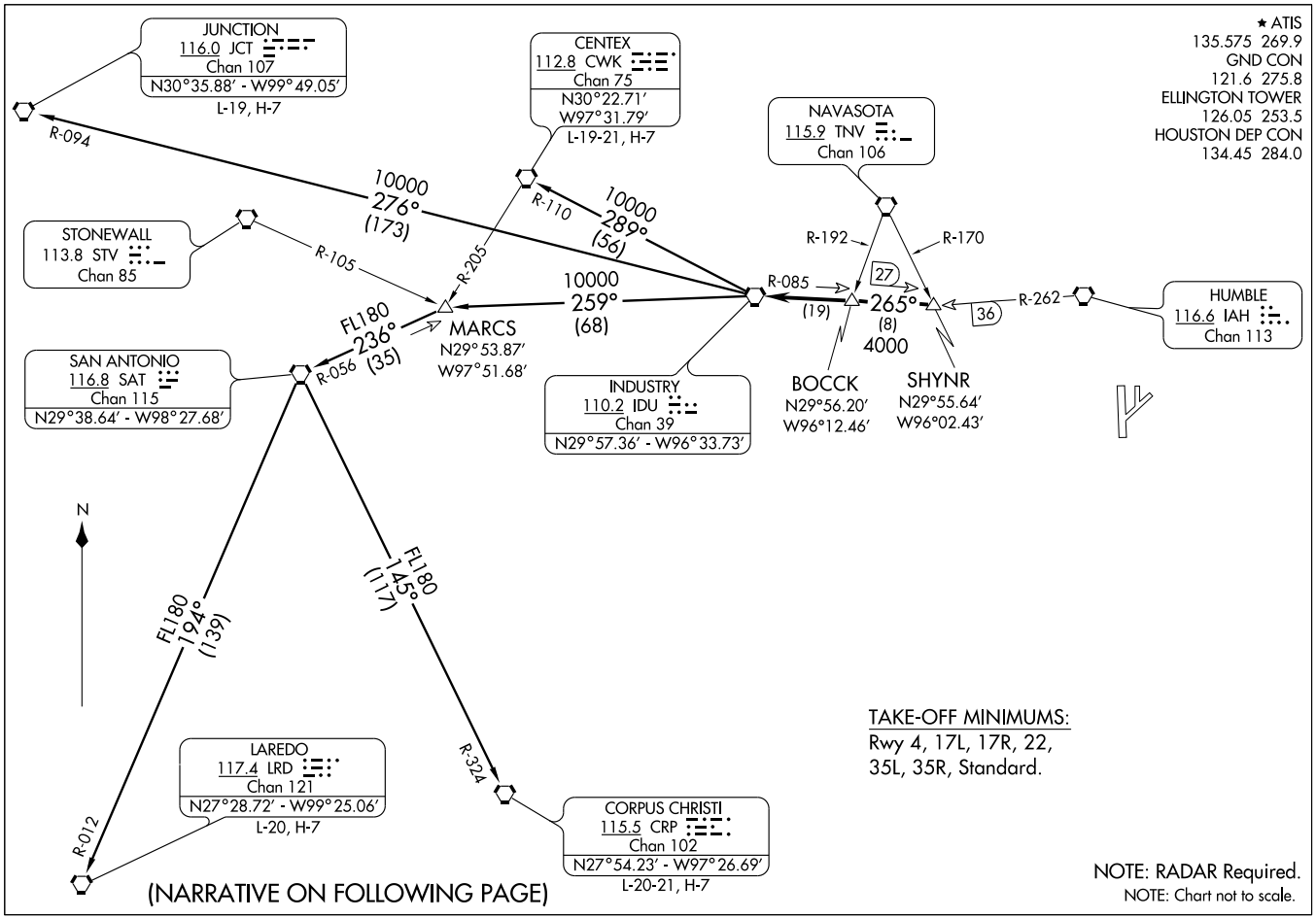
CATEGORY	A	B	C	D	E
S-ILS 35L	227/40 200 (200-¾)				
S-LOC 35L	440/50 413 (500-1)		440/60 413 (500-1¼)		440-1½ 413 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/ ELLINGTON FIELD (EFD)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/ ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

SL-197 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

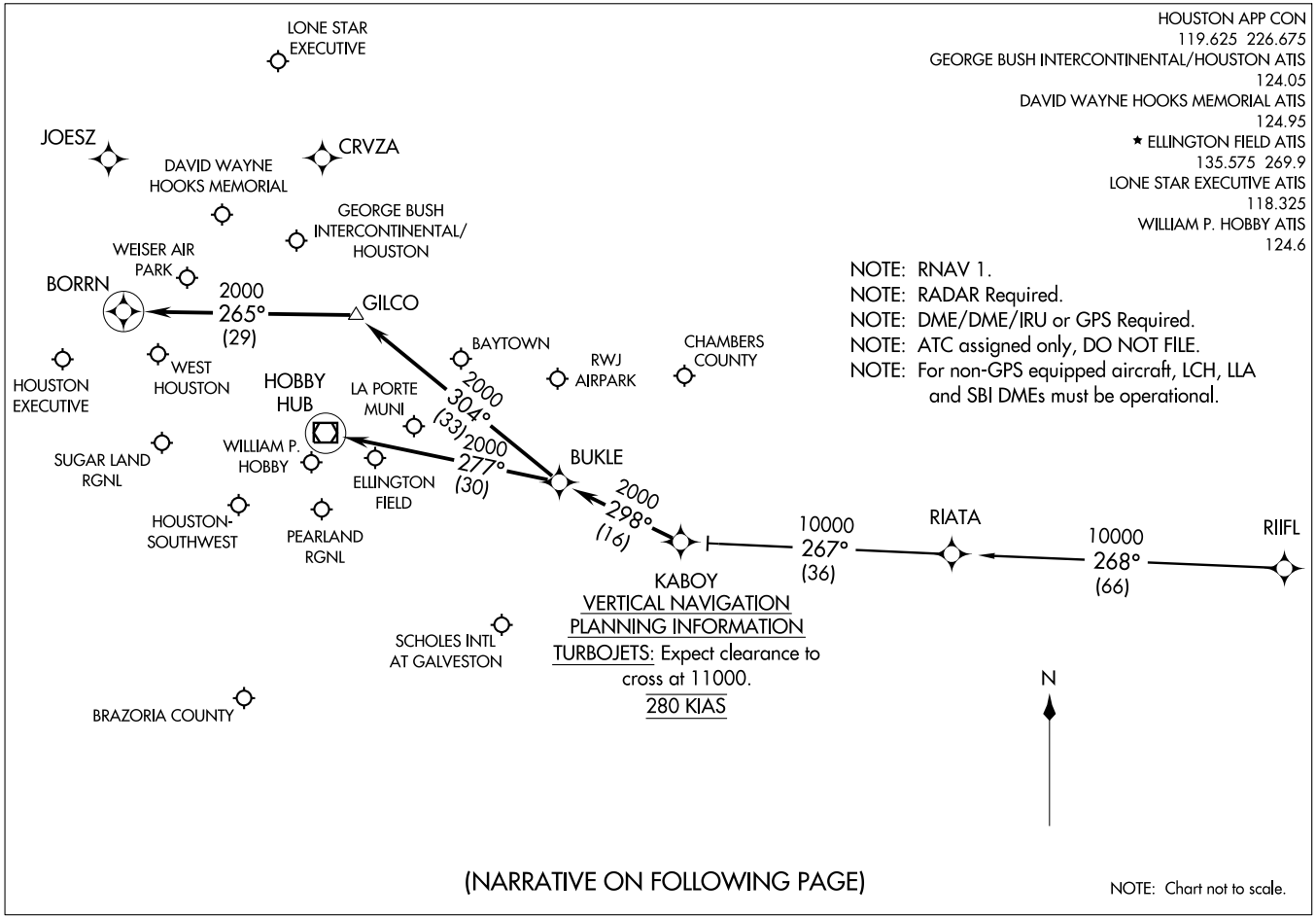
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54 AGL/83 MSL. OL on GS 327′ from DER, 543′ left of centerline, 39 AGL/68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

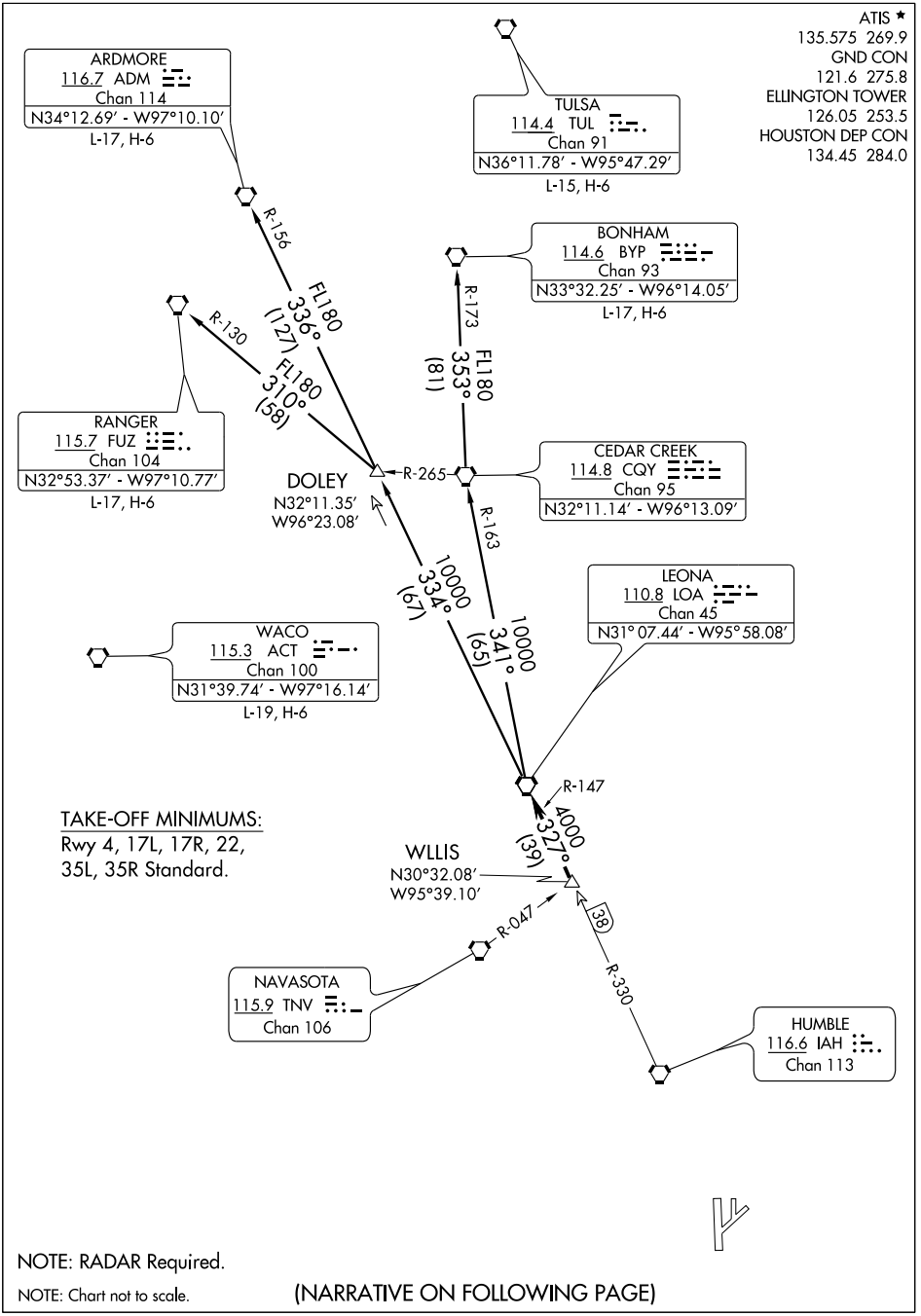
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WLLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

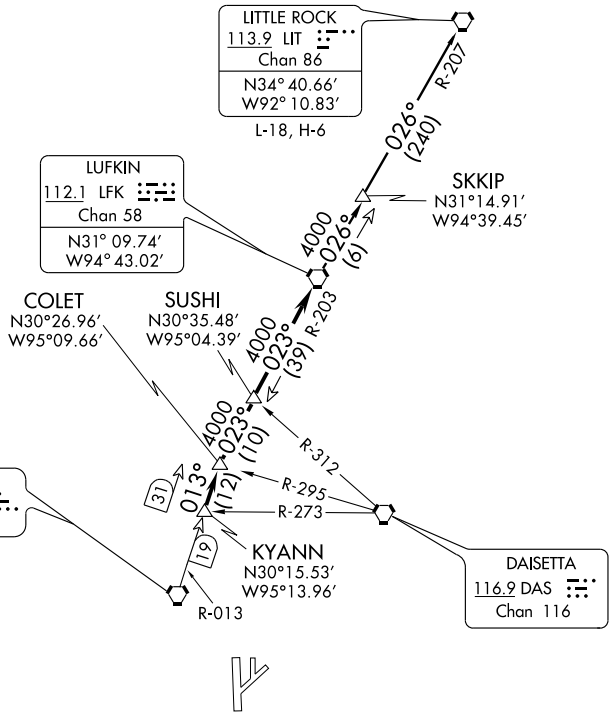
TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

NOTE: Chart not to scale.

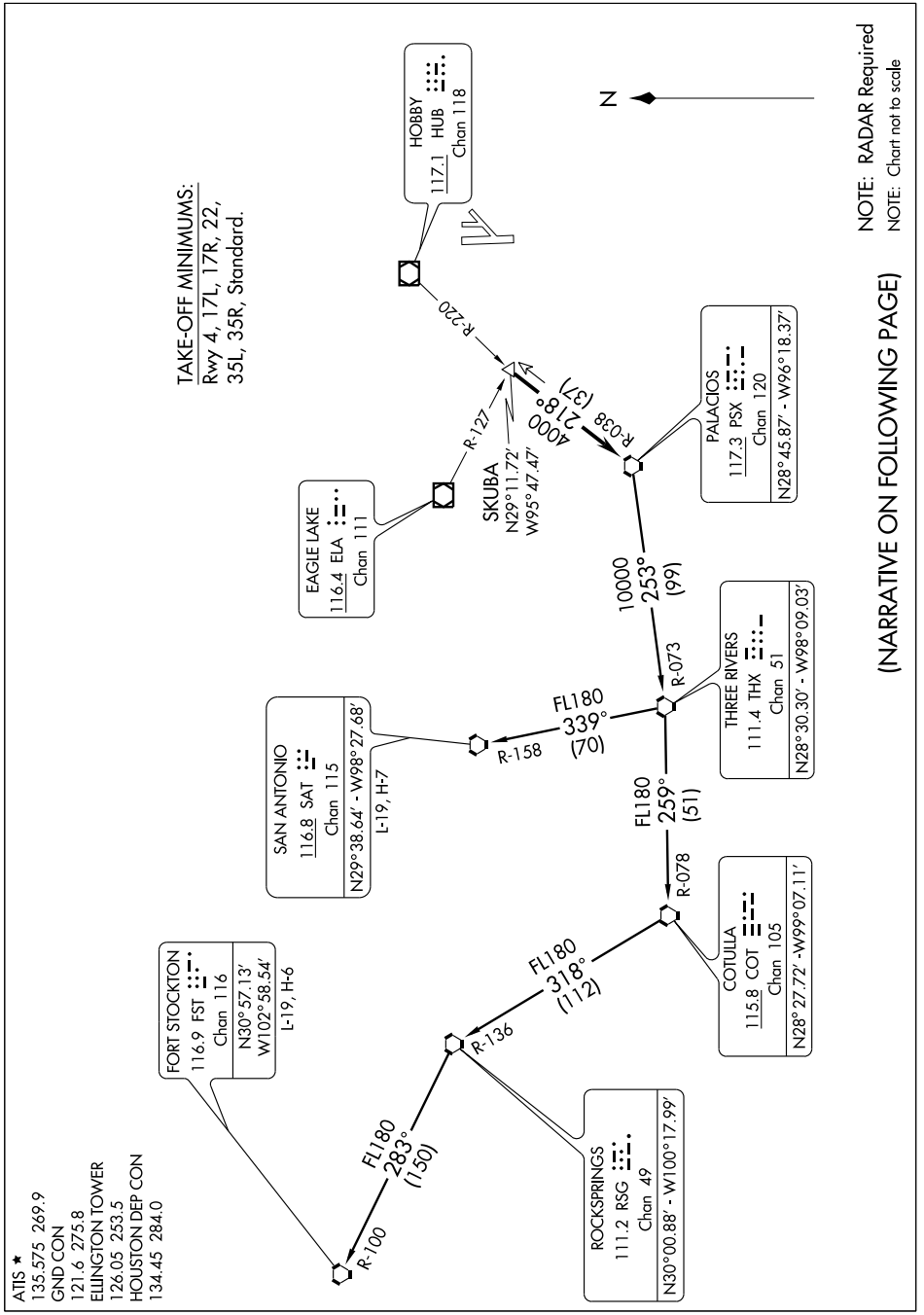
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010



PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/ ELLINGTON FIELD (EFD)
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8001
039°	TDZE	30
	Apt Elev	32

RNAV (GPS) RWY 4

HOUSTON/ ELLINGTON FIELD (EFD)

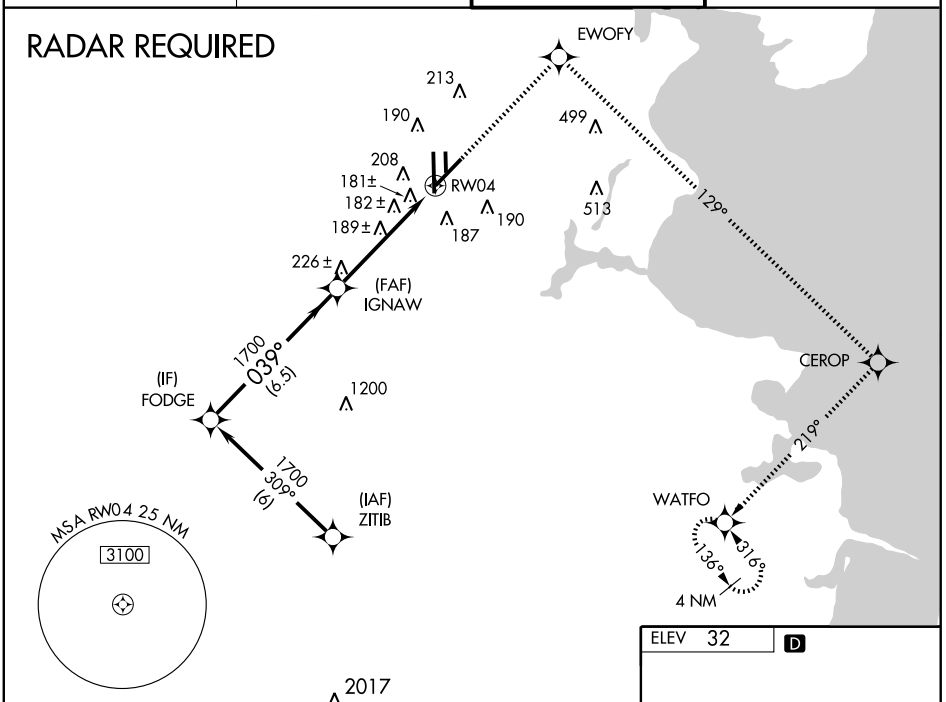
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling not authorized west of runways 17R and 35L. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

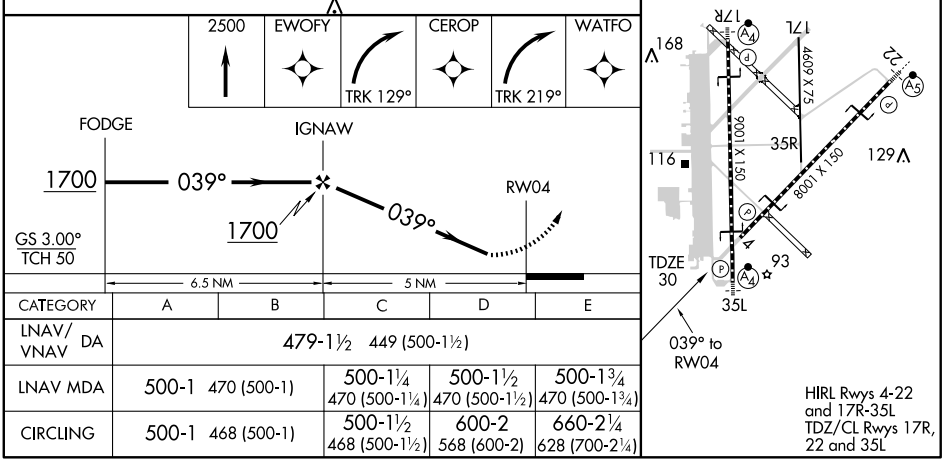
NA

MISSED APPROACH: Climb to 2500 direct EWOFY and climbing right turn via 129° track to CEROP and right turn via 219° track to WATFO and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	479-1½ 449 (500-1½)				
LNAV MDA	500-1 470 (500-1)		500-1¼ 470 (500-1¼)	500-1½ 470 (500-1½)	500-1¾ 470 (500-1¾)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9001
174°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 17R

HOUSTON/ELLINGTON FIELD (EFD)

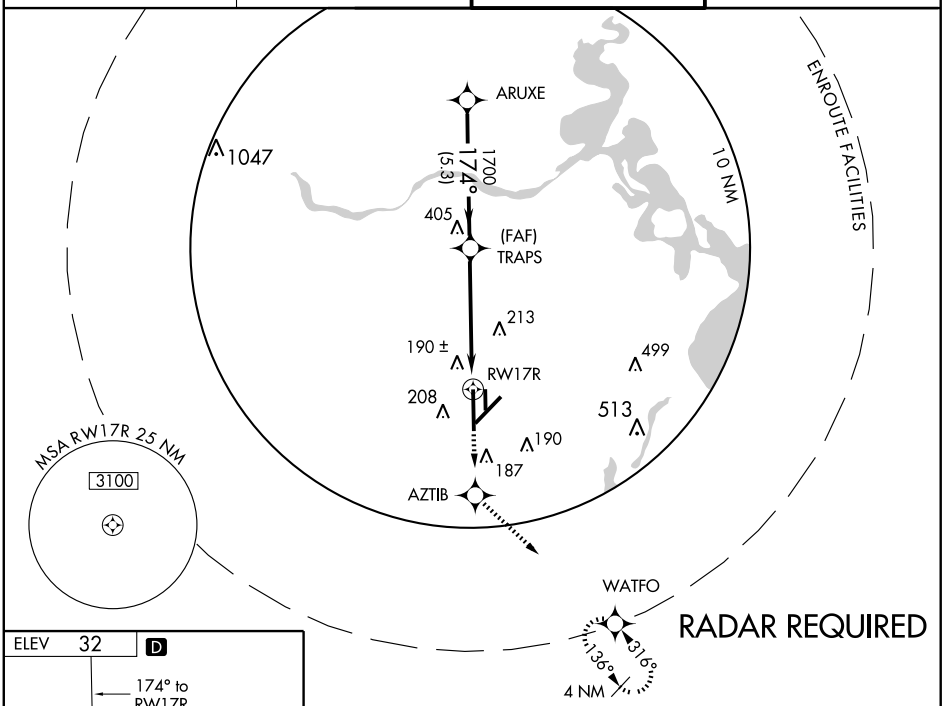
Circling not authorized west of runway 17R-35L. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

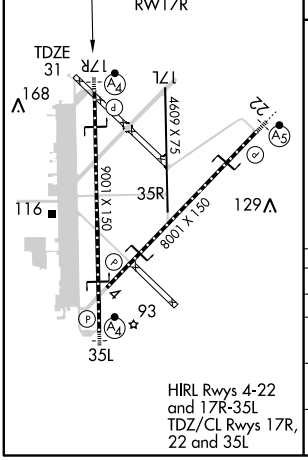
NA

SSALF

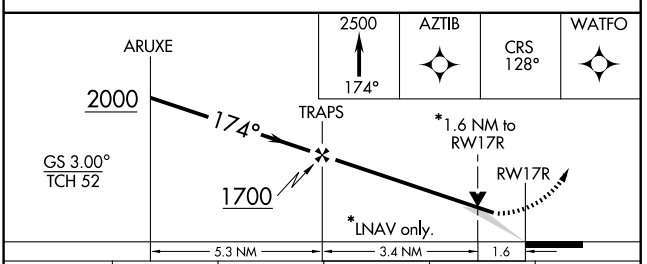
MISSED APPROACH: Climb to 2500 via 174° course to AZTIB then via 128° course to WATFO and and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	500-1¾ 469 (500-1¾)				
LNAV MDA	600/40 569 (600-¾)		600-1½ 569 (600-1½)	600-1¾ 569 (600-1¾)	600-2 569 (600-2)
CIRCLING	600-1¾ 568 (600-1¾)			600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8001
CH 61111	219°	TDZE	31
W22A		Apt Elev	32

RNAV (GPS) RWY 22

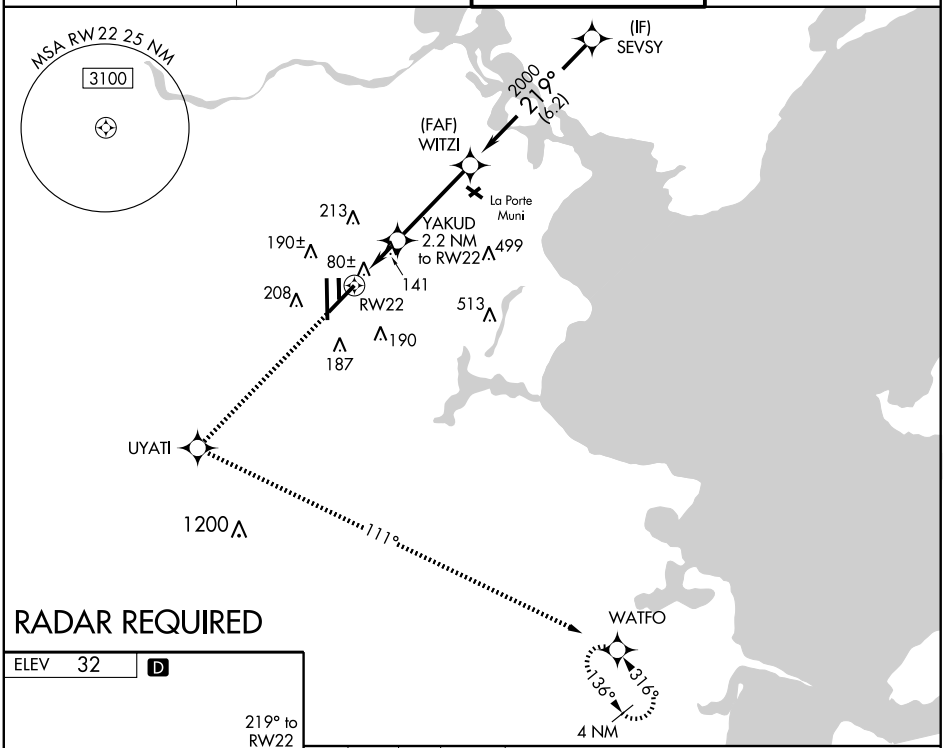
HOUSTON/ELLINGTON FIELD (EFD)

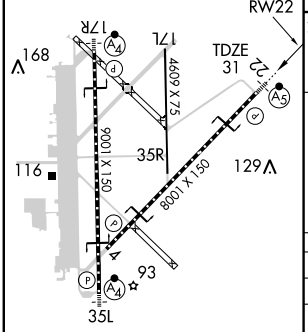
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000, and LNAV Cat D and E visibility to RVR 6000. Circling NA west of Rwy 17R-35L. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR (A5)

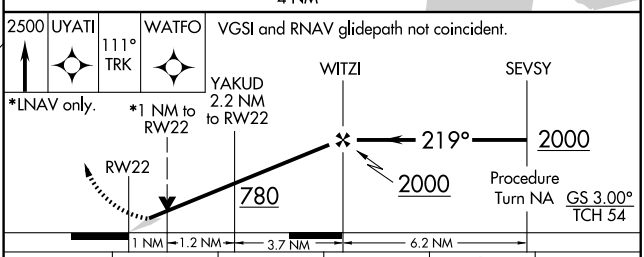
MISSED APPROACH: Climb to 2500 direct UYATI and via 111° track to WATFO and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
LPV DA	290/24 259 (300-½)				
LNAV/VNAV DA	342/24 311 (400-½)			342/40 311 (400-¾)	
LNAV MDA	400/24 369 (400-½)			400/50 369 (400-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35L

HOUSTON/ELLINGTON FIELD (EFD)

APP CRS	Rwy Idg	9001
354°	TDZE	27
	Apt Elev	32

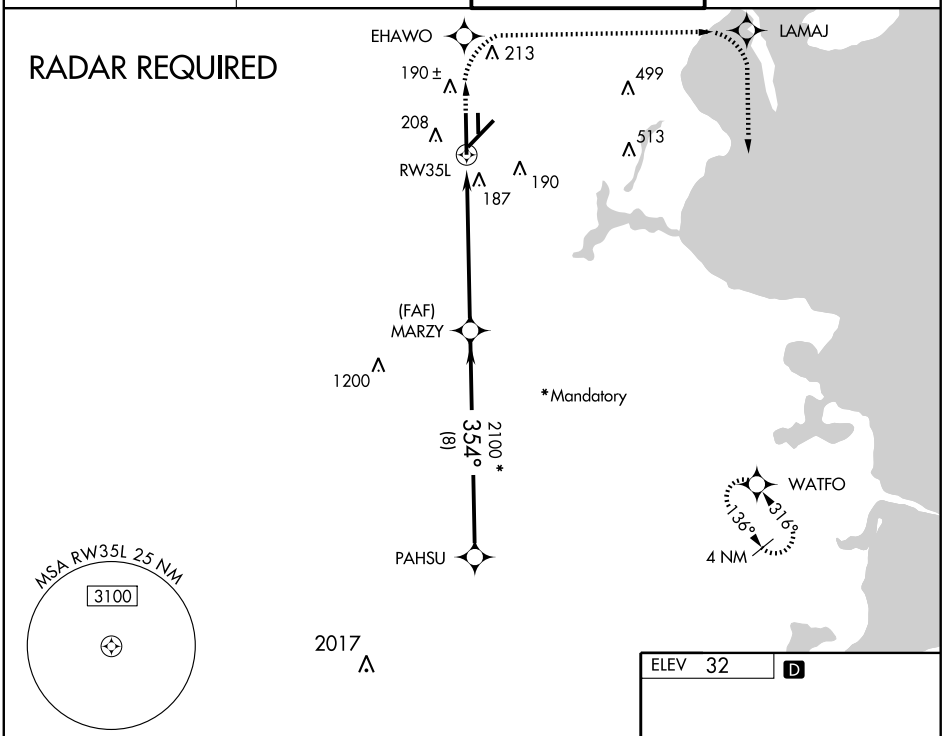
Circling not authorized west of Rwy 17R-35L.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F). WAAS VNAV NA.

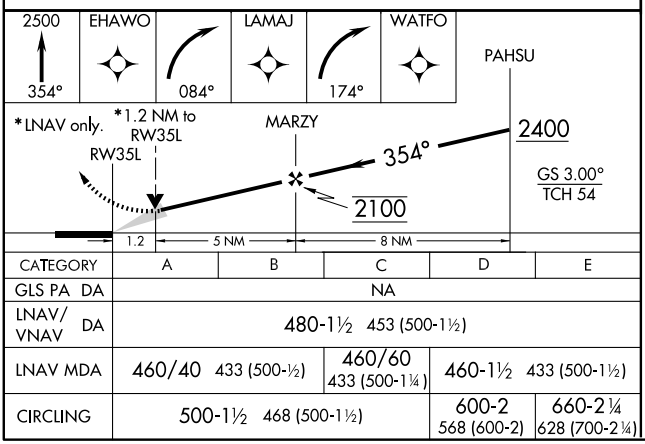
SSALF

MISSED APPROACH: Climb to 2500 via 354° course to EHAWO then right turn via 084° course to LAMAJ then right turn via 174° course to WATFO and hold.

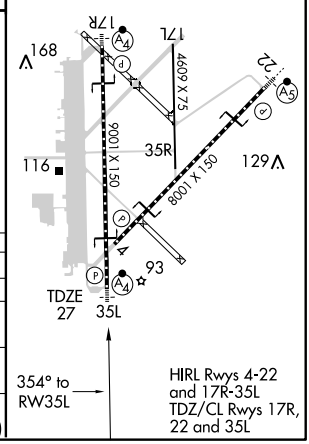
ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	480-1½ 453 (500-1½)				
LNAV MDA	460/40 433 (500-½)		460/60 433 (500-1¼)	460-1½ 433 (500-1½)	
CIRCLING	500-1½ 468 (500-1½)			600-2 568 (600-2)	660-2¼ 628 (700-2¼)

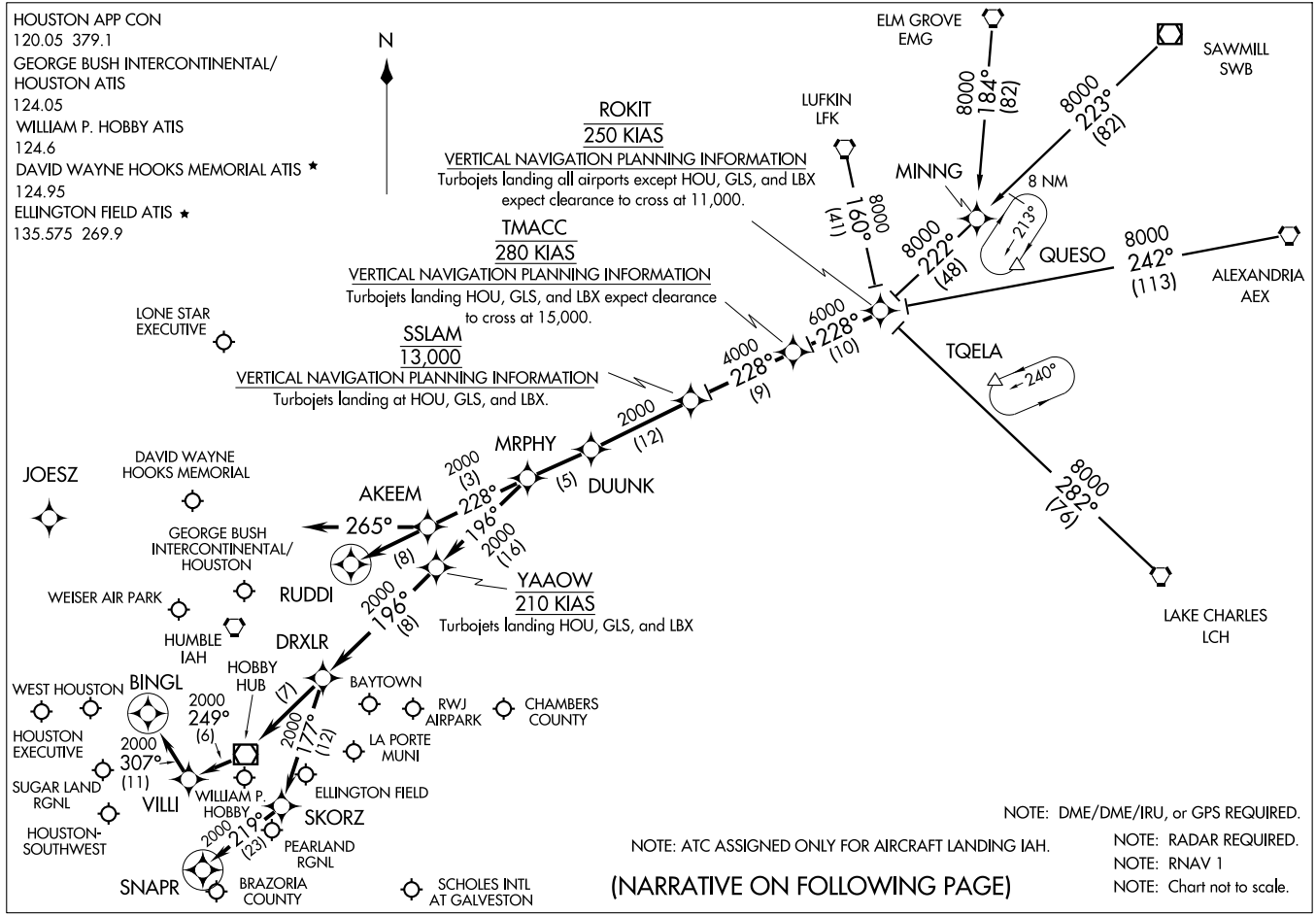


SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

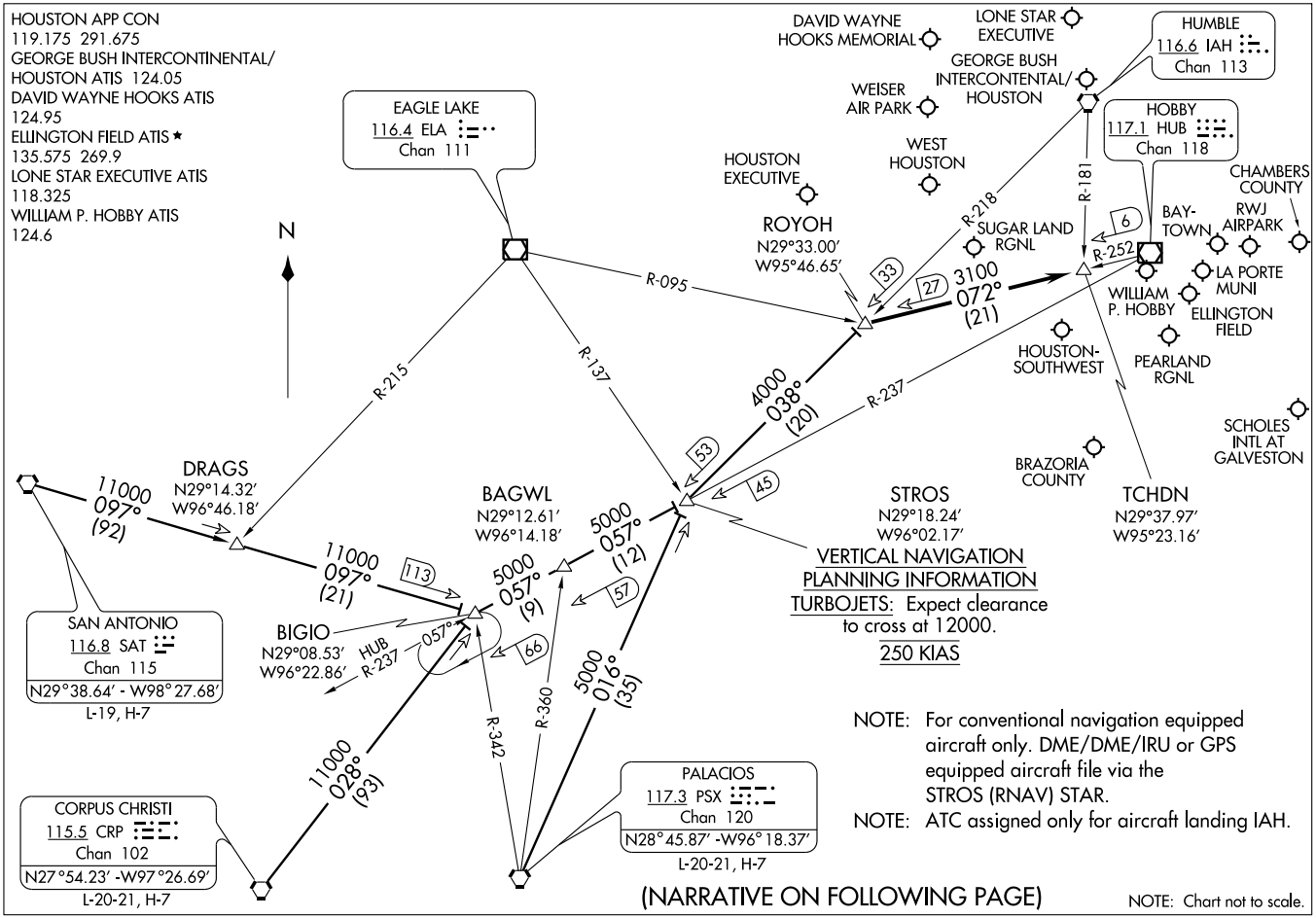
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI) 10210

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

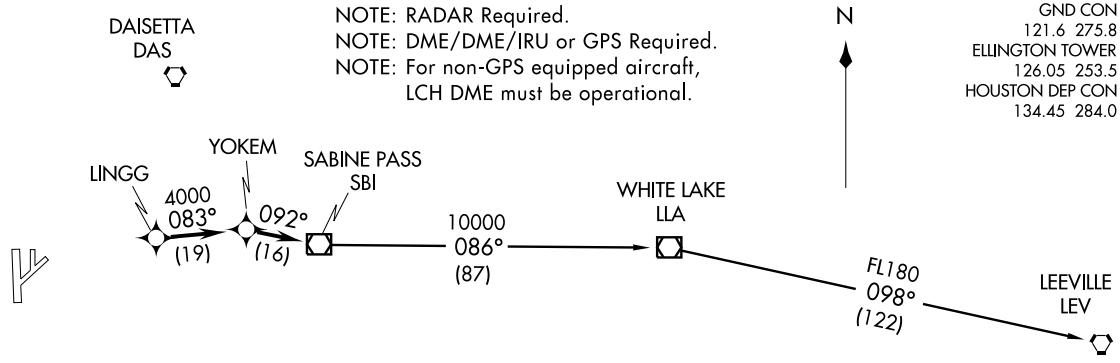
SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI) 10210

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

SL-197 (FAA)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

★ ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R,
ATC climb of 280′ per NM to 4000.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:
Rwy 17R: Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22: Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L: Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL.
Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R: Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

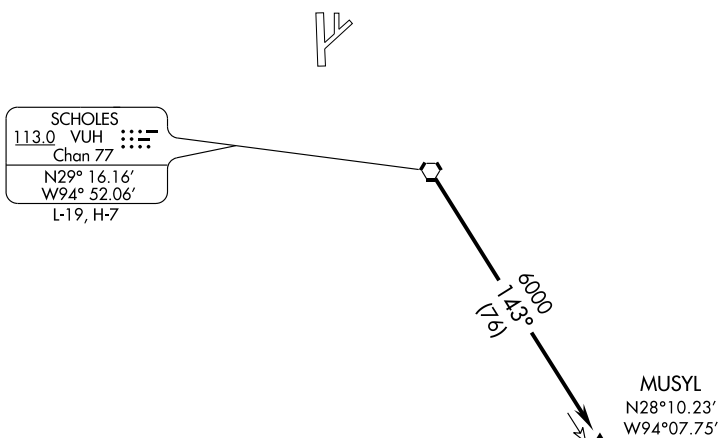
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

ATIS★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L Standard.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 4

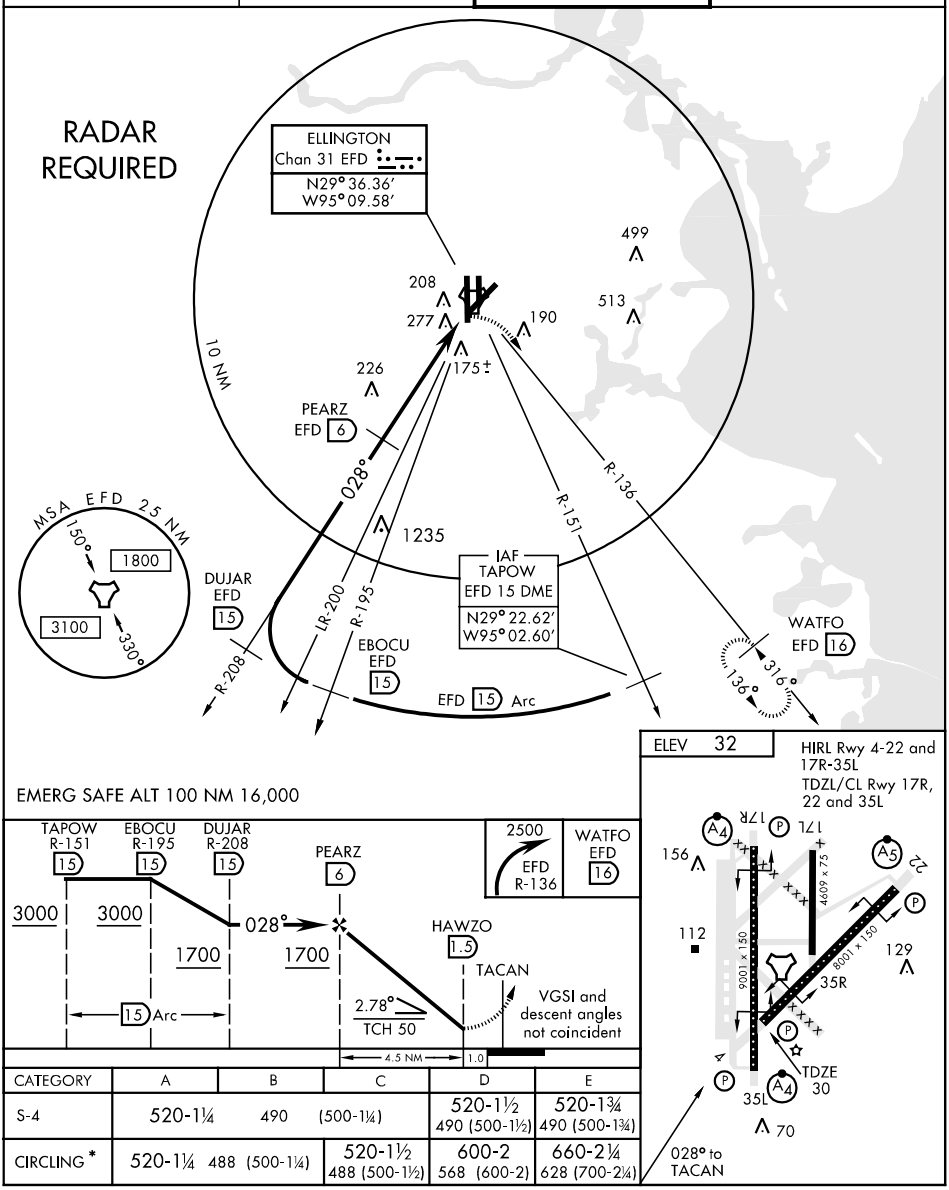
TACAN	APCH CRS	Rwy Idg	8001
Chan 31 EFD	028°	TDZE	30
		Arpt Elev	32

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

NA
* Circling not authorized W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



CATEGORY	A	B	C	D	E
S-4	520-1¼	490	(500-1¼)	520-1½ 490 (500-1½)	520-1¾ 490 (500-1¾)
CIRCLING *	520-1¼	488	(500-1¼)	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 4

TACAN RWY 17R

TACAN	EFD	APCH CRS	Rwy Idg	9001
Chan	31	163°	TDZE	31
			Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA

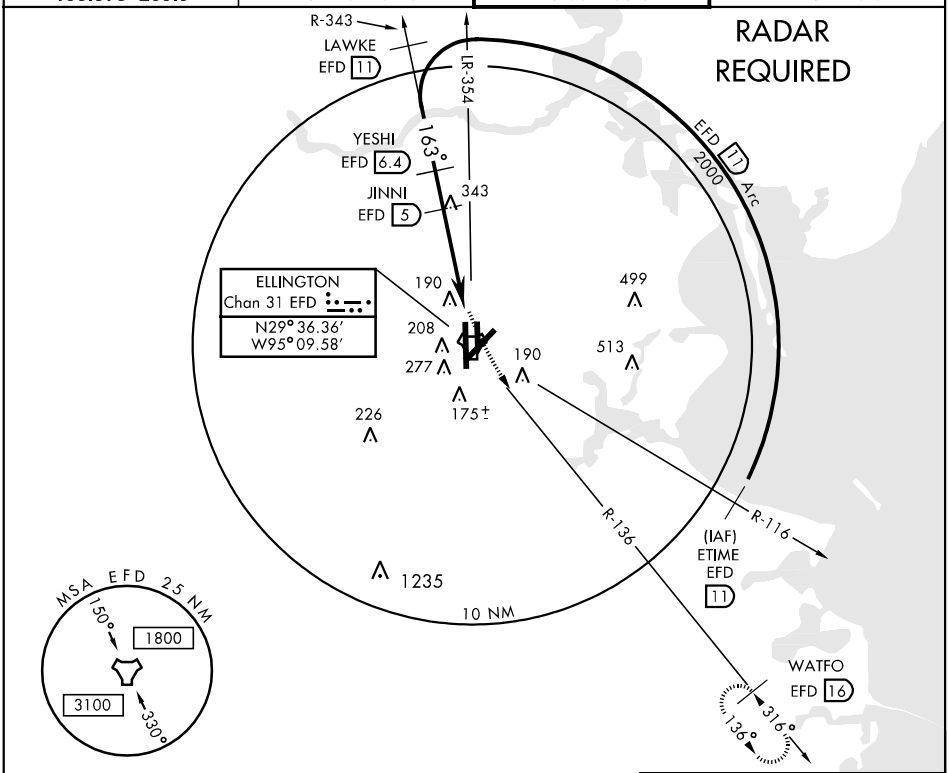
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

** Circling not authorized W of Rwy 17R-35L.

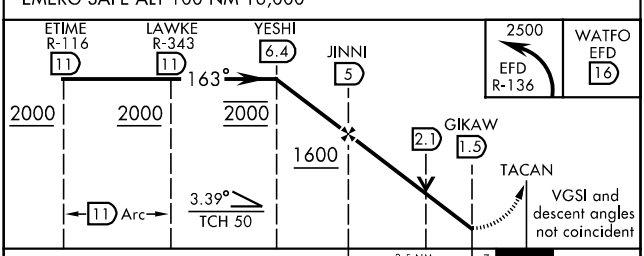
MALSF

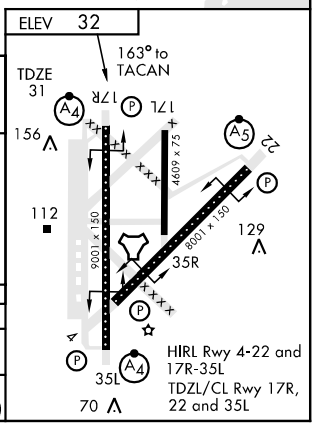
MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



EMERG SAFE ALT 100 NM 16,000





CATEGORY	A	B	C	D	E
S-17R *	500/40 469 (500-¾)		500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 22

TACAN	APCH CRS	Rwy ldg	8001
EFD Chan 31	226°	TDZE	31
		Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA

*When ALS inop, increase vis ½ mile.

**Circling not authorized W of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

KIRNY EFD 13 R-046

226°

LR-055

SONAR EFD 5

ELLINGTON Chan 31 EFD

La Porte Muni

EFD 13 Arc 2000

499

208

277

175±

190

513

226

R-116

R-136

1235

10 NM

(IAF) BEBUY EFD 13

WATFO EFD 16

136°

316°

MSA EFD 25 NM

150°

1800

3100

330°

EMERG SAFE ALT 100 NM 16,000

2500 EFD R-136

WATFO EFD 16

KIRNY R-046 13

SONAR 5

226°

2000

TACAN

2.2

FIKKO 1

1600

VGSI and descent angles not coincident

3.46°

TCH 55

0.1

4.0 NM

ELEV 32

226° to TACAN

17R

17L

156

22

4609 x 75

112

TDZE 31

129

9001 x 150

8001 x 150

35R

35L

70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-22*	500/24 469 (500-½)		500/40 469 (500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)
CIRCLING**	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 35L

TACAN	EFD	APCH CRS	Rwy Idg	9001
Chan	31	002°	TDZE	27
			Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

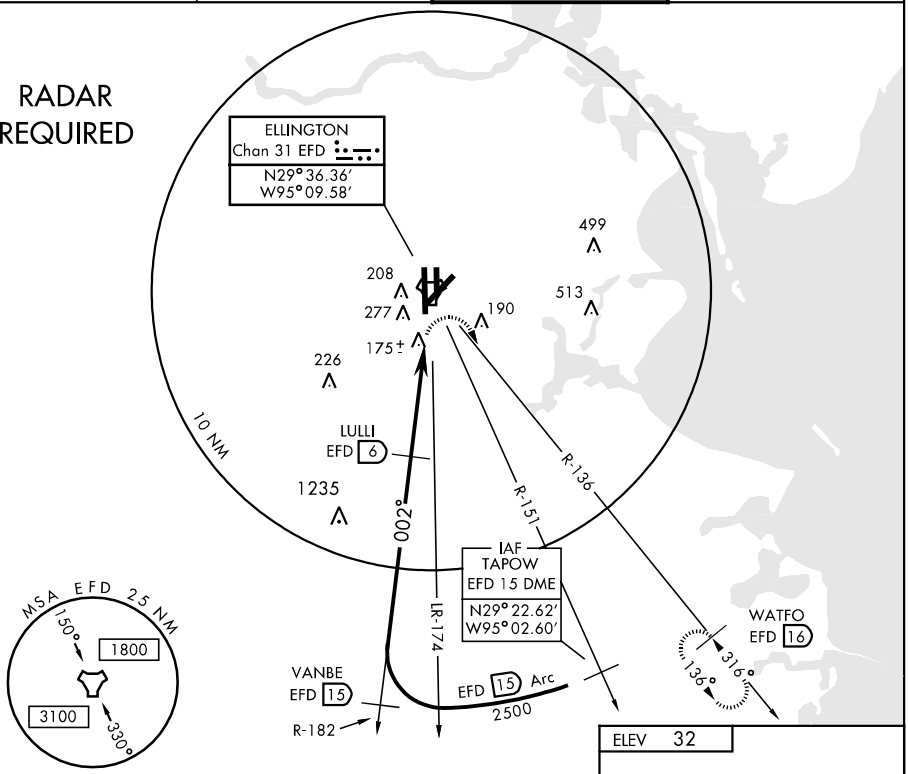
NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

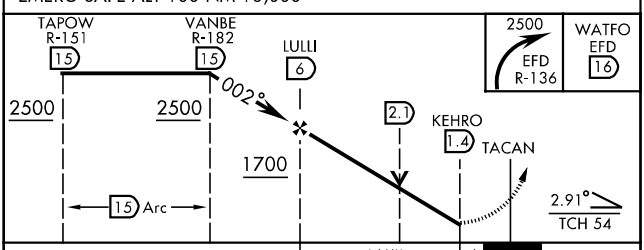
MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

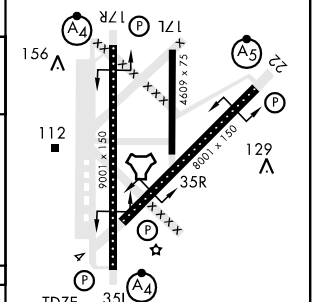
RADAR REQUIRED



EMERG SAFE ALT 100 NM 16,000



ELEV 32



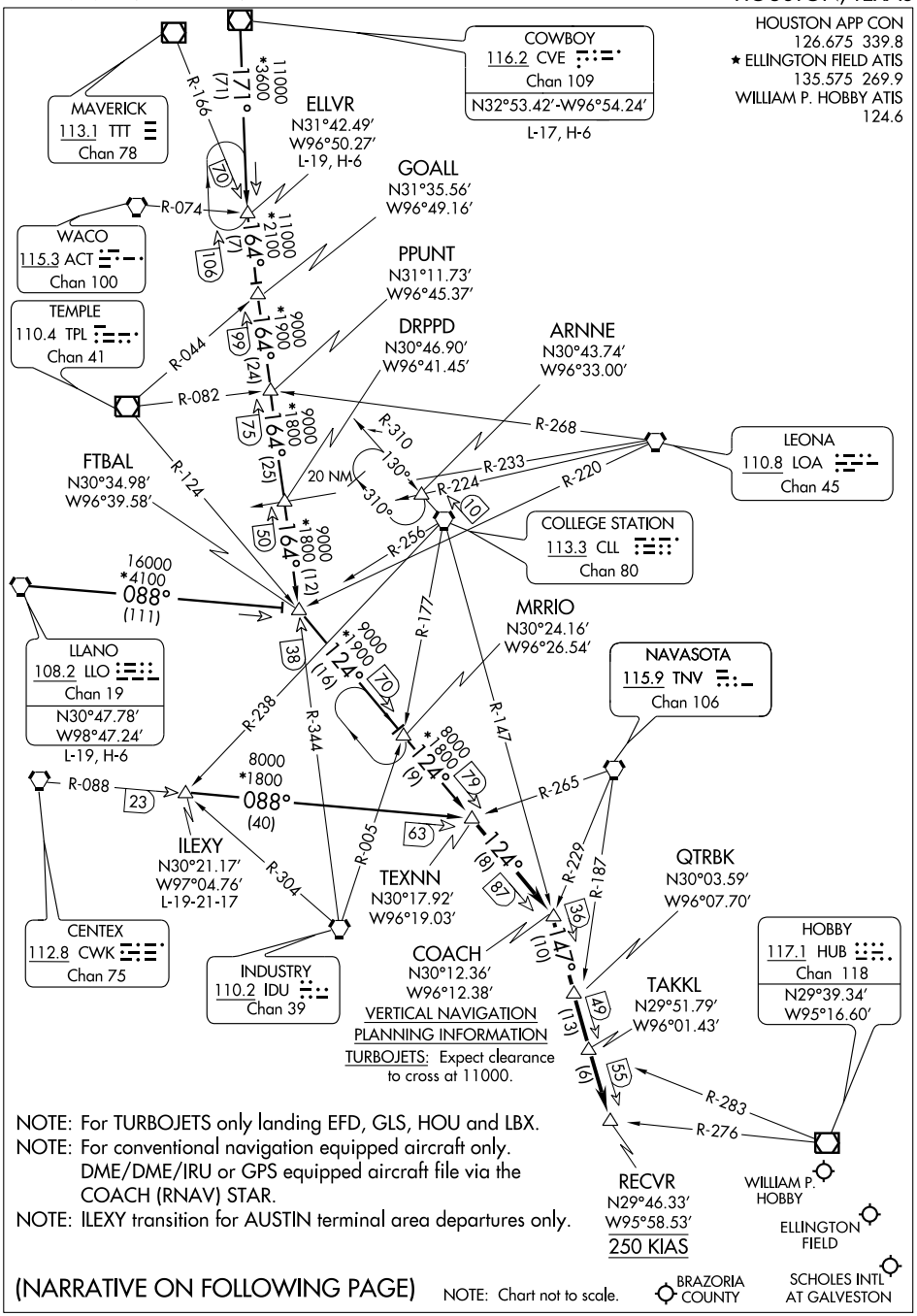
HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-35L *	520/40 493 (500-¾)		520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1 488 (500-1)		520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

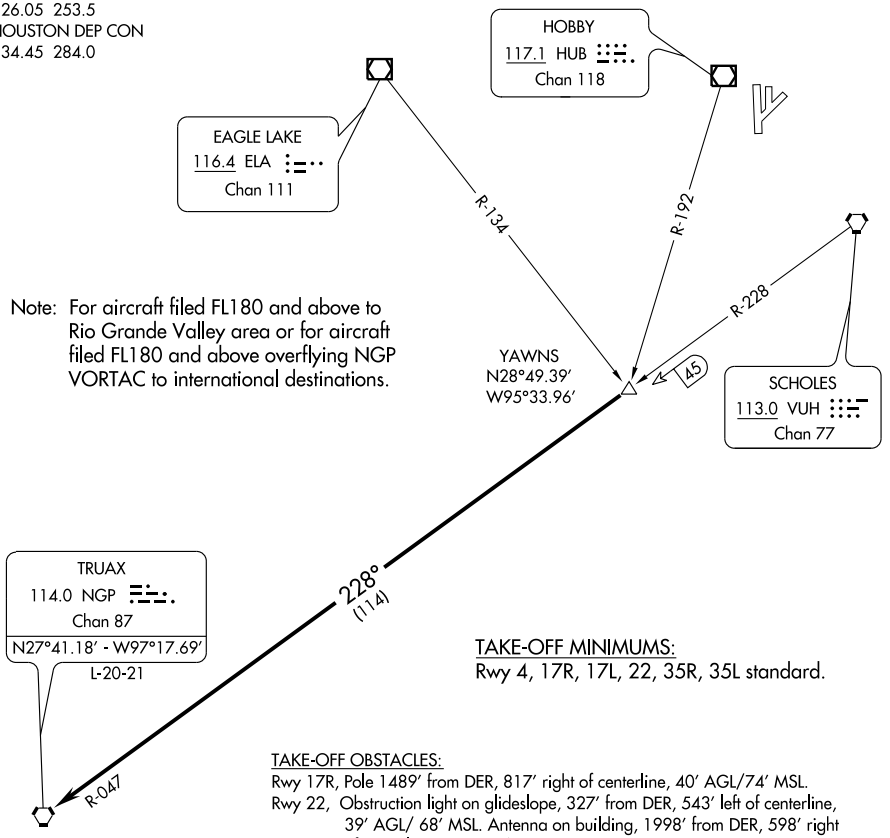
ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glideslope, 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83 MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON/ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

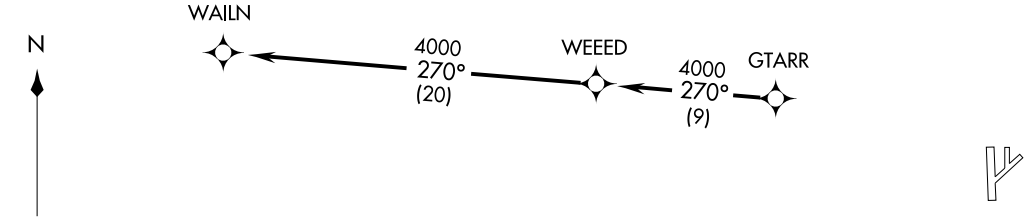
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

★ ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R, Standard.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

WEISER AIR PARK (EYQ) 11 NW UTC−6(−5DT) N29°56.13′ W95°37.36′ **HOUSTON**

137 B S4 **FUEL** 100LL NOTAM FILE CXO **COPTER**

RWY 09–27: H3455X40 (ASPH) S–10 LIRL (NSTD) **L–19D, 21A, GOMW**

RWY 09: Tree. Rgt tfc. **RWY 27:** P-line. **IAP**

RWY 16–34: 2000X33 (TURF) S–4

RWY 16: Trees. **RWY 34:** Tree.

AIRPORT REMARKS: Attended 1400–2300Z‡. 100LL self serve with major credit card. Rwy 09–27 NSTD LIRL. N side lgts 30′ from rwy edge, S side lgts 40′ from rwy edge. Helicopter ops restricted to an area Northwest of the intersection of Rwy 09–27 and Rwy 16–34.

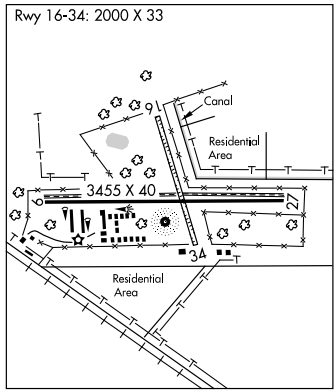
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON APP/DEP CON** 123.8

RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.

HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 260° 15.4 NM to fld. 90/5E. **HIWAS.**

NDB (MHW) 286 EYQ N29°56.03′ W95°38.46′ at fld. NOTAM FILE CXO. Unmonitored 0200–1300Z‡.



WESTHEIMER AIR PARK (0Ø7) 20W UTC−6(−5DT) N29°41.68′ W95°47.68′ **HOUSTON**

117 B S2 **FUEL** 100LL NOTAM FILE CXO

RWY 11–29: H2500X28 (CONC) LIRL

RWY 11: P–line. **RWY 29:** Tree.

AIRPORT REMARKS: Attended 1400–0000Z‡. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 11–29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

WEST HOUSTON (IWS) 13 W UTC−6(−5DT) N29°49.09′ W95°40.36′ **HOUSTON**

111 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks NOTAM FILE CXO **COPTER**

RWY 15–33: H3953X75 (ASPH) S–18, D–44 HIRL **L–19D, 21A, GOMW**

RWY 15: REIL. PAPI(P2R)—GA 4.0° TCH 44′. Tree. **IAP**

RWY 33: REIL. PAPI(P2L)—GA 4.0° TCH 44′. Road.

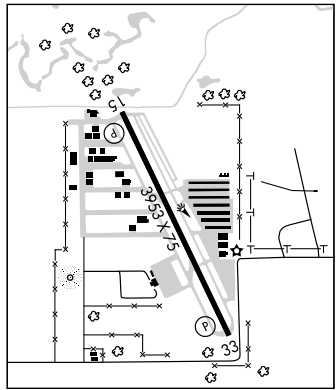
AIRPORT REMARKS: Attended continuously. Deep/wide ditch approximately 25′ from AER 15, 40′ and greater trees approximately 900′ from AER 15. Road angling across apch Rwy 33. Tfc pattern altitude for light acft 1111(1000). Tfc pattern altitude for large/turbine/jet acft 1611(1500). No touch and go ldgs between 0400–1200Z‡. No ngt helicopter training. Landing fee for helicopters. Fee waived with fuel purchase. No multiple training flights by helicopters. Rwy 15–33 HIRL Rwy 15–33 preset low ints; to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **HOUSTON APP/DEP CON** 123.8 **CLNC DEL** 121.15

RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.

HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 239° 19.0 NM to fld. 90/5E. **HIWAS.**

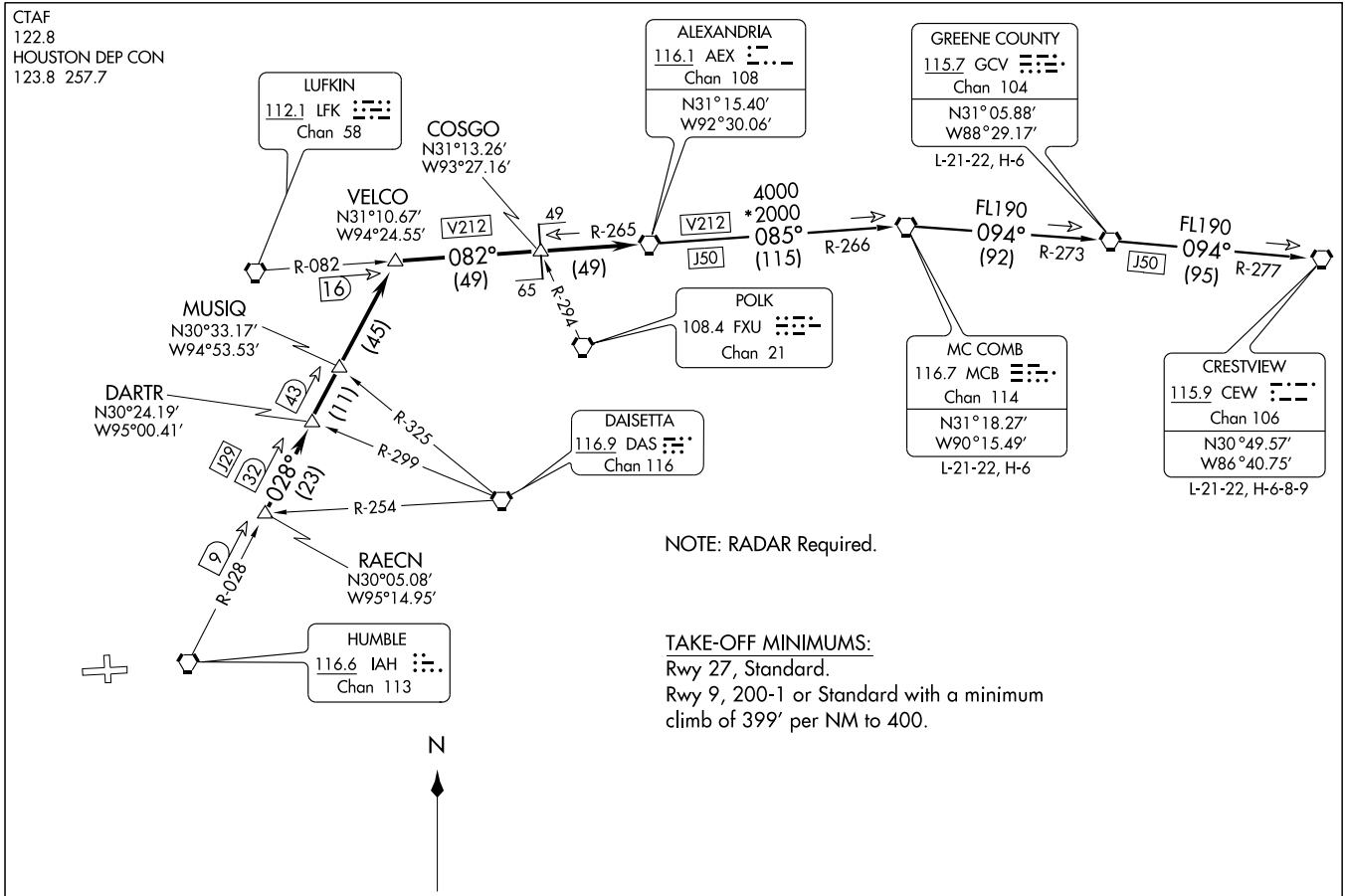


ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS

SL-6877 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

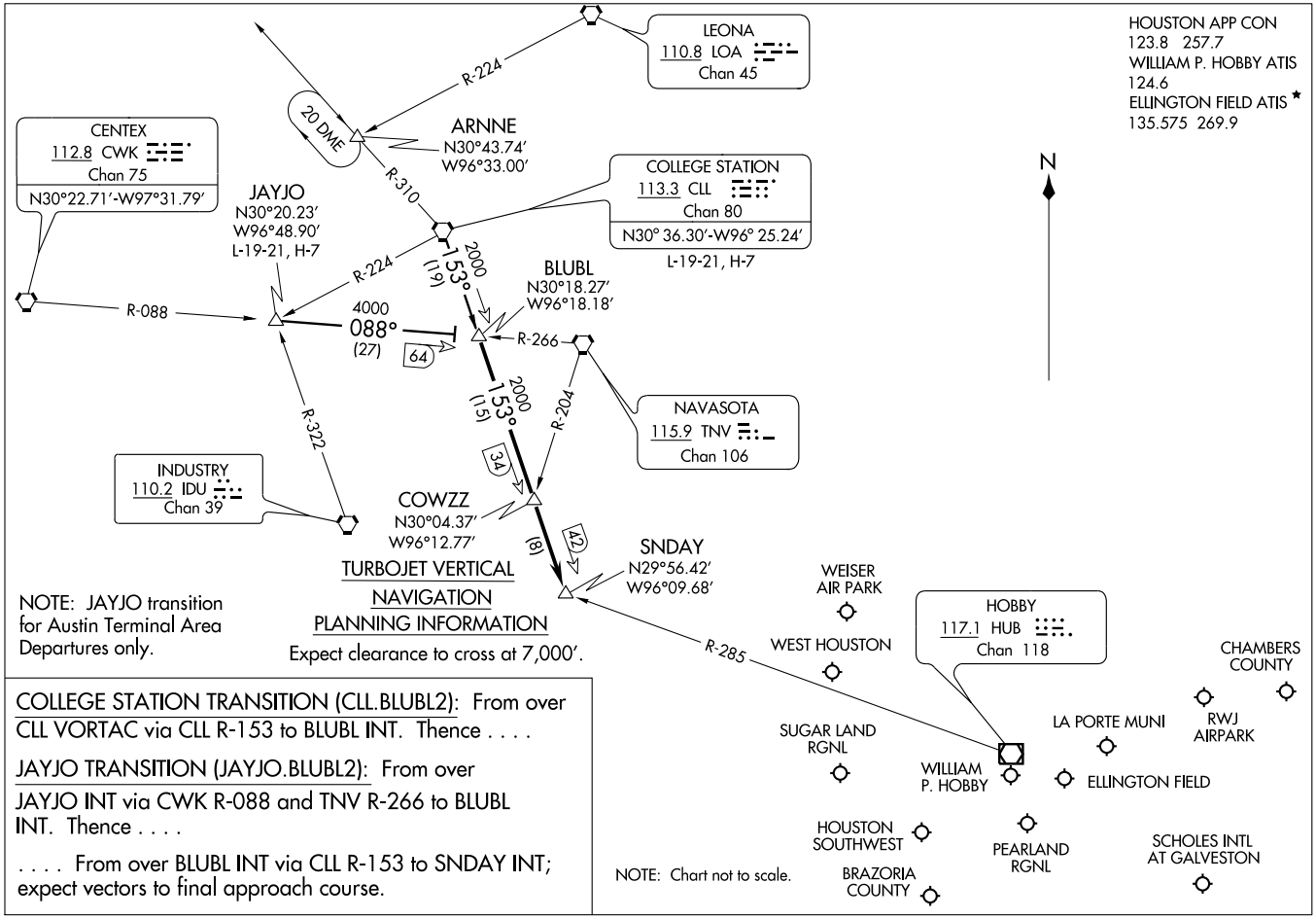
TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

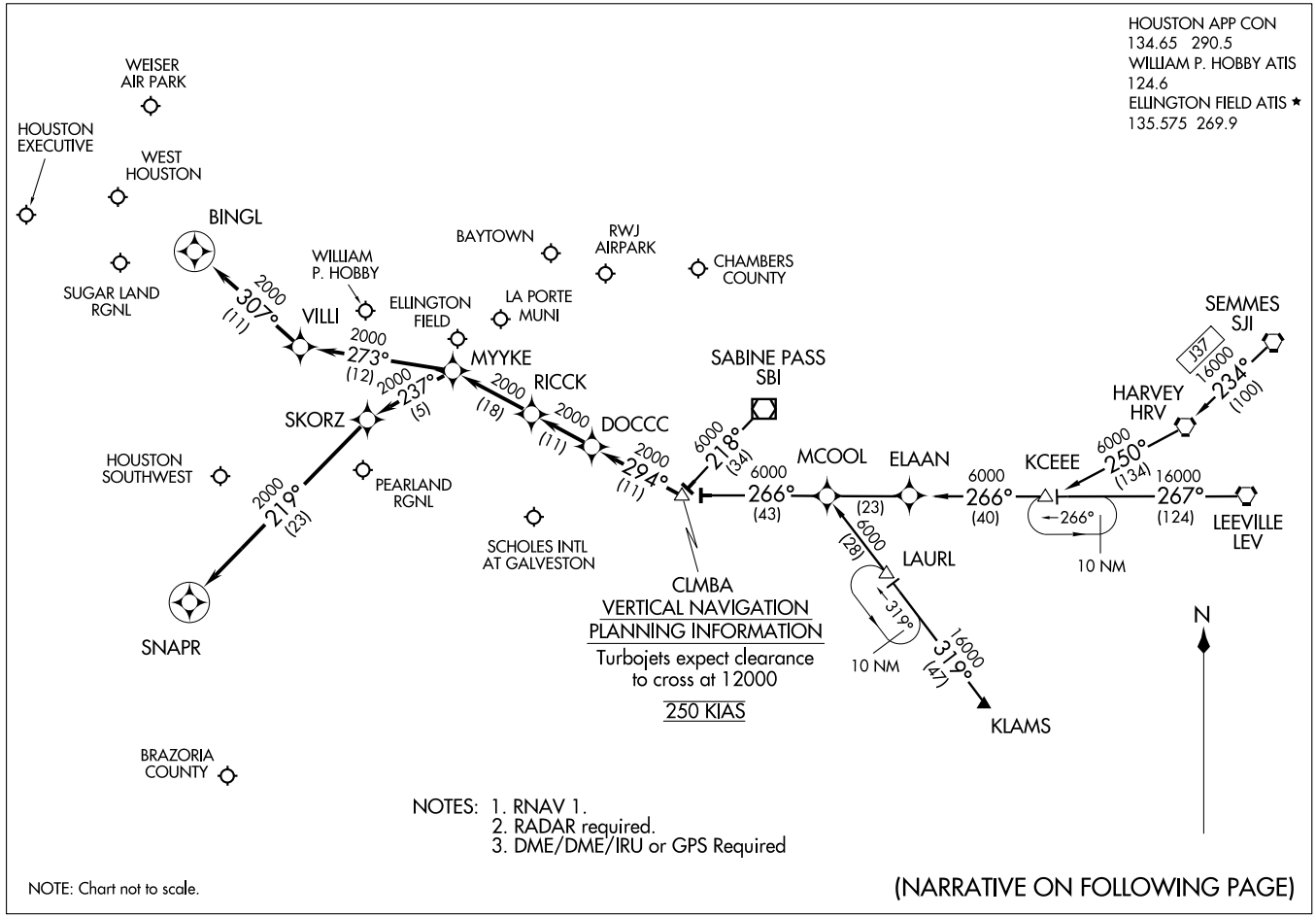
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

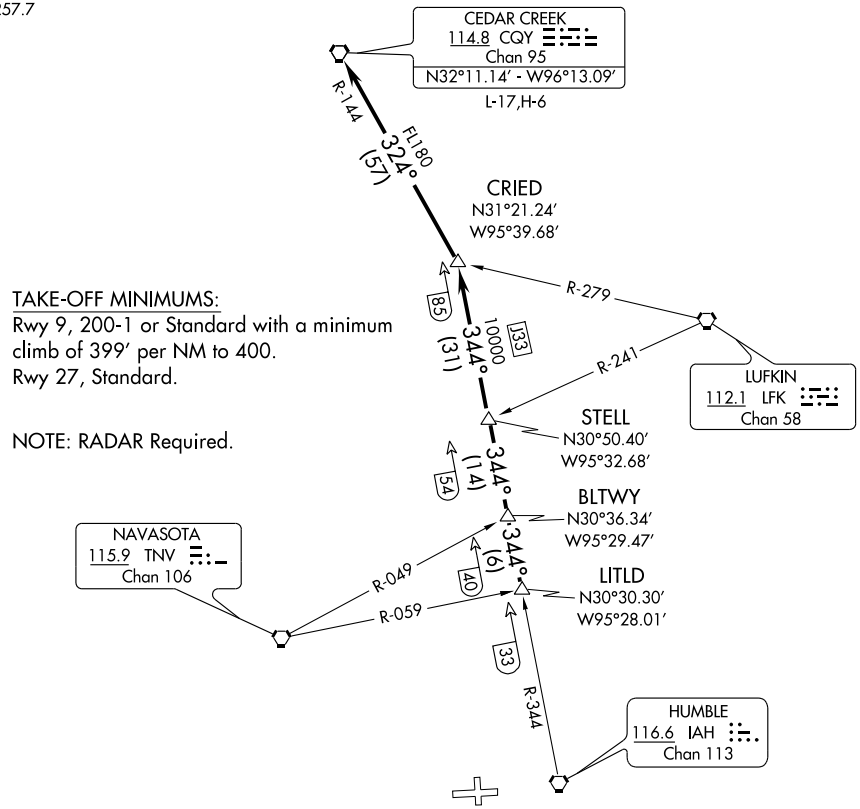
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

SL-6877 (FAA)

CTAF
122.8
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.
Rwy 27, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-6877 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

CTAF
122.8
HOUSTON DEP CON
123.8 257.7

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: RADAR Required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066

R-082

95

(7)

ENJOY
N31°16.73′
W94°19.82′

88

MUSIQ
N30°33.16′
W94°53.53′

VELCO
N31°10.67′
W94°24.55′

028° (45)

DARTR
N30°24.19′
W95°00.41′

43

(111)

R-325

32

RAECN
N30°05.08′
W95°14.95′

4000

028° (23)

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399 ft per NM to 400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

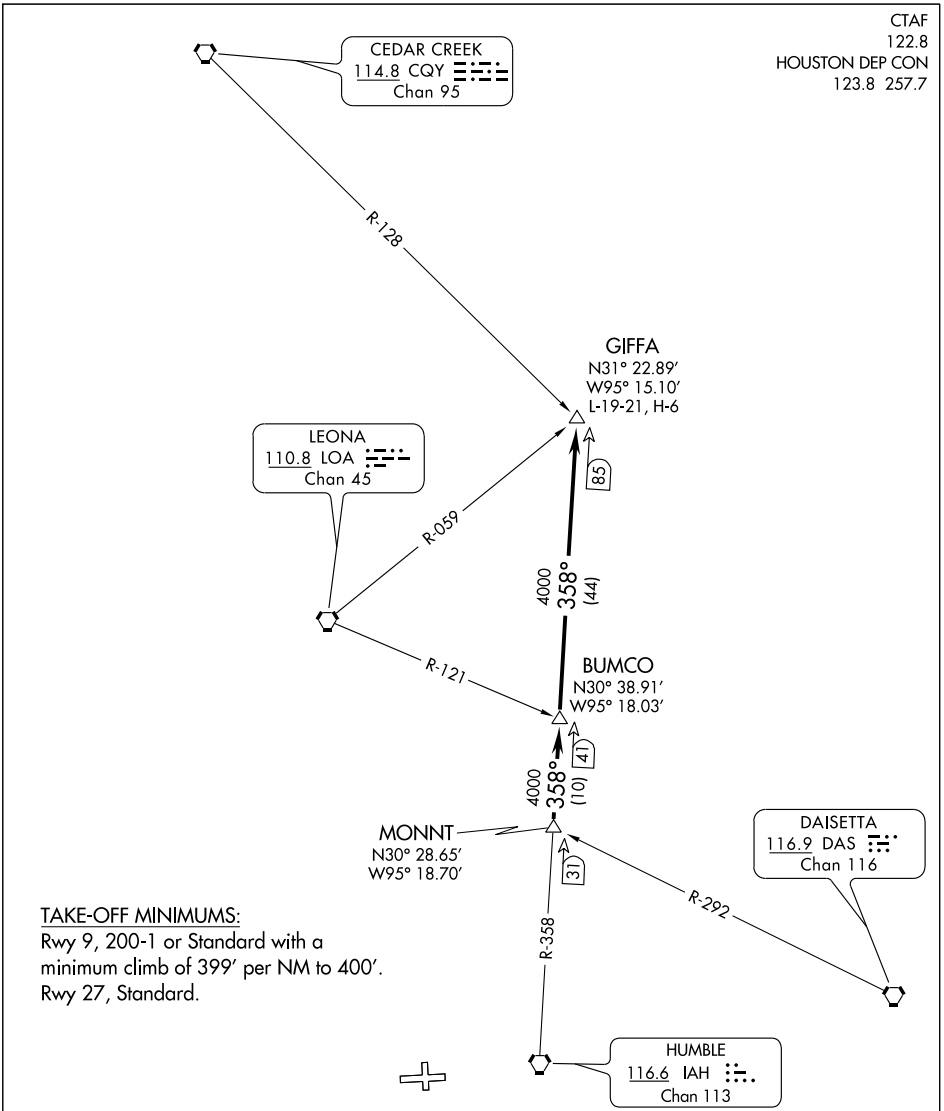
TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

GIFFA FOUR DEPARTURE

SL-6877 (FAA)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400′.
Rwy 27, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

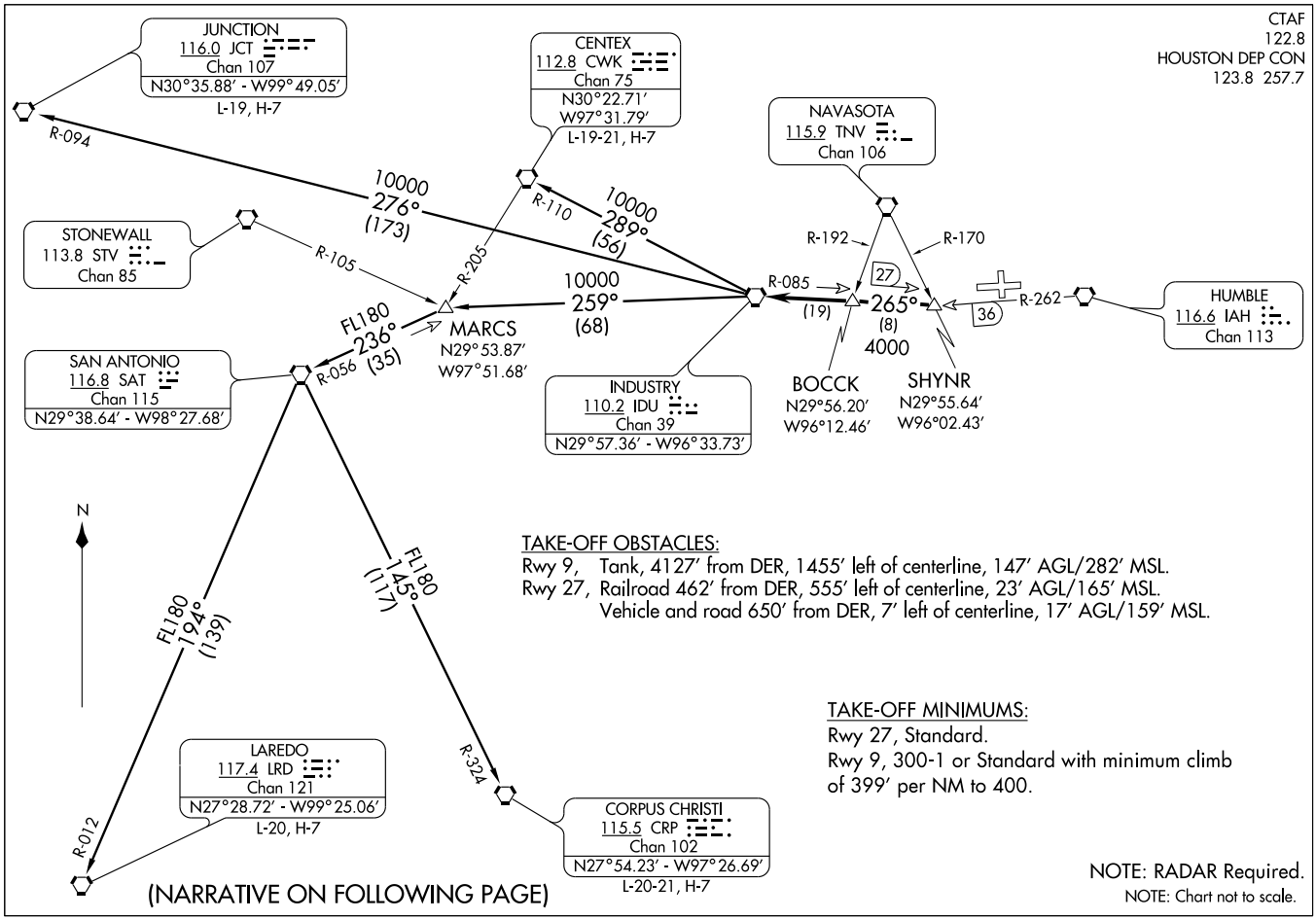
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 9, Tank, 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

TAKE-OFF MINIMUMS:

Rwy 27, Standard.
Rwy 9, 300-1 or Standard with minimum climb of 399′ per NM to 400.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SL-6877 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

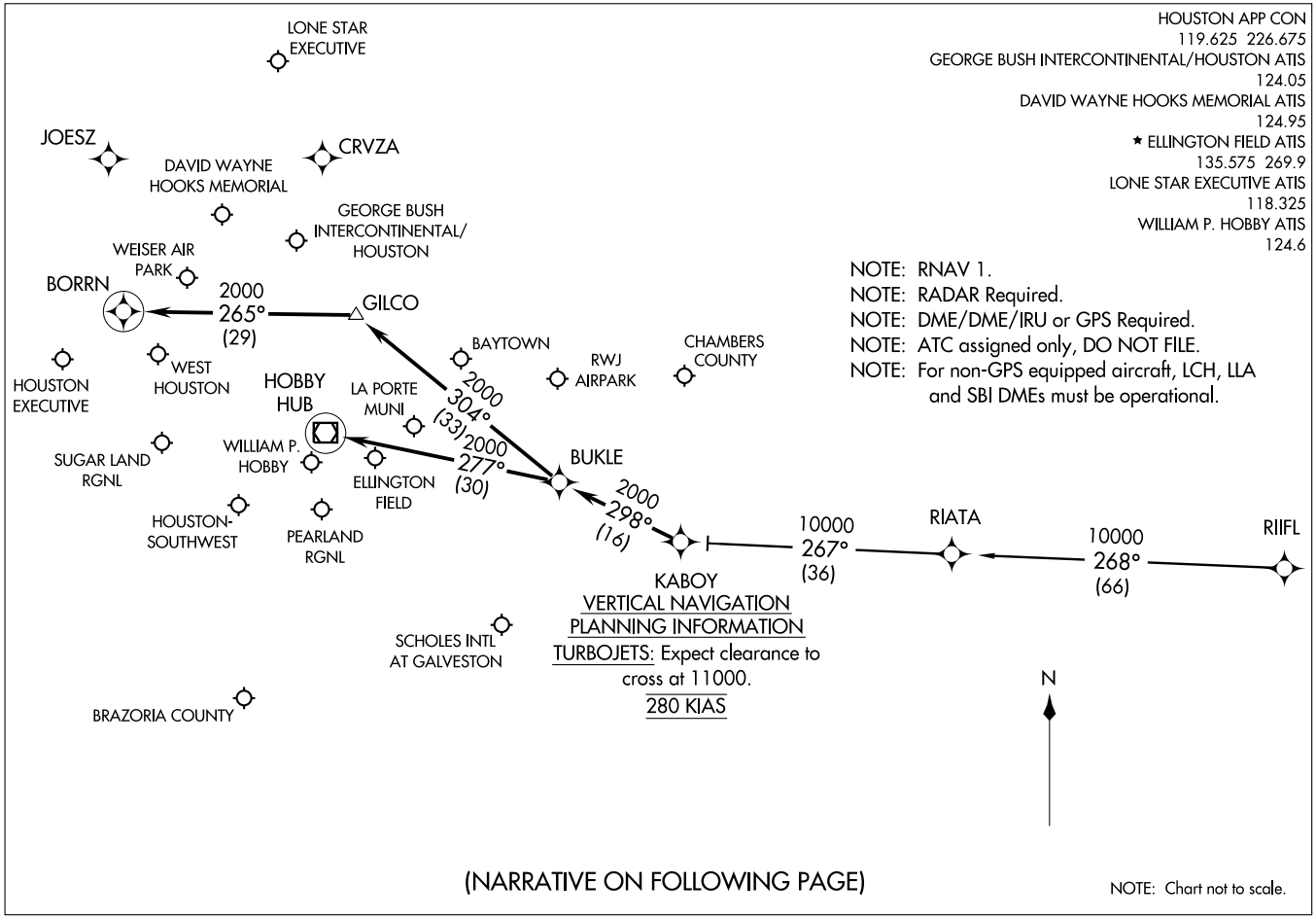
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

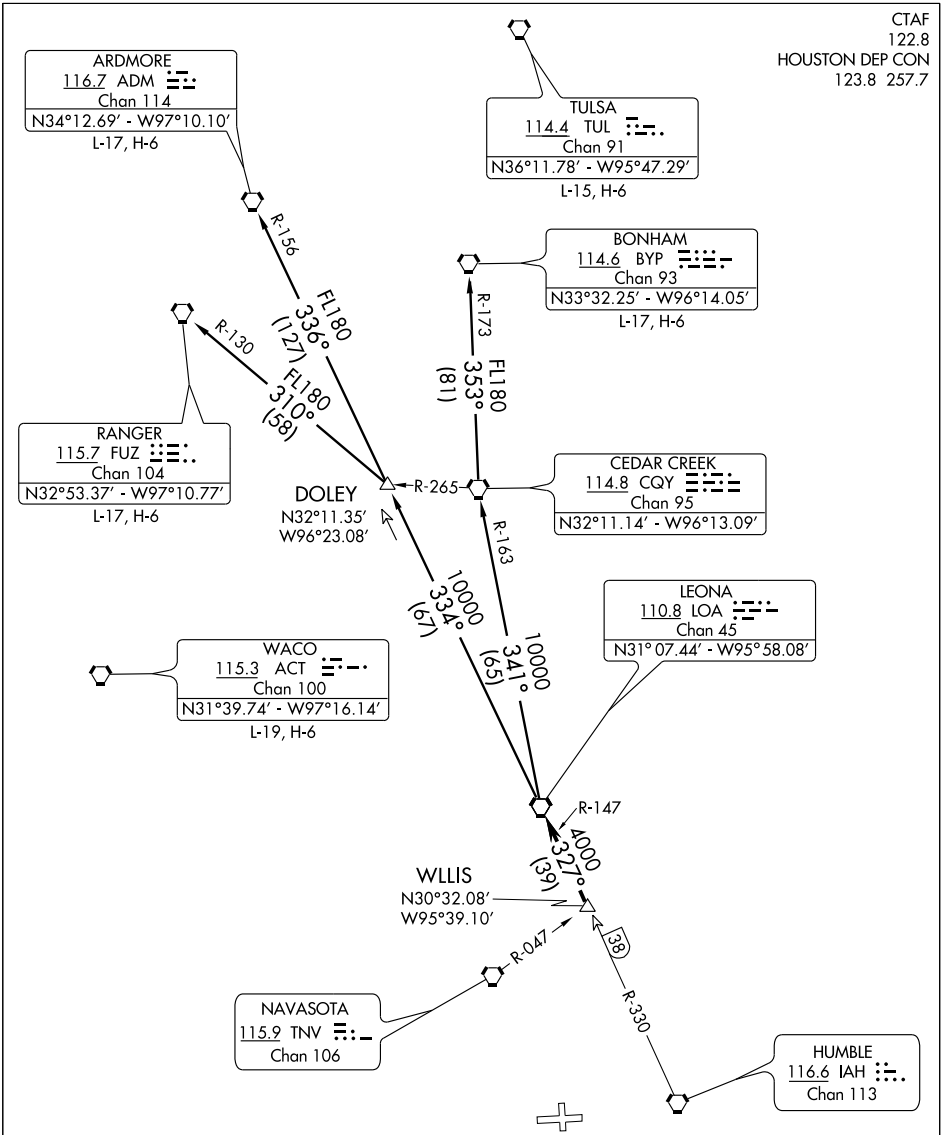
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399 ft per NM to 400.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

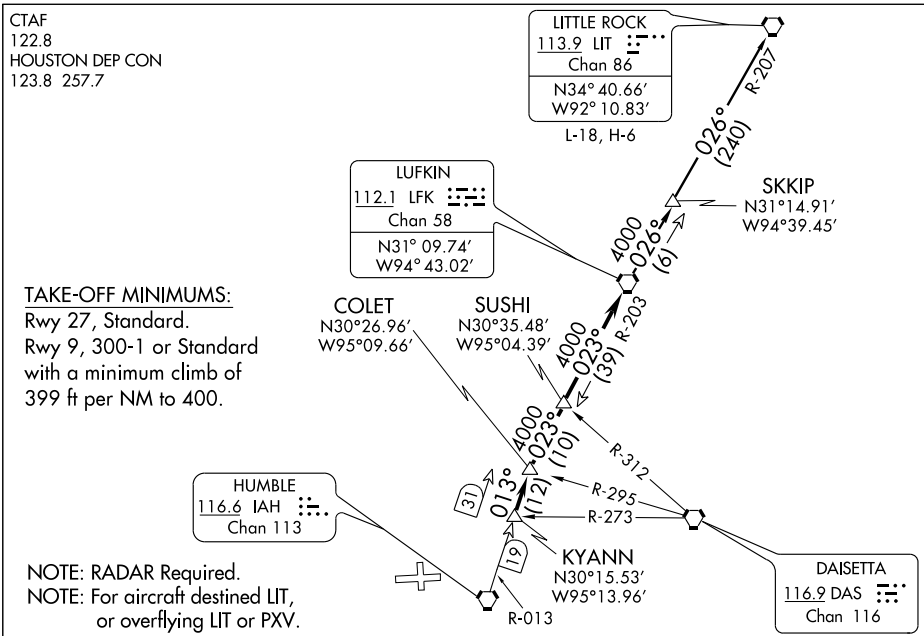
RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-6877 (FAA)



TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

NDB EYQ	APP CRS	Rwy Idg	N/A
286	025°	TDZE	N/A
		Apt Elev	137

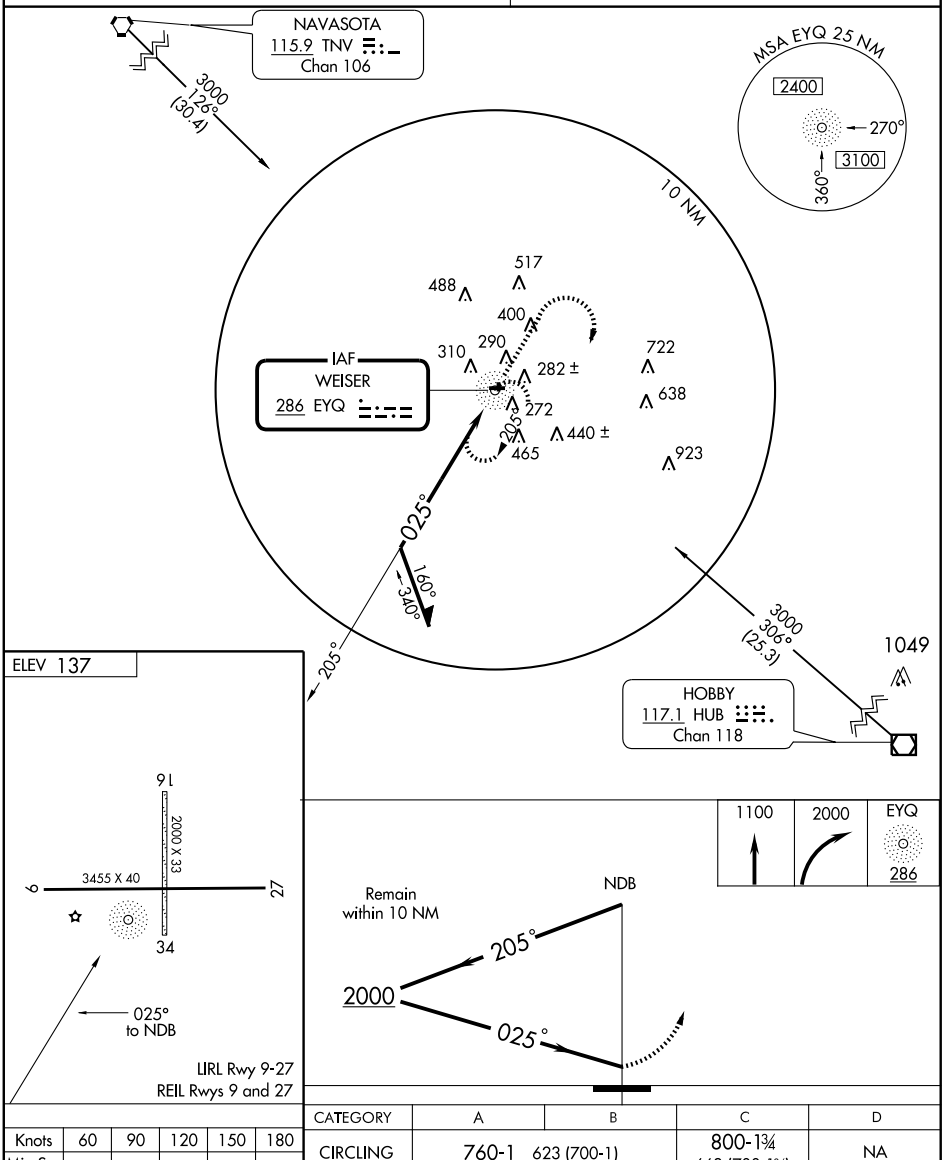
NDB-F

HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9-27.
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct EYQ NDB and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	122.8 (CTAF)



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1 623 (700-1)		800-1¾ 663 (700-1¾)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399' per NM to 400.

CTAF
122.8
HOUSTON DEP CON
123.8 257.7

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13' W102°58.54'
L-19, H-6

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88' - W100°17.99'

COTULA
115.8 COT
Chan 105
N28°27.72' -W99°07.11'

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64' - W98°27.68'
L-19, H-7

THREE RIVERS
111.4 THX
Chan 51
N28°30.30' - W98°09.03'

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

PALACIOS
117.3 PSX
Chan 120
N28°45.87' - W96°18.37'

SKUBA
N29°11.72'
W95°47.47'

R-100
FL180
283°
(150)

R-136
FL180
318°
(112)

R-078
FL180
259°
(51)

R-158
FL180
339°
(70)

R-073
10000
253°
(99)

R-038
4000
218°
(37)

R-127

R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/WEISER AIR PARK (EYQ)
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

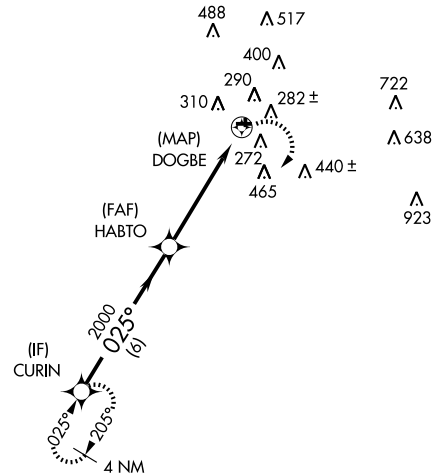
APP CRS	Rwy Idg	N/A
025°	TDZE	N/A
	Apt Elev	137

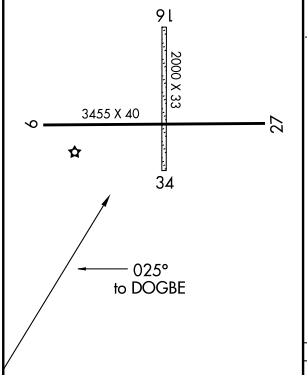
RNAV (GPS)-G
HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9/27. Use George Bush Intercontinental/Houston altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing rigth turn to 2000 direct CURIN and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	122.8 (CTAF)

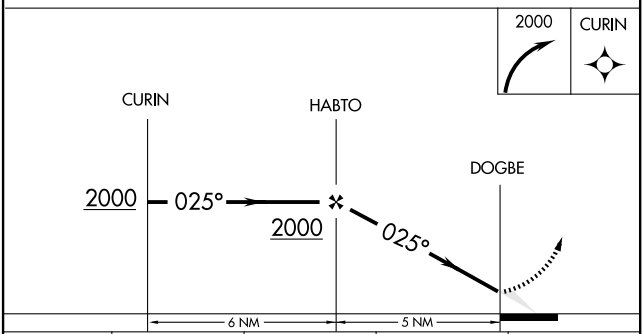
SC-5, 26 AUG 2010 to 23 SEP 2010





LIRL Rwy 9-27
REIL Rwys 9 and 27

RADAR REQUIRED

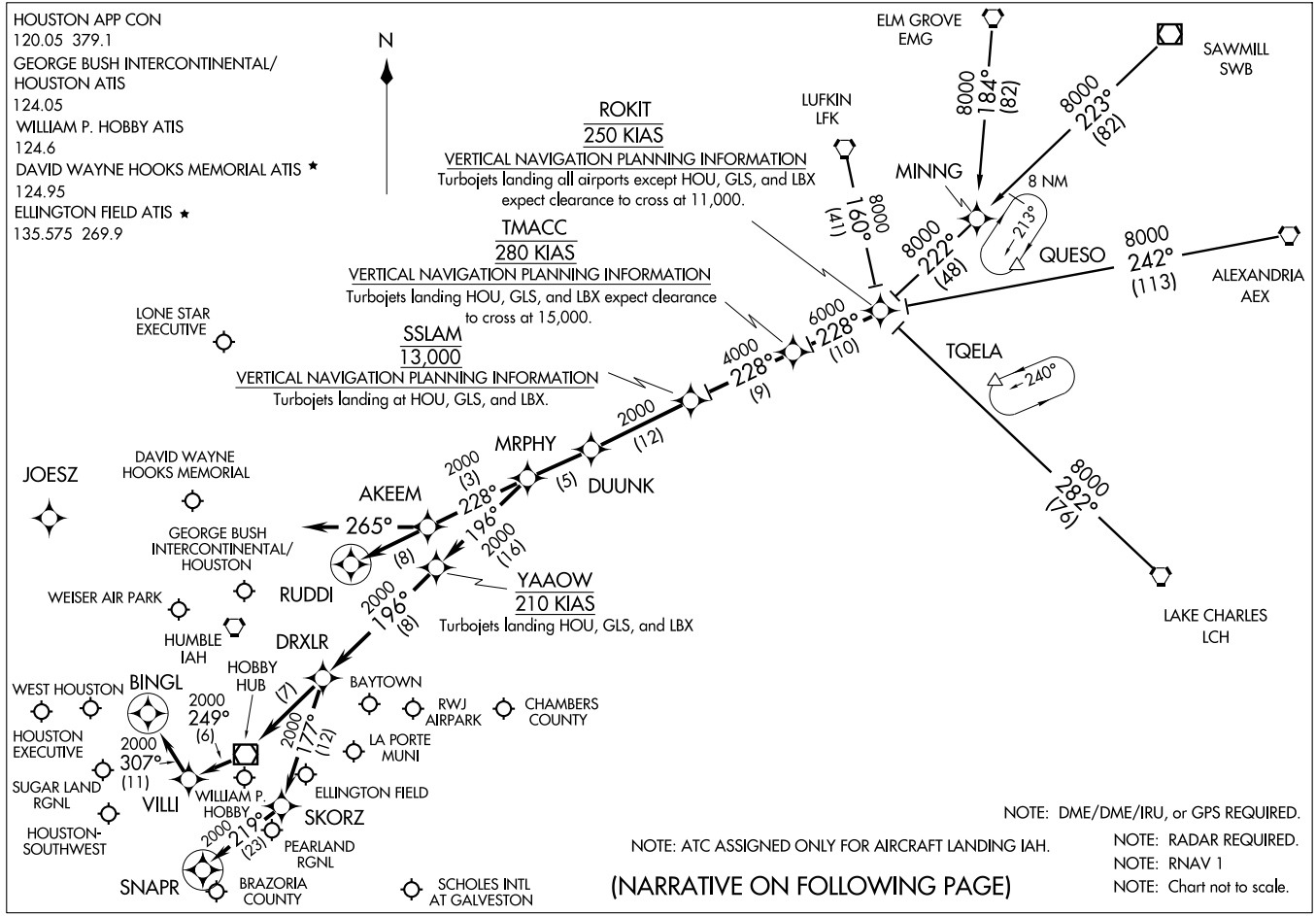


CATEGORY	A	B	C	D
CIRCLING	680-1	543 (600-1)	800-2 663 (700-2)	NA

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

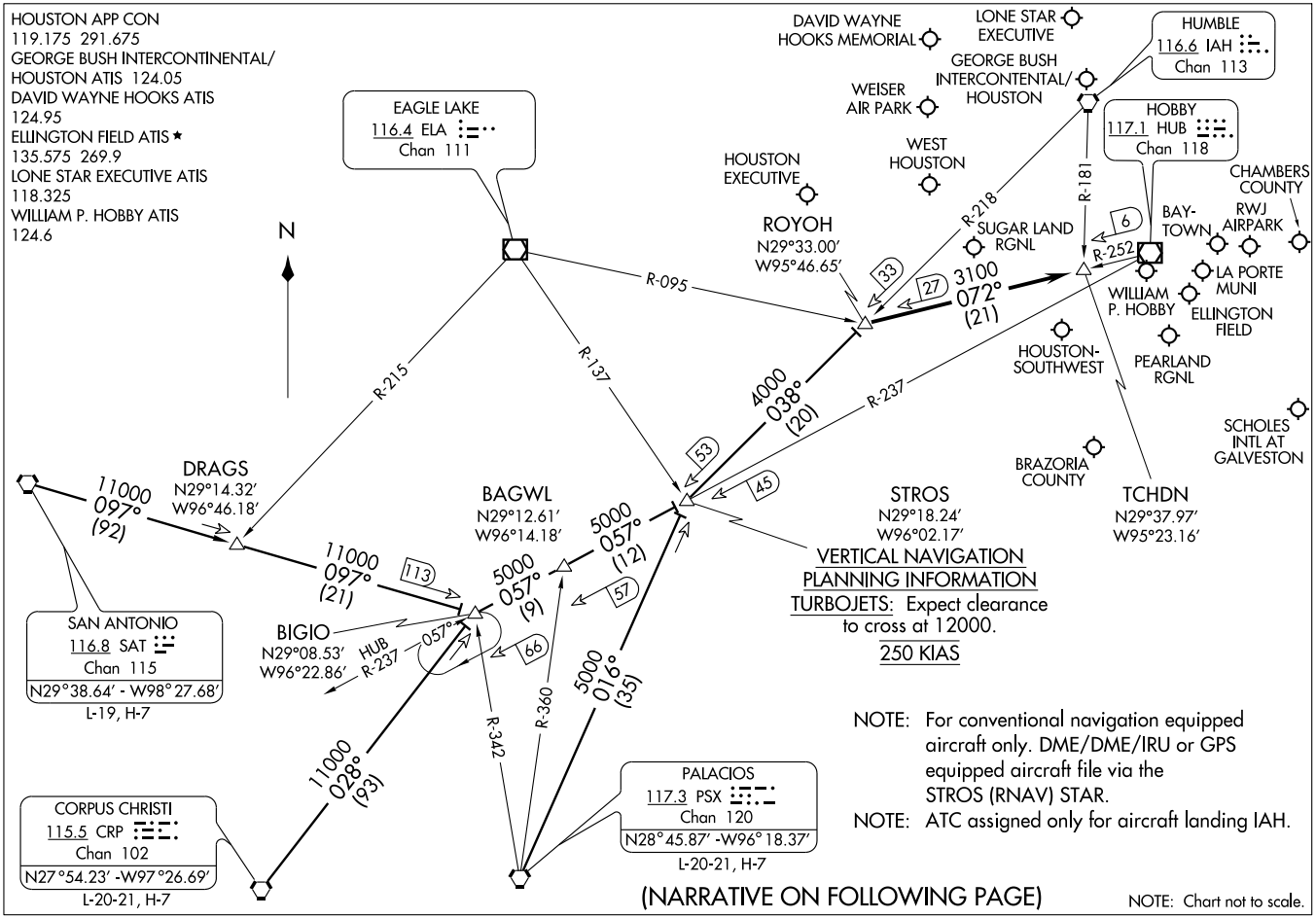
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

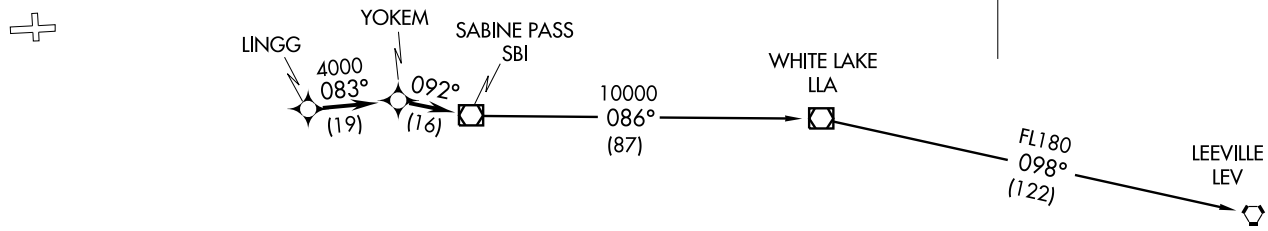
SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SL-6877 (FAA)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

CTAF
122.8
HOUSTON DEP CON
123.8 257.7

N



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 300-1 or Standard with a minimum climb of 399′ per NM to 400.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:
Rwy 9: Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27: Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

DEPARTURE ROUTE DESCRIPTION

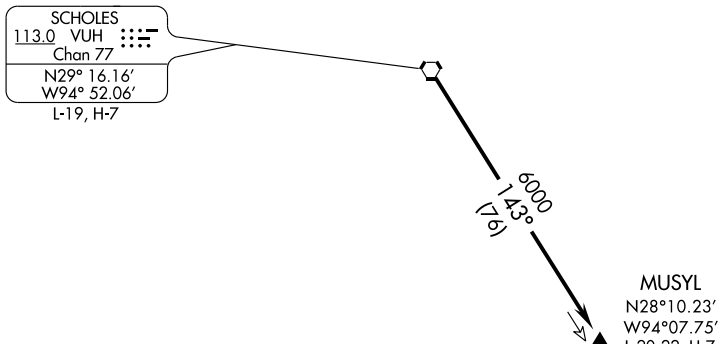
When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SC-5, 26 AUG 2010 to 23 SEP 2010

CTAF
122.8
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

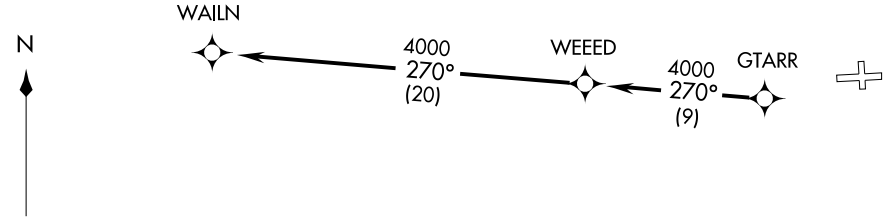
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CTAF
122.8
HOUSTON DEP CON
123.8 257.7



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 300-1 or standard with a minimum climb of 399′ per NM to 400.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

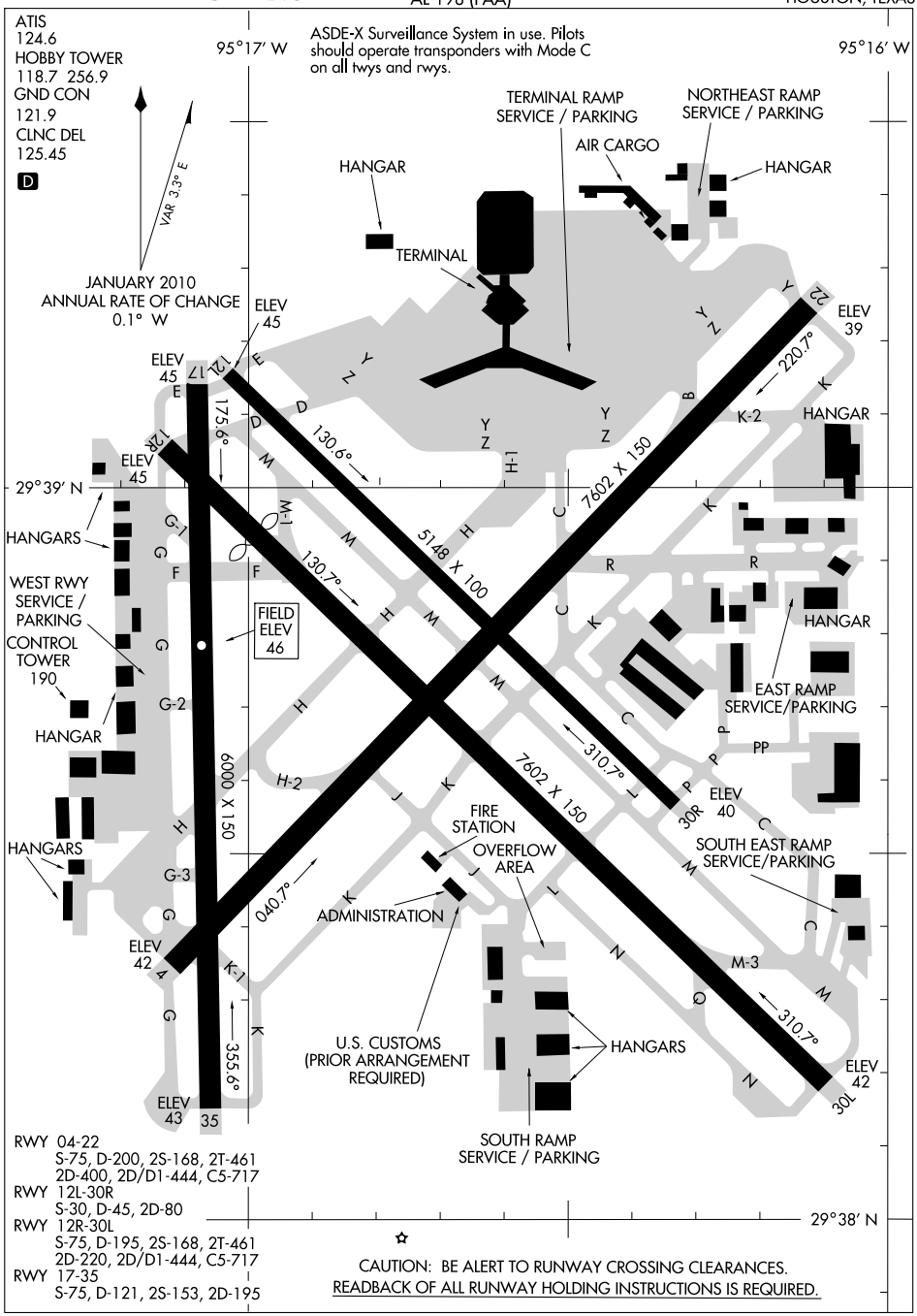
(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
SL-6877 (FAA)
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

AIRPORT DIAGRAM

HOUSTON/WILLIAM P. HOBBY (HOU)

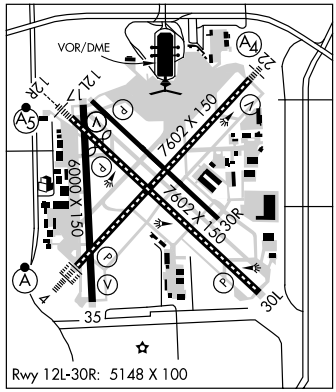
HOUSTON, TEXAS

AL-198 (FAA)



SC-5, 26 AUG 2010 to 23 SEP 2010

WILLIAM P. HOBBY (HOU) 8 SE UTC−6(−5DT) N29°38.73′ W95°16.73′ **HOUSTON**
46 B S2 **FUEL** 100LL, JET A, A1 OX 1, 2, 3, 4 LRA Class I, ARFF Index C **COPTER**
NOTAM FILE HOU **H–7C, L–19E, 21A, 60MW**
RWY 04–22: H7602X150 (CONC–GRVD) S–75, D–200, 2S–168, 2T–461, 2D–400, **IAP, AD**
2D/D1–444, C5–717 HIRL CL
RWY 04: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 56′.
RWY 22: MALS. VASI(V4L)—GA 3.0° TCH 52′. Pole.
RWY 12R–30L: H7602X150 (ASPH–GRVD) S–75, D–195, 2S–168,
2T–461, 2D–220, 2D/D1–444, C5–717 HIRL CL
RWY 12R: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 49′. Thld dsplcd
1034′. Pole.
RWY 30L: REIL. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Road.
RWY 17–35: H6000X150 (CONC–ASPH–GRVD) S–75, D–121,
2S–153, 2D–195 MIRL
RWY 17: VASI(V4L)—GA 3.0° TCH 38′. Antenna.
RWY 35: REIL. VASI(V4R)—GA 3.0° TCH 41′. Building.
RWY 12L–30R: H5148X100 (CONC–GRVD) S–30, D–45,
2D–80 MIRL
RWY 12L: PAPI(P4L)—GA 3.0° TCH 60′. **RWY 30L:** PAPI(P4L).



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 12L:	TORA–5148	TODA–5148	ASDA–5148	LDA–5148
RWY 12R:	TORA–7602	TODA–7602	ASDA–7602	LDA–6568
RWY 17:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 22:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 30L:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 30R:	TORA–5148	TODA–5148	ASDA–5148	LDA–5148
RWY 35:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to acft with wingspan over 125′ except 24 hours PPR, call arpt manager 713–640–3000. Numerous birds on and invof arpt. ASDE–X Surveillance System in use: pilots should operate transponders with Mode C on all twys and rwys. Customs ramp has multiple obstructions, recommend large acft use customs overflow ramp. Acft in tkf position on Rwy 22 be alert for possible radio interference or null on frequency 118.7. Use upper antenna if so equipped. Rwy 04 runway visual range touchdown, midfield, rollout avbl. Rwy 22 runway visual range touchdown, midfield, rollout avbl. Rwy 12R runway visual range touchdown avbl. Rwy 30L runway visual range touchdown avbl. Twy G centerline to parked acft on W side only 68′. Twy G centerline to edge of adjacent svc vehicle road on W side only 48′. Due to complex rwy configuration, when taxiing to thlds 12L and 12R and 17 check compass heading before departing. Acft southbound on Twy C to Rwy 30L thld use extreme care, Twy C makes a 45° dogleg to the left crossing Twy K. PAPI Rwy 30L unusable byd 8° left and right of course. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
WEATHER DATA SOURCES: ASOS (713) 847–1462. TDWR.
COMMUNICATIONS: D–ATIS 124.6 (713) 847–1491 **UNICOM** 122.95
HOBBY RCO 122.35 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP CON** 134.45 (South) 124.35 (West) 120.05 (East)
HOBBY TOWER 118.7
HOUSTON GND CON 121.9 **CLNC DEL** 125.45 **PRE–TAXI CLNC** 125.45
Ⓡ **HOUSTON DEP CON** 134.45 (South) 123.8 (West) 119.7 (North)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.
HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ at fld. 82/5E.
ILS/DME 111.3 I–PRQ Chan 50 Rwy 12R.
ILS/DME 109.9 I–HUB Chan 36 Rwy 04. Class IIIE.
ILS/DME 111.3 I–UPU Chan 50 Rwy 30L. Class IE.
ILS/DME 109.9 I–OIB Chan 36 Rwy 22. LOC only. DME also shared with Rwy 04. DME unusable byd 17° right of course.

HOUSTON CO (See CROCKETT)

HOUSTON–SOUTH WEST (See HOUSTON)

HUBER AIRPARK CIVIC CLUB LLC (See SEGUIN)

HUDSPETH N31°34.12′ W105°22.58′ NOTAM FILE ABQ. **EL PASO**
(L) VORTACW 115.0 HUP Chan 97 123° 43.2 NM to Culberson Co. 4390/12E. **H–4K, 6F, L–6F**

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

MUSIQ
N30°33.17′
W94°53.53′

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

POLK
108.4 FXU
Chan 21

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

R-082 16 082° (49) V212 R-265 49 (49) V212 J50 4000 *2000 085° (115) R-266 FL190 094° (92) R-273 J50 FL190 094° (95) R-277

65 R-264

(45) 43 (111) R-325 R-299 029° (23) R-254 I29 32 9 R-028

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

SL-198 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 5000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY
DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

6000
128°
(35)

LUKIY

6000
129°
(70)

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

LEONA
LOA

6000
184°
(29)

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

BAZBL

6000
079°
(19)

COLLEGE
STATION
CLL

6000
061°
(37)

ILEXY

See Following Page For Arrival Routes.

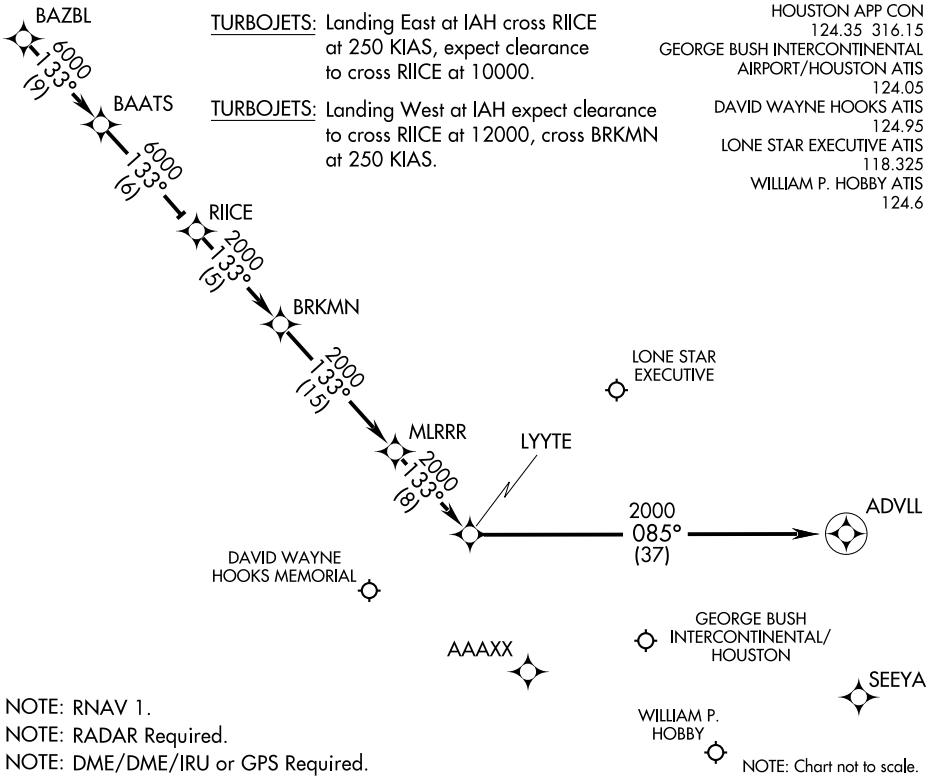
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS



ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

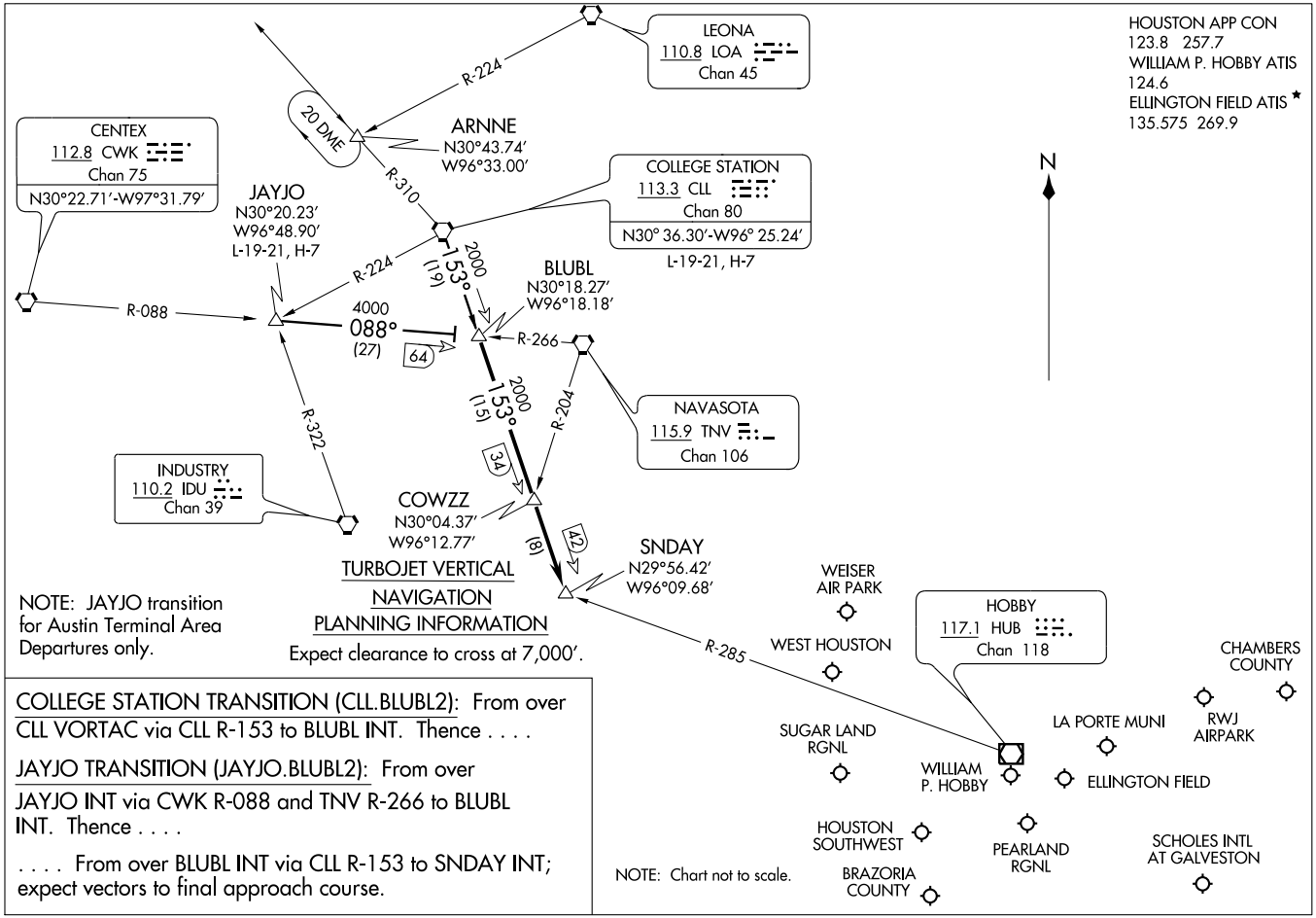
(BAZBL.BAZBL1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY CVE
6000
172°
(71)
10 NM
ELLVR
6000
167°
(7)
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

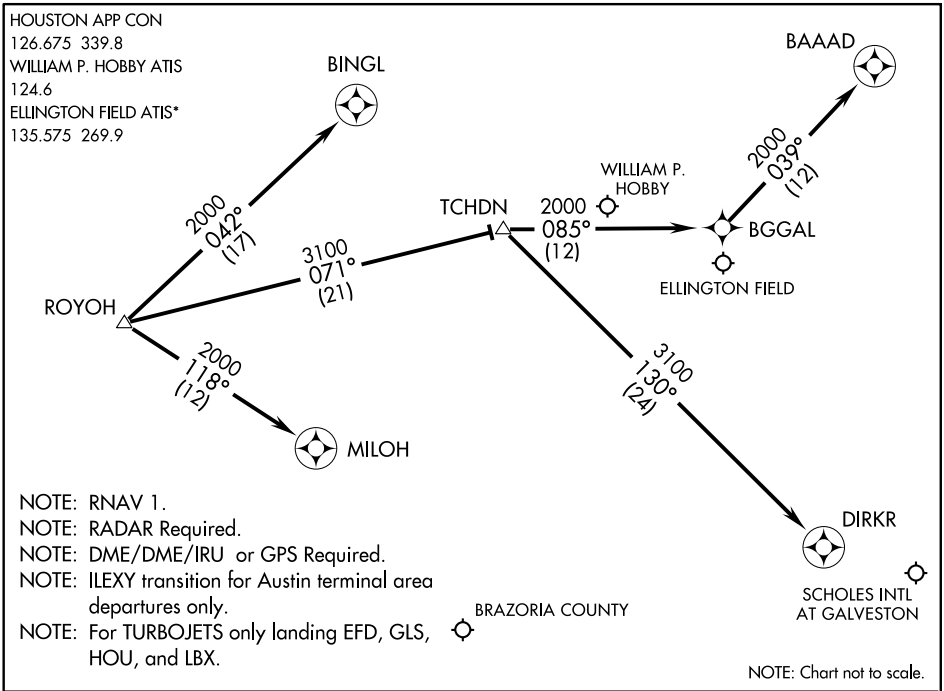
See following page for arrival routes.

NOTE: Chart not to scale.

HOUSTON, TEXAS

COACH ONE ARRIVAL (RNAV) Transition Routes

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

COACH ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

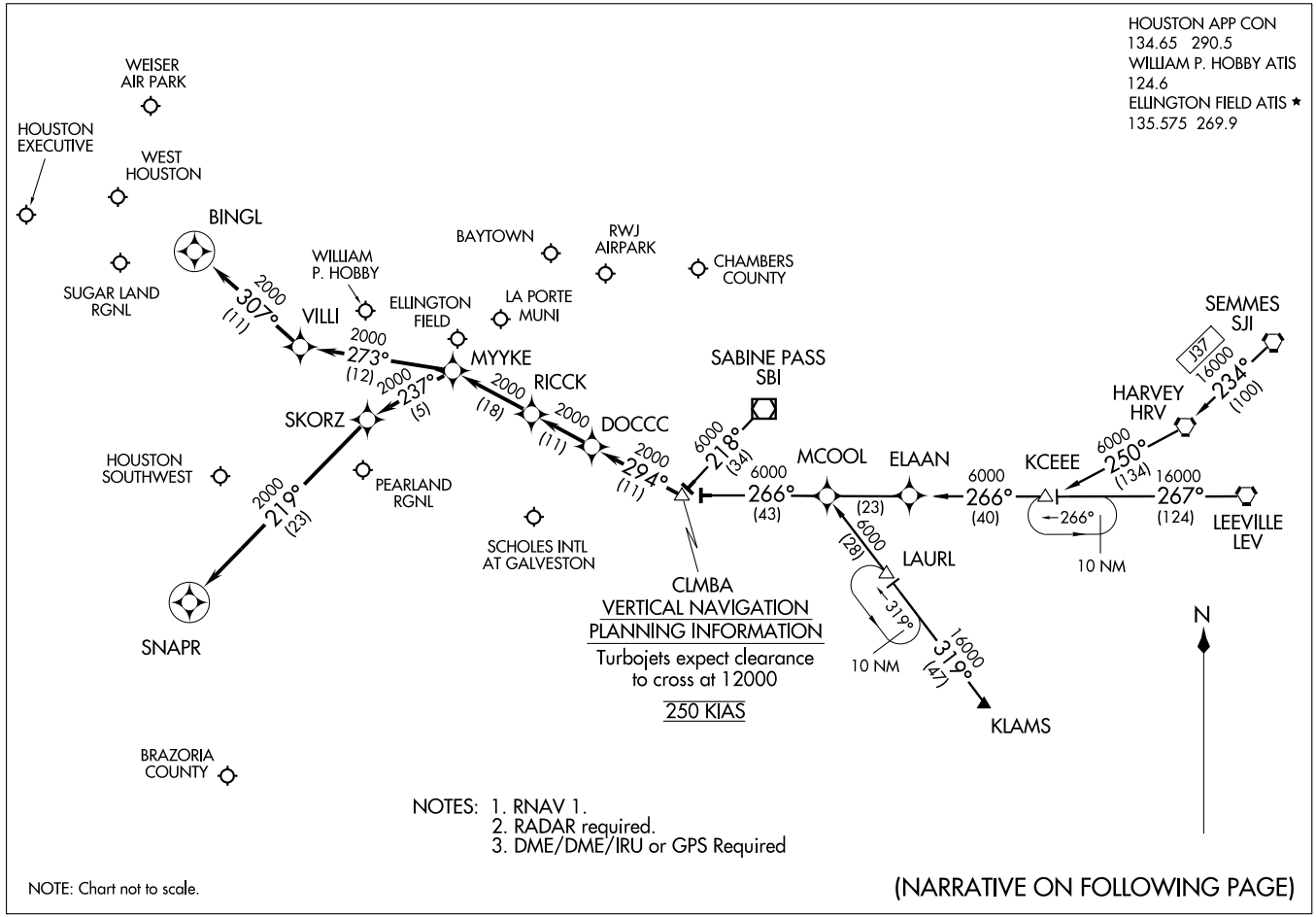
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

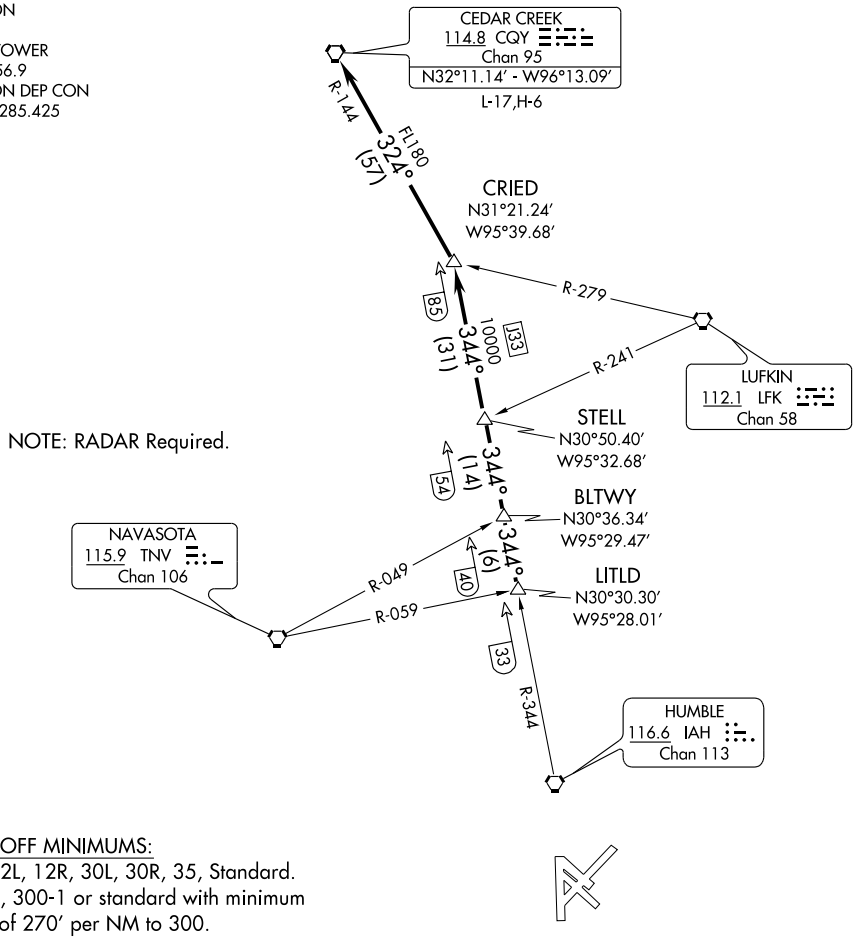
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LITLD INT, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

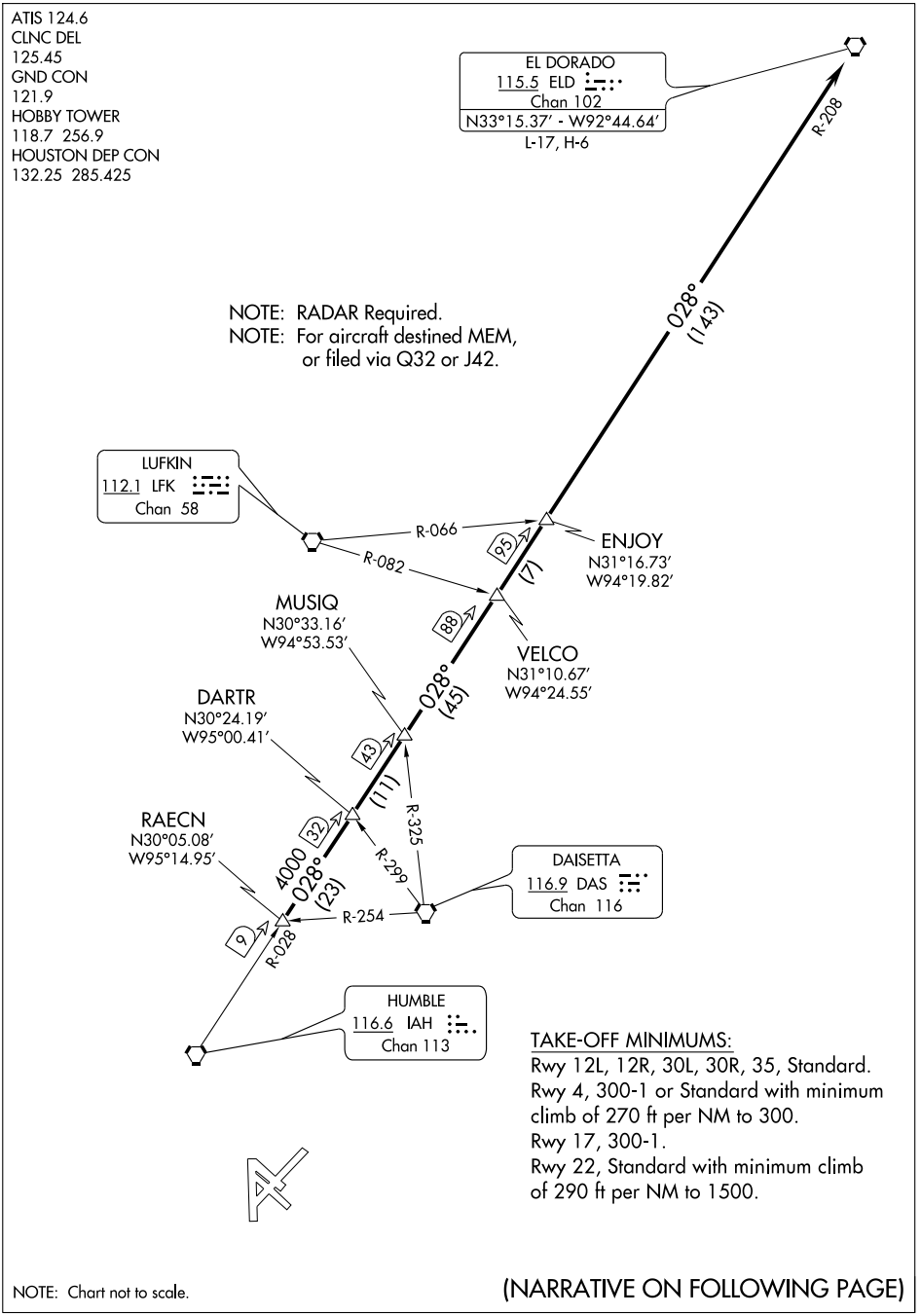
LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-198 (FAA)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Expect climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

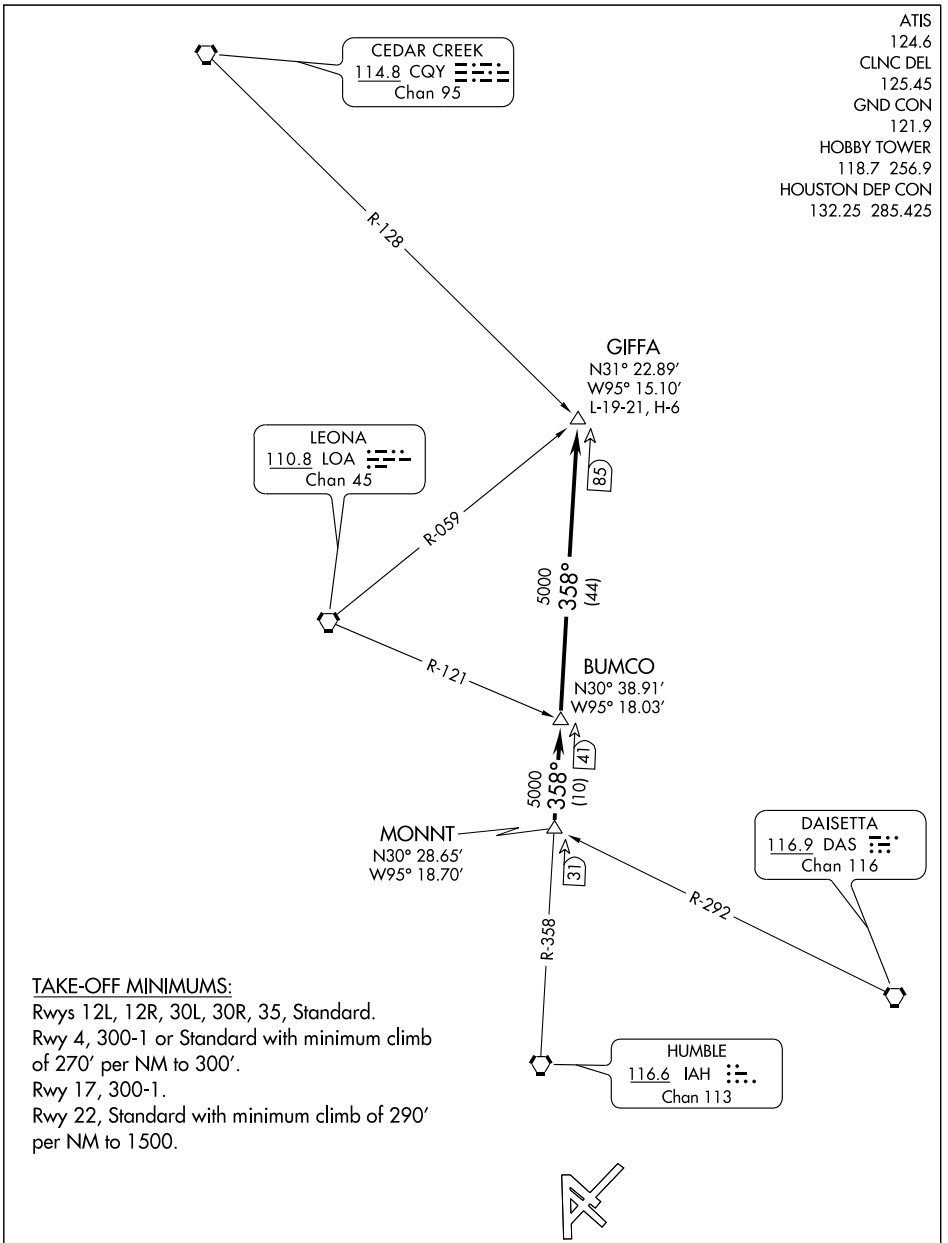
Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

GIFFA FOUR DEPARTURE

SL-198 (FAA)



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

▼

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to MONNT INT, maintain 5000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS or LOC RWY 4

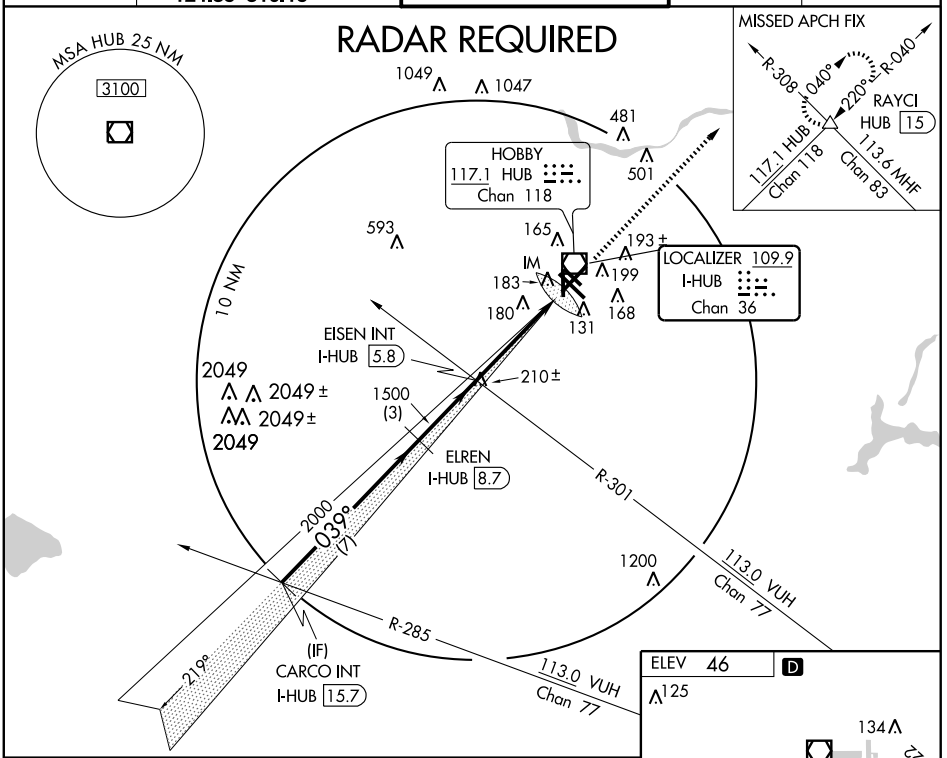
HOUSTON/ WILLIAM P. HOBBY (HOU)

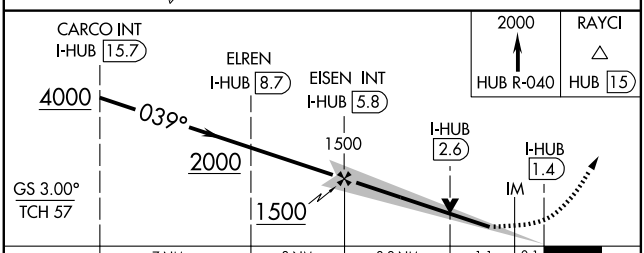
When ALSF-1 inoperative, increase visibility Cat E ILS ¼ mile, LOC ½ mile.

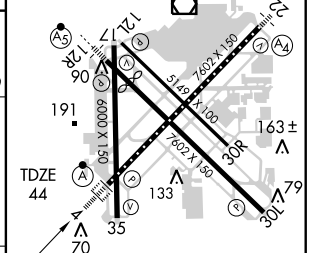
ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45







CATEGORY	A	B	C	D	E
S-ILS 4	244/18 200 (200-½)				244/24 200 (200-½)
S-LOC 4	480/24 436 (500-½)		480/40 436 (500-¾)	480/50 436 (500-1)	
CIRCLING	500-1 454 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PRQ	APP CRS	Rwy Idg	6568
111.3	129°	TDZE	46
Chan 50		Apt Elev	46

ILS or LOC RWY 12R

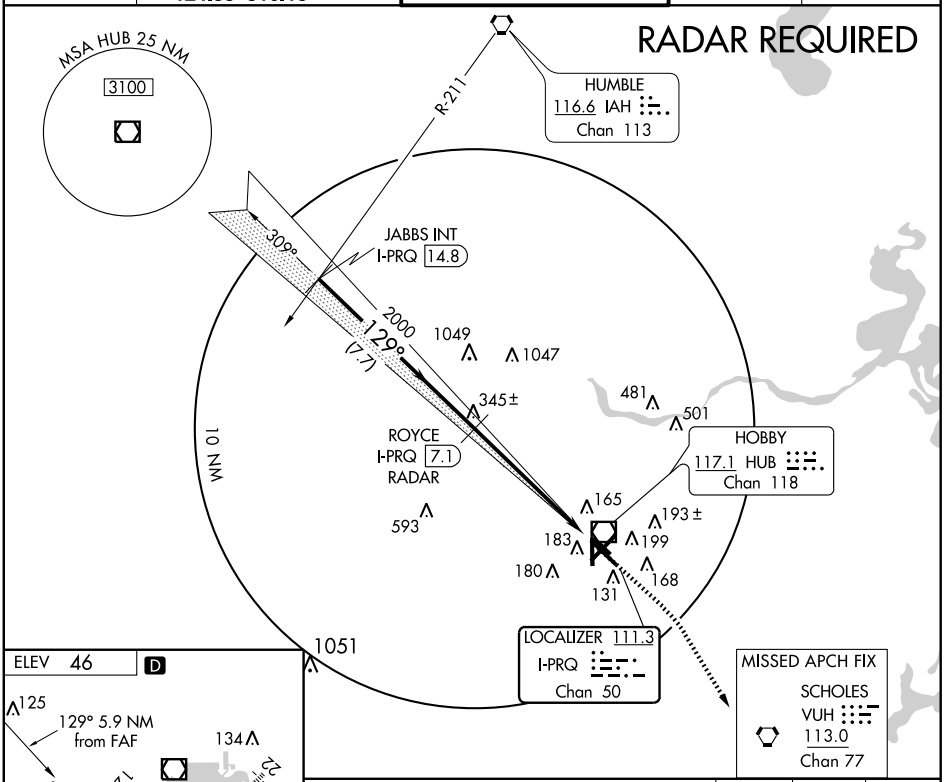
HOUSTON/ WILLIAM P. HOBBY (HOU)

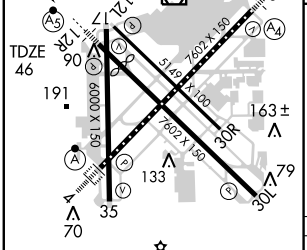
For inoperative MALSR, increase S-LOC 12R Cat A and B visibility to RVR 5000 and Cat E to 1¾. Inoperative table does not apply to S-ILS 12R. RADAR or DME required. When VGSI inop, circling Rwy 35 NA at night.

MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct VUH VORTAC.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

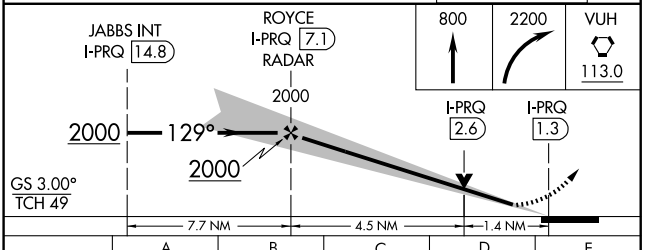




TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



	A	B	C	D	E
S-ILS 12R	296/40 250 (300-¾)				
S-LOC 12R	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

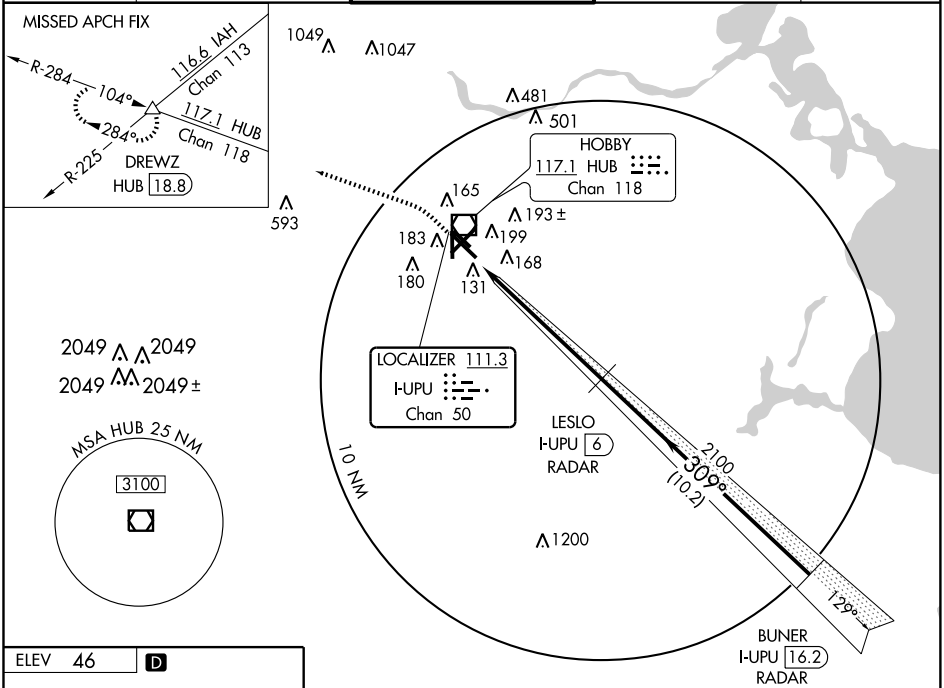
LOC I-UPU	APP CRS	Rwy Idg	7602
111.3	309°	TDZE	43
Chan 50		Apt Elev	46

ILS or LOC RWY 30L

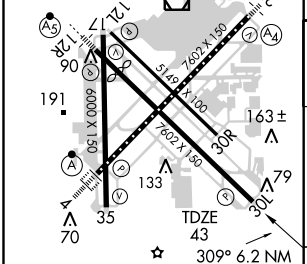
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via HUB VOR/DME R-284 to DREWZ INT/HUB 18.8 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

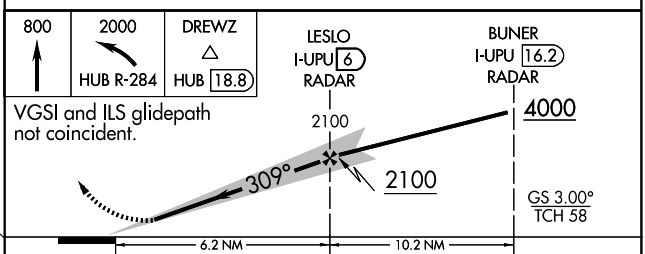


RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 30L	243/40		200 (200-¾)	
S-LOC 30L	480/50	437 (500-1)	480/60 437 (500-1¼)	480-1½ 437 (500-1½)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT II)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7

(IF)

039° (7)

2000

1500 (3)

210±

219°

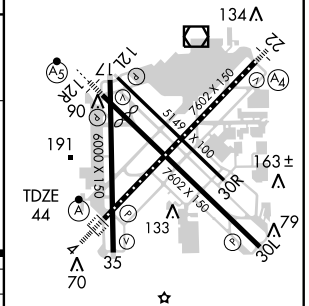
R-301

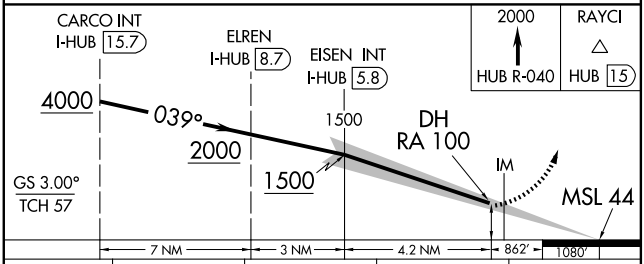
R-285

113.0 VUH
Chan 77

MISSED APCH FIX
R-308
040°
220°
R-040
RAYCI
HUB 15
117.1 HUB
Chan 118
113.6 MHF
Chan 83

ELEV 46 D





CATEGORY	A	B	C	D
S-ILS 4	RA 100/12 100 DA 144			

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT III)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7

039°

2000

1500 (3)

210±

R-301

R-285

219°

113.0 VUH
Chan 77

1049 1047 481 501 593 165 193± 199 183 180 168 131 IM 2049 2049 2049± 2049 1200 125

MISSED APCH FIX
R-308 040° 220° R-040
RAYCI
HUB 15
117.1 HUB
Chan 118
113.6 MHF
Chan 83

ELEV 46 D

134 72 72L 72R 90 191 163± 30R 30L 79 133 TDZE 44 35 70

6000 X 150
7602 X 150
5149 X 100

CARCO INT
I-HUB 15.7
ELREN
I-HUB 8.7
EISEN INT
I-HUB 5.8
4000
039°
2000
1500
IM
142
GS 3.00°
TCH 57
MSL 44
2000
HUB R-040
RAYCI
HUB 15
7 NM
3 NM
4.2 NM
829′
1080′

CATEGORY	A	B	C	D
S-ILS 4		CAT IIIa	RVR 07	
S-ILS 4		CAT IIIb	RVR 06	
S-ILS 4		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

SC-5, 26 AUG 2010 to 23 SEP 2010

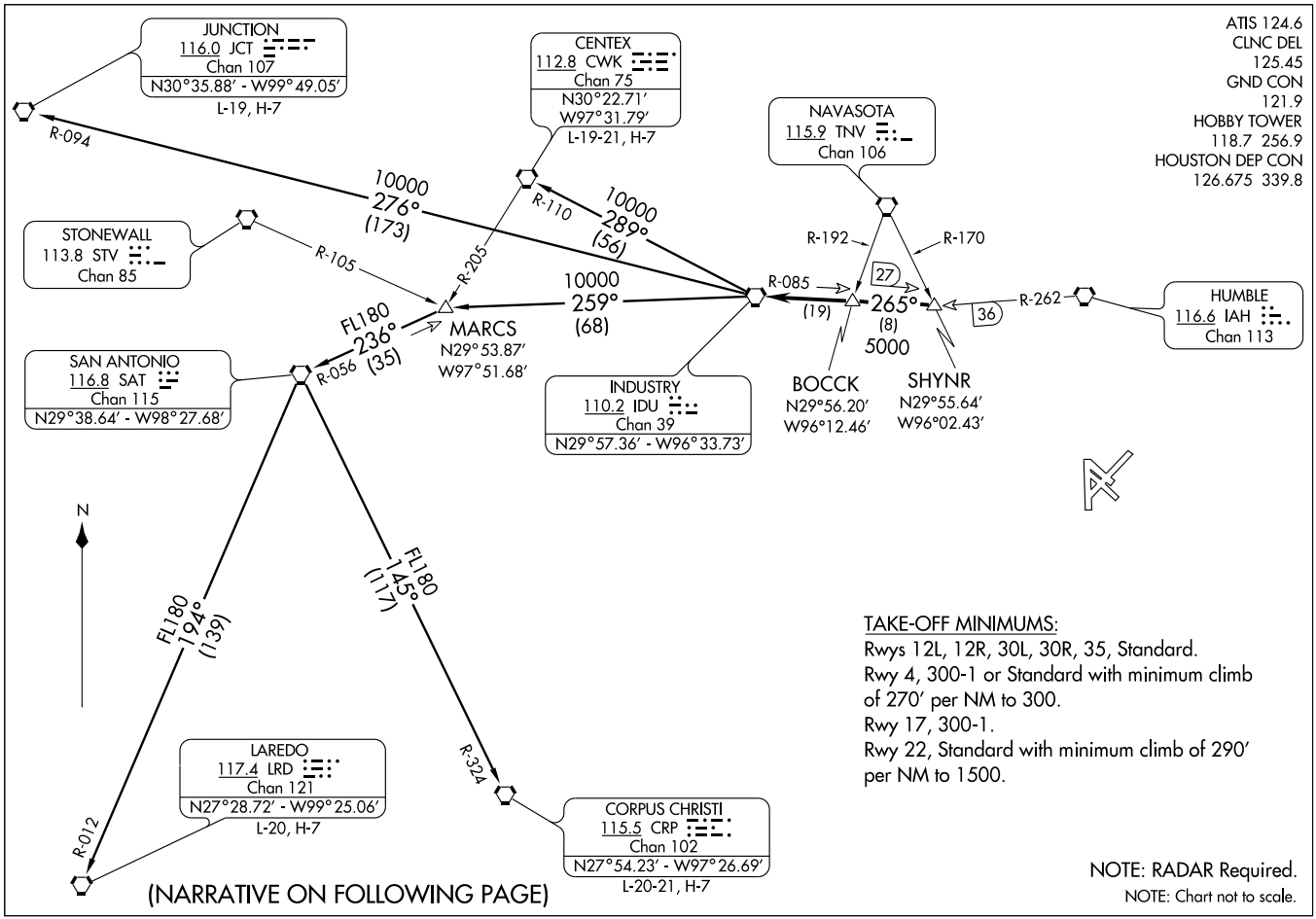
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS

HOUSTON/WILLIAM P. HOBBY (HOU)



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

SI-198 (FAA)

INDUSTRY FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SHYNR INT, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

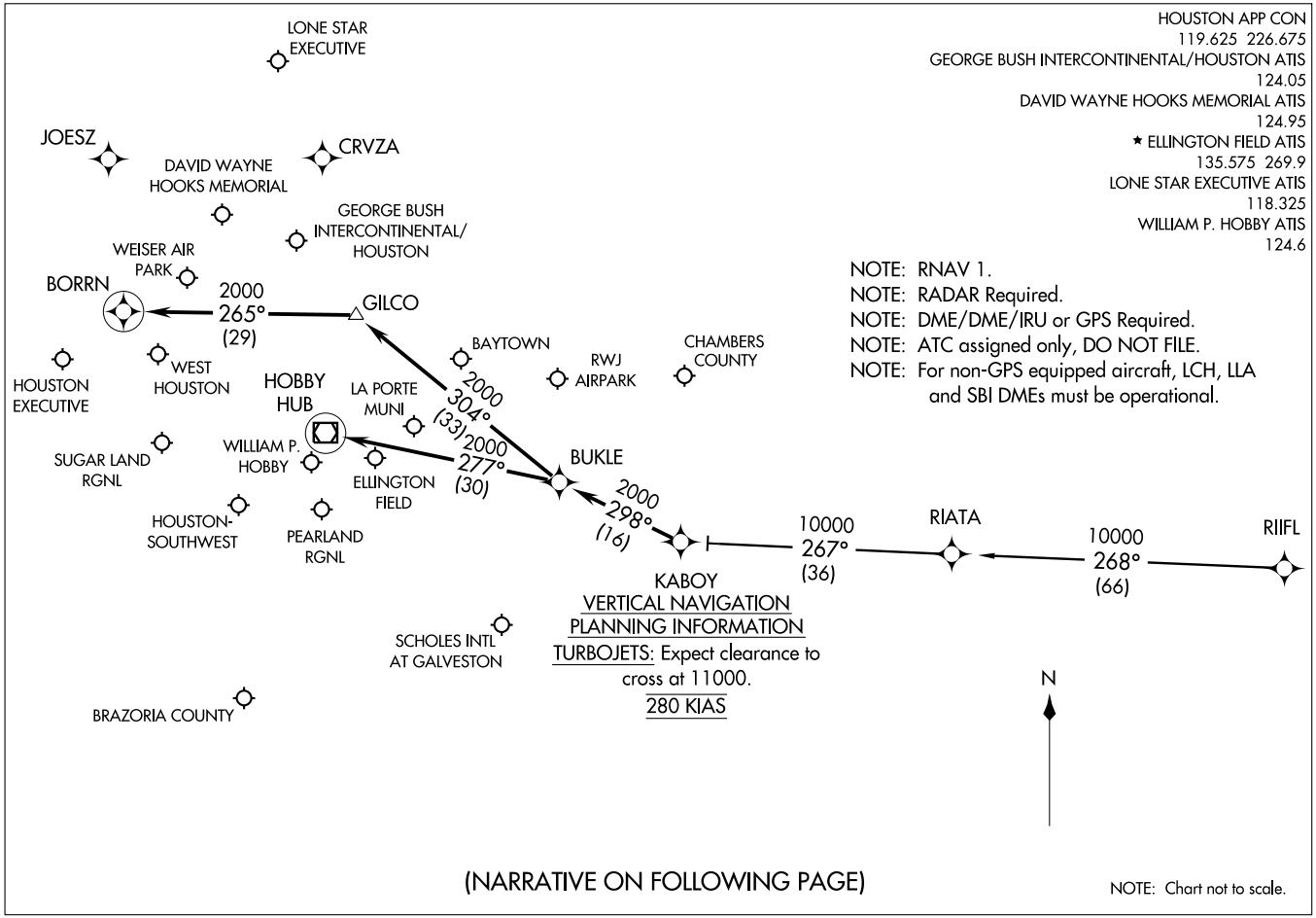
Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

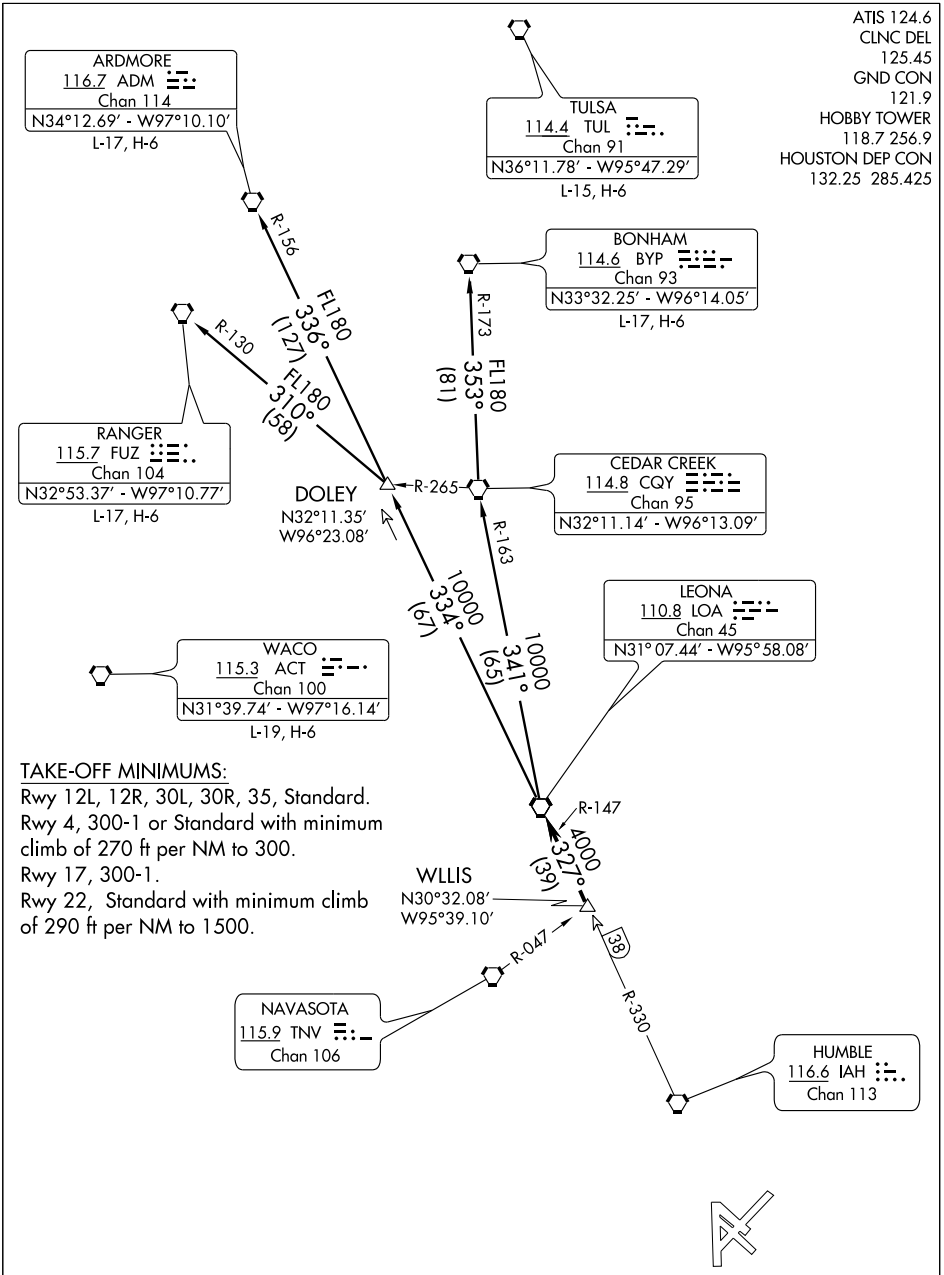
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290 ft per NM to 1500.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WLLIS INT, maintain 5000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

LOC I-OIB 109.9 Chan 36	APP CRS 219°	Rwy Idg 7602 TDZE 41 Apt Elev 46

LOC RWY 22

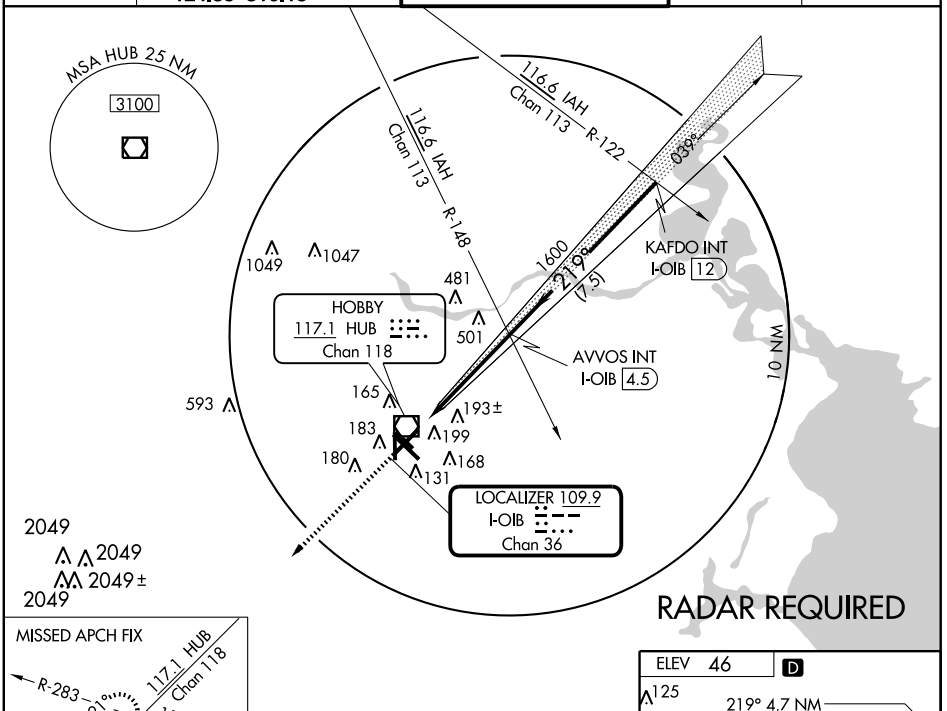
HOUSTON/WILLIAM P. HOBBY (HOU)

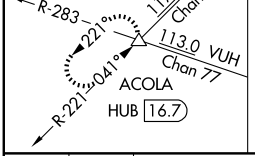
Inoperative table does not apply to Cat C.

MALSR

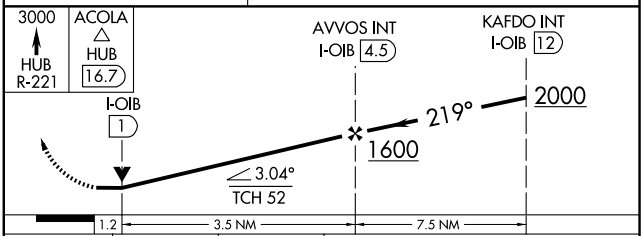
MISSED APPROACH: Climb to 3000 via HUB VOR/DME R-221 to ACOLA Int/HUB 16.7 DME and hold.

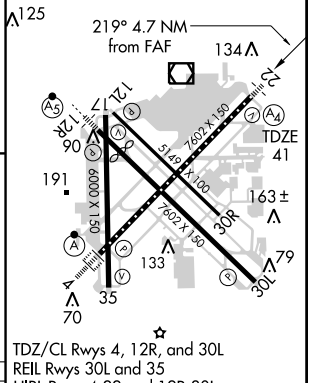
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





1200





CATEGORY	A	B	C	D	E
S-22	460-¾ 419 (500-¾)		460-1¼ 419 (500-1¼)		
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

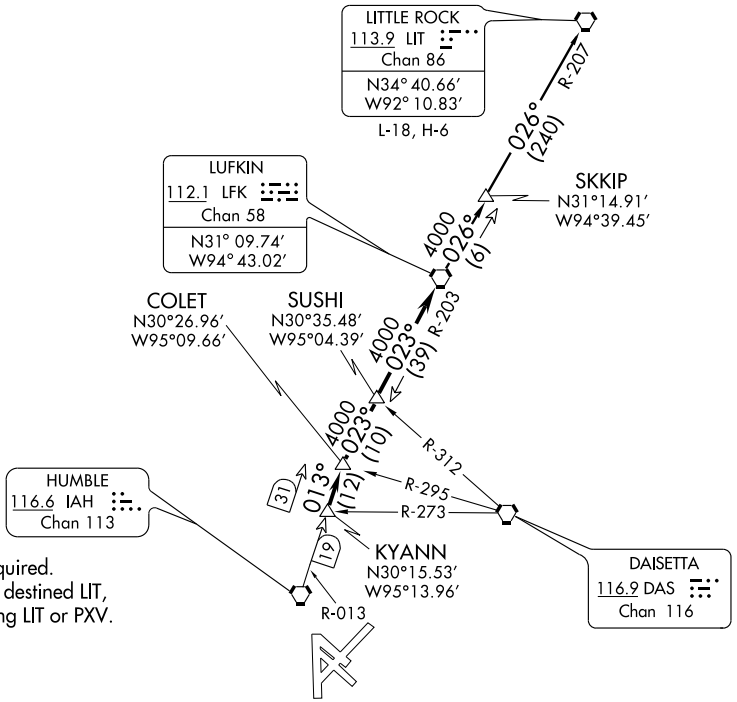
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290 ft per NM to 1500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to KYANN INT, maintain 5000. Expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON/ WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

SKUBA
N29°11.72′
W95°47.47′

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88′ - W100°17.99′

COTULLA
115.8 COT
Chan 105
N28°27.72′ -W99°07.11′

THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ - W98°09.03′

PALACIOS
117.3 PSX
Chan 120
N28°45.87′ - W96°18.37′

R-100 FL180 283° (150)
R-136 FL180 318° (112)
R-158 FL180 339° (70)
R-078 FL180 259° (51)
R-073 10000 253° (99)
R-038 4000 218° (37)
R-127
R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

(PSX4.PSX) 10210
PALACIOS FOUR DEPARTURE
SL-198 (FAA)
HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SKUBA INT, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

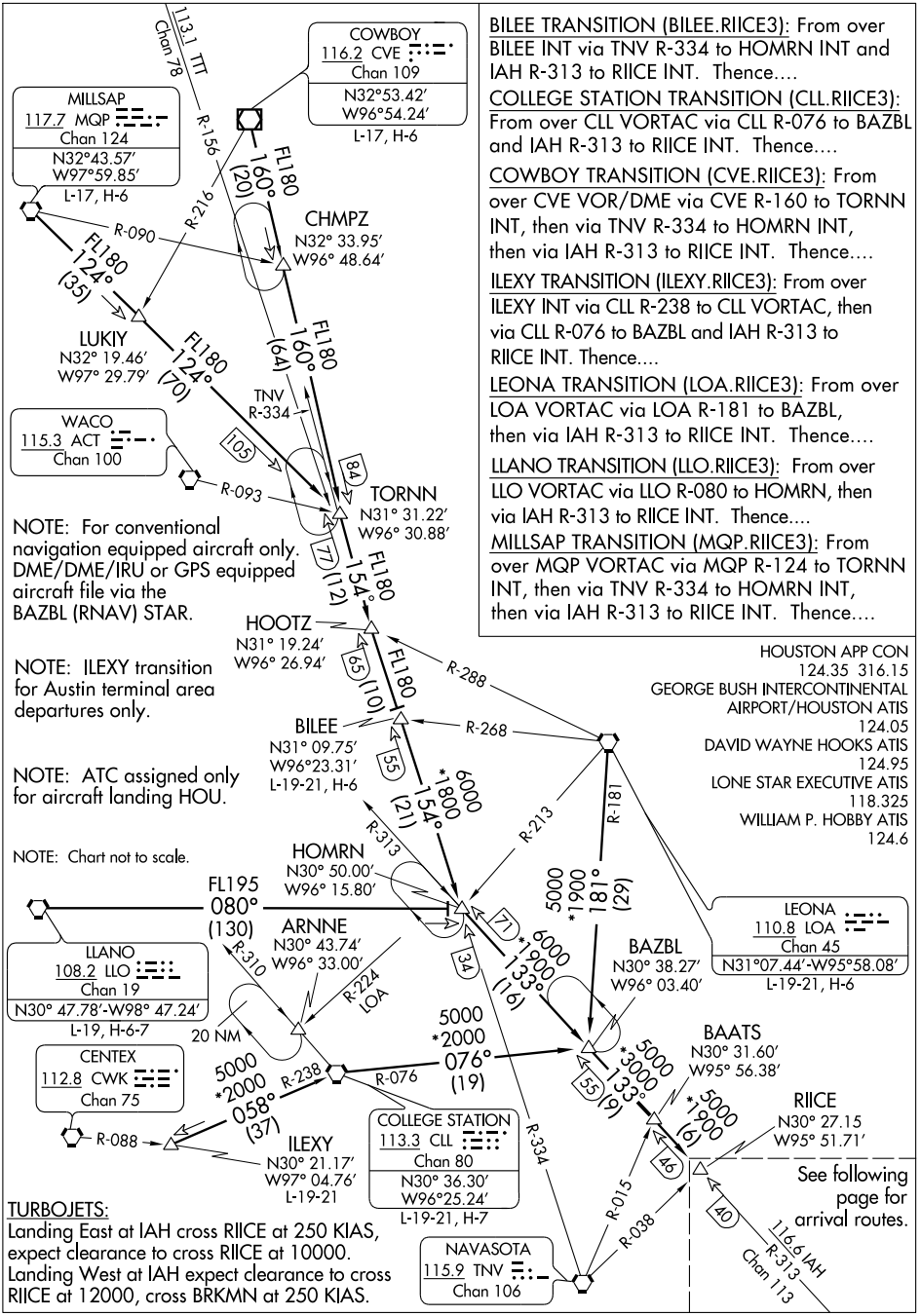
TAKE-OFF OBSTACLES:

Rwy 4,	Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.
Rwy 12L,	Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.
Rwy 12R,	Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.
Rwy 17,	Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/ 72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.
Rwy 22,	Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.
Rwy 30L,	Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/ 84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.
Rwy 30R,	Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.
Rwy 35,	Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

RIICE THREE ARRIVAL Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010



BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

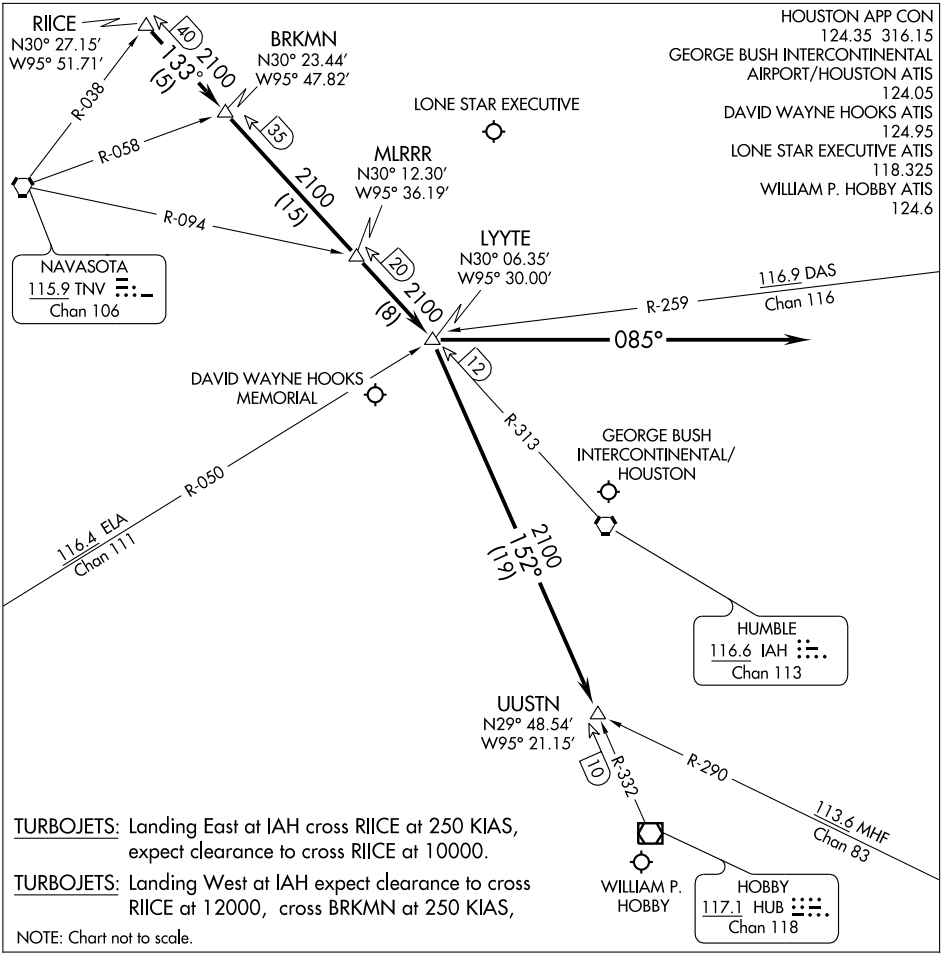
RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

(RIICE.RIICE3) 10210

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS: Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.

TURBOJETS: Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS,

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT.

LANDING RUNWAYS 26L/26R, 27: Fly heading 085° for vectors to final approach course.

LANDING ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7602
CH 86209	039°	TDZE	44
W04A		Apt Elev	46

RNAV (GPS) RWY 4

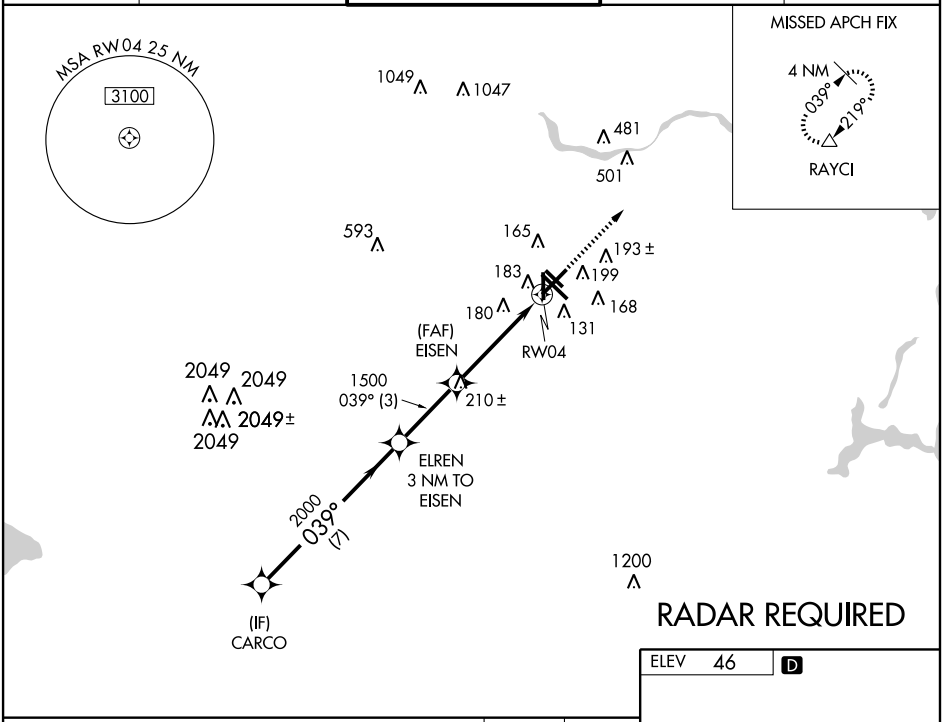
HOUSTON/ WILLIAM P. HOBBY (HOU)

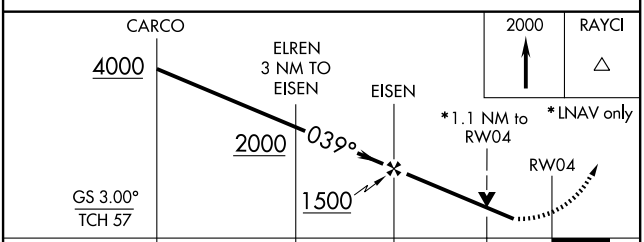
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, and increase LNAV/VNAV and LNAV Cat E visibility to 1½. When VGSI inop, circling Rwy 35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA.

ALSF-2

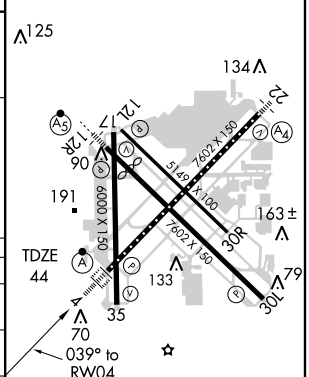
MISSED APPROACH: Climb to 2000 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





CATEGORY	A	B	C	D	E
LPV DA	300/24 256 (300-½)				
LNAV/VNAV DA	440/40 396 (400-¾)				440/50 396 (400-1)
LNAV MDA	460/24 416 (500-½)		460/40 416 (500-¾)	460/50 416 (500-1)	
CIRCLING	500-1¼ 454 (500-1¼)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 6568
CH 70310	129°	TDZE 46
W12A		Apt Elev 46

RNAV (GPS) RWY 12R

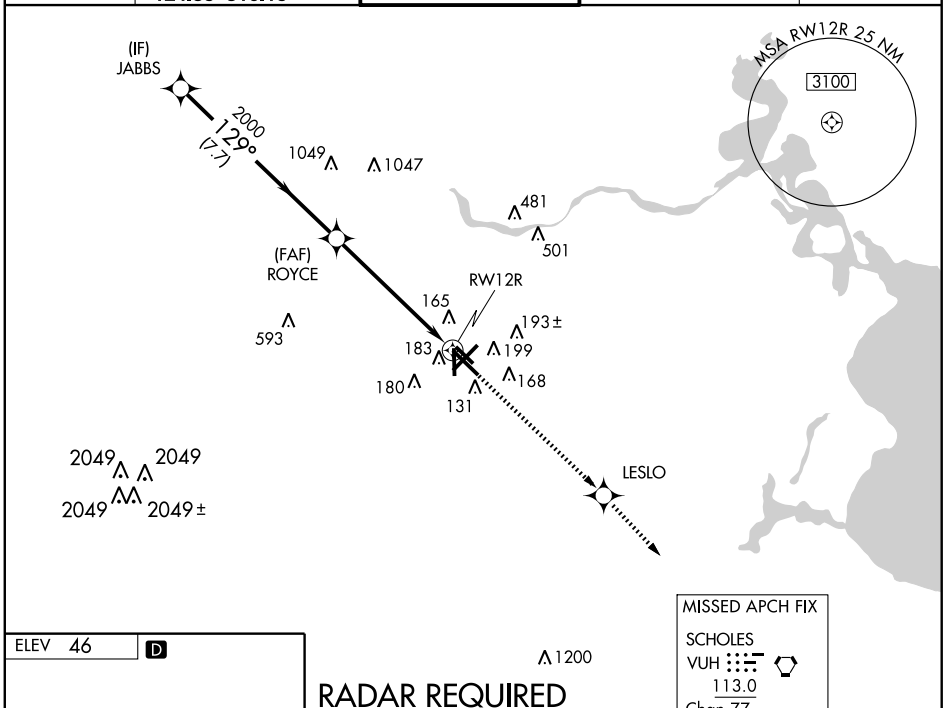
HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to RW35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA; For inoperative MALSR increase LPV visibility all Cats to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat A and B visibility to RVR 5000, Cat E to 1¾.

MALS

MISSED APPROACH: Climb to 2200 direct LESLO and via 132° track to VUH VORTAC.

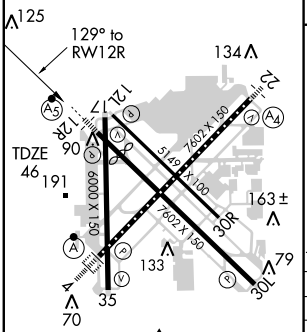
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

ELEV 46 D

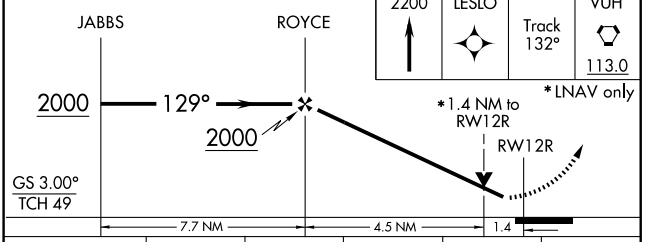


REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

1200

RADAR REQUIRED

MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77



CATEGORY	A	B	C	D	E
LPV DA	330/40 284 (300-¾)				
LNAV/VNAV DA	460/50 414 (500-1)				
LNAV MDA	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1½ 494 (500-1½)			600-2 554 (600-2)	860-3 814 (900-3)

RNAV (GPS) RWY 17

HOUSTON/ WILLIAM P. HOBBY (HOU)

APP CRS	Rwy Idg	TDZE	Apt Elev
174°	6000	46	46

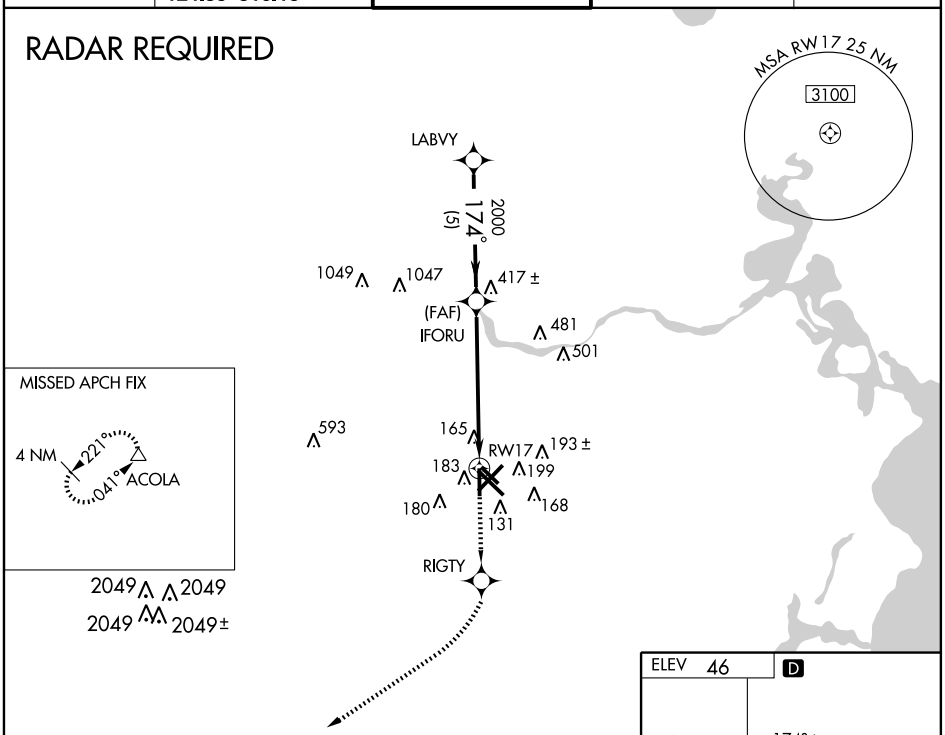
Baro-VNAV NA below -15C° (5°F)

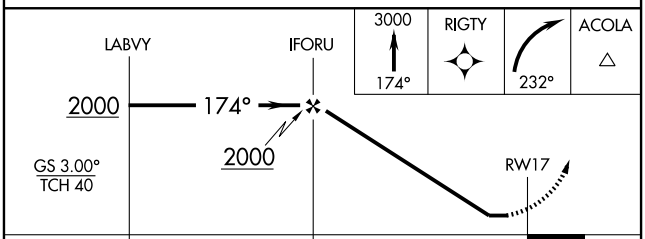
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

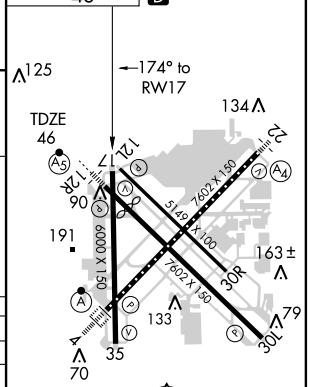
MISSED APPROACH: Climb to 3000 via course 174° to RIGTY then right turn via 232° to ACOLA and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	480-1½	434 (500-1½)		
LNAV MDA	580-1	534 (600-1)	580-1½ 534 (600-1½)	580-1¾ 534 (600-1¾)
CIRCLING	580-1½	534 (600-1½)		600-2 554 (600-2)

REIL Rwys 30L and 35R
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 26 AUG 2010 to 23 SEP 2010
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WAAS	APP CRS	Rwy Idg 7602
CH 65610	219°	TDZE 41
W22A		Apt Elev 46

RNAV (GPS) RWY 22

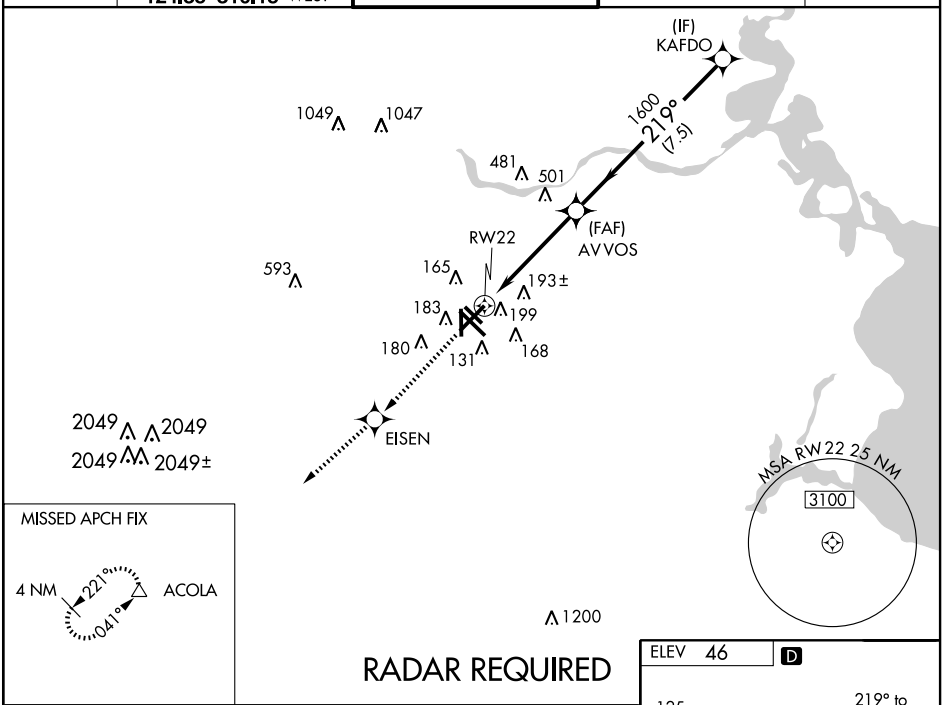
HOUSTON/ WILLIAM P. HOBBY (HOU)

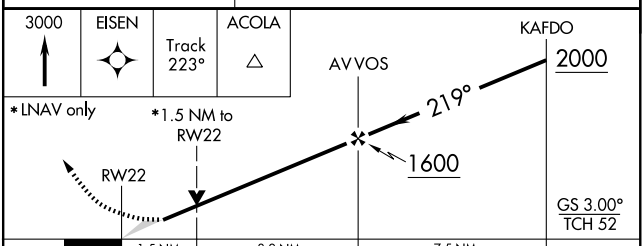
Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. When VGSI inop, circling to Rwy 35 NA at night. DME/DME RNP -0.3 NA. Baro-VNAV NA below -15° C (5° F).

MALS

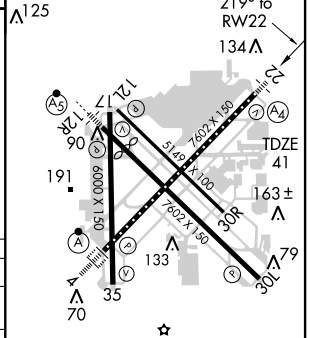
MISSED APPROACH: Climb to 3000 direct EISEN and via 223° track to ACOLA and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





CATEGORY	A	B	C	D	E
LPV DA	360-1 319 (400-1)				
LNAV/VNAV DA	480-1½ 439 (500-1½)				
LNAV MDA	580-¾ 539 (600-¾)		580-1½ 539 (600-1½)	580-1¾ 539 (600-1¾)	580-2 539 (600-2)
CIRCLING	580-1½ 534 (600-1½)			600-2 554 (600-2)	860-3 814 (900-3)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS CH 77510 W30A	APP CRS 309°	Rwy Idg 7602 / TDZE 43 / Apt Elev 46

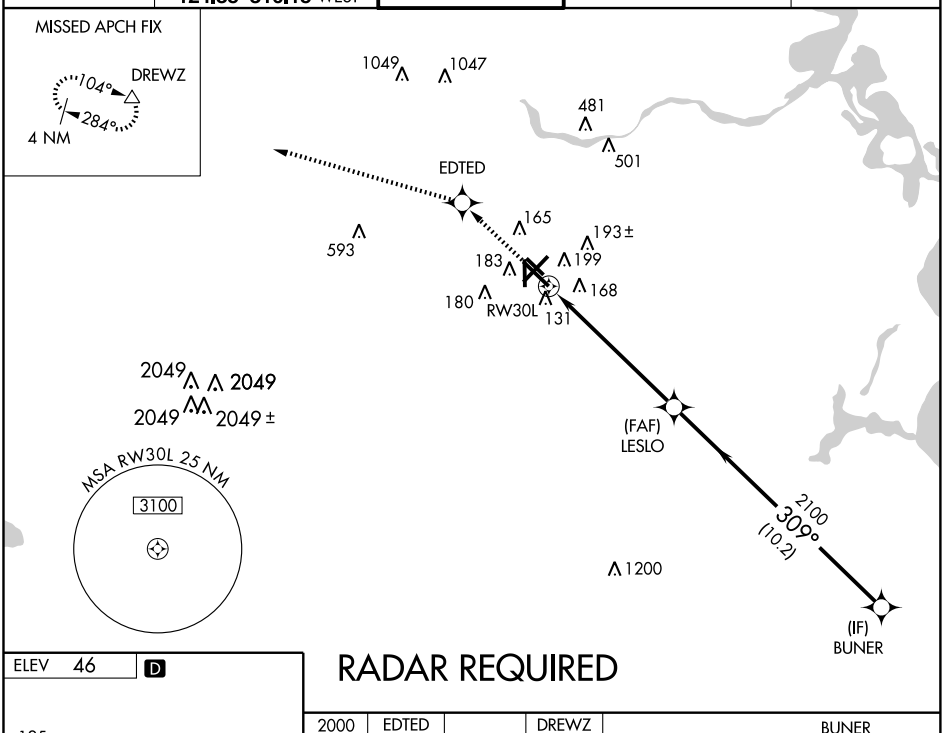
RNAV (GPS) RWY 30L

HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to Rwy 35 NA at night.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

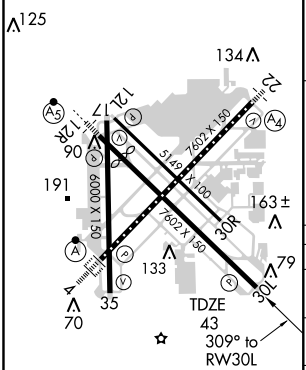
MISSED APPROACH: Climb to 2000 direct EDTED and via 281° track to DREWZ and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

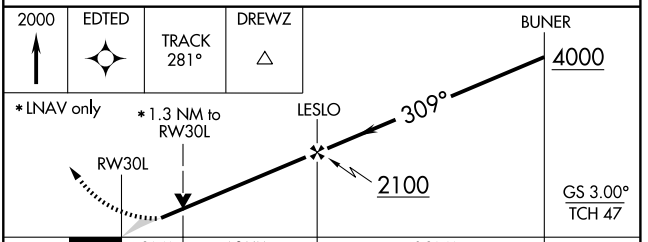


ELEV 46 D

RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D
LPV DA	310/50 267 (300-1)			
LNAV/ VNAV DA	520-1¾ 477 (500-1¾)			
LNAV MDA	500/50 457 (500-1)		500/60 457 (500-1¼)	500-1½ 457 (500-1½)
CIRCLING	520-1¾ 474 (500-1¾)			600-2 554 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

HOUSTON/ WILLIAM P. HOBBY (HOU)

APP CRS	Rwy Idg	6000
354°	TDZE	46
	Apt Elev	46

Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MISSED APCH FIX
4 NM
039°
219°
RAYCI

1049 1047 481 501 593 165 193± 183 199 180 168 RW35 131 2049 2049 2049 2049±

(FAF)
NAPSY
(5) 354° 2000
1200
OHGOK

MSA RW35 25 NM
3100

1600 RAYCI

NAPSY OHGOK 3000 354° 2000 RW35 3.05° TCH 41
5.9 NM 5 NM

CATEGORY	A	B	C	D
LNAV MDA	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

ELEV 46 D

125 134 121 17 21 12R 06 30R 30L 79 191 163± 133 4 70 35 TDZE 46
7602 X 150
5149 X 100
6000 X 150
354° to RW35

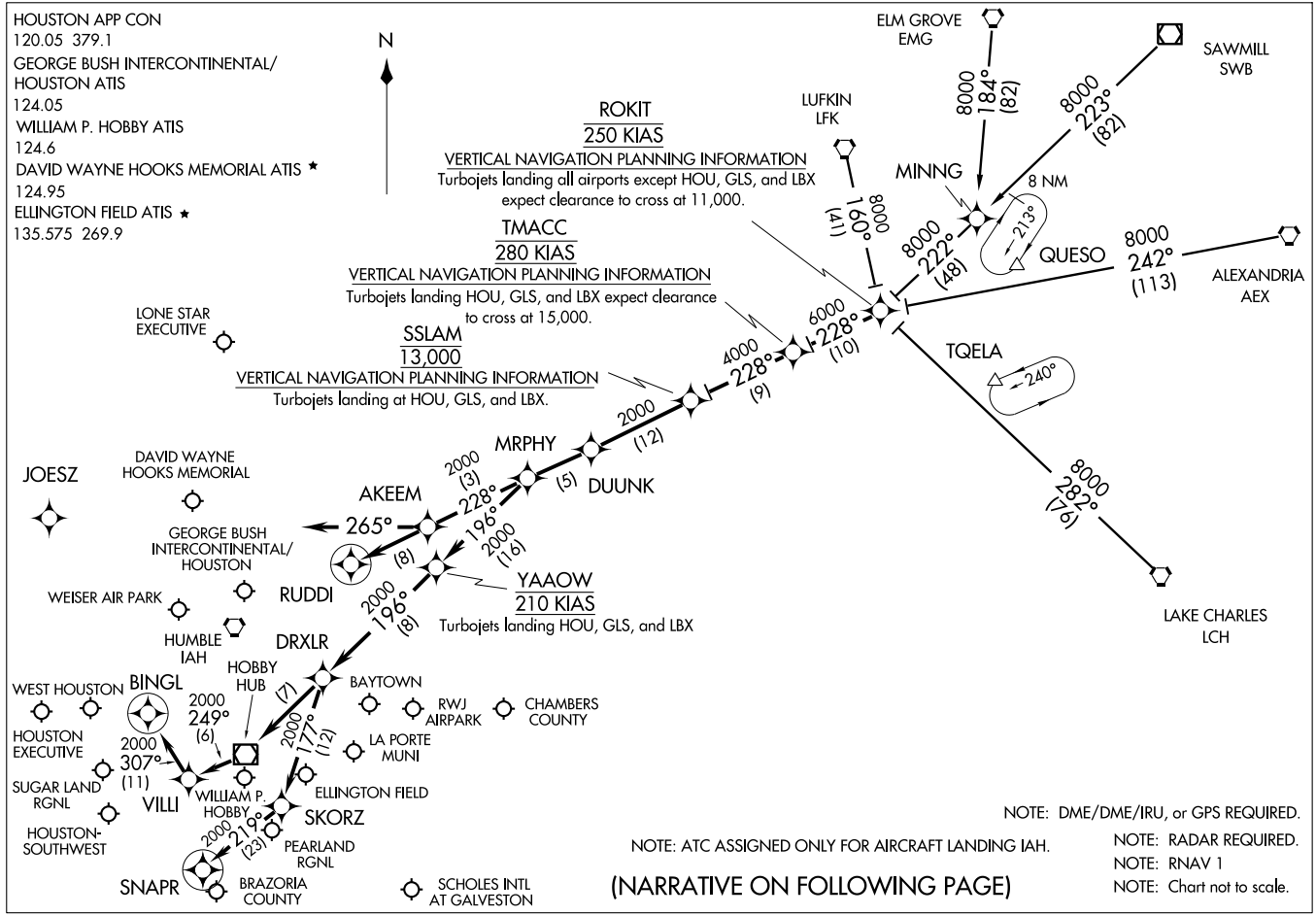
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

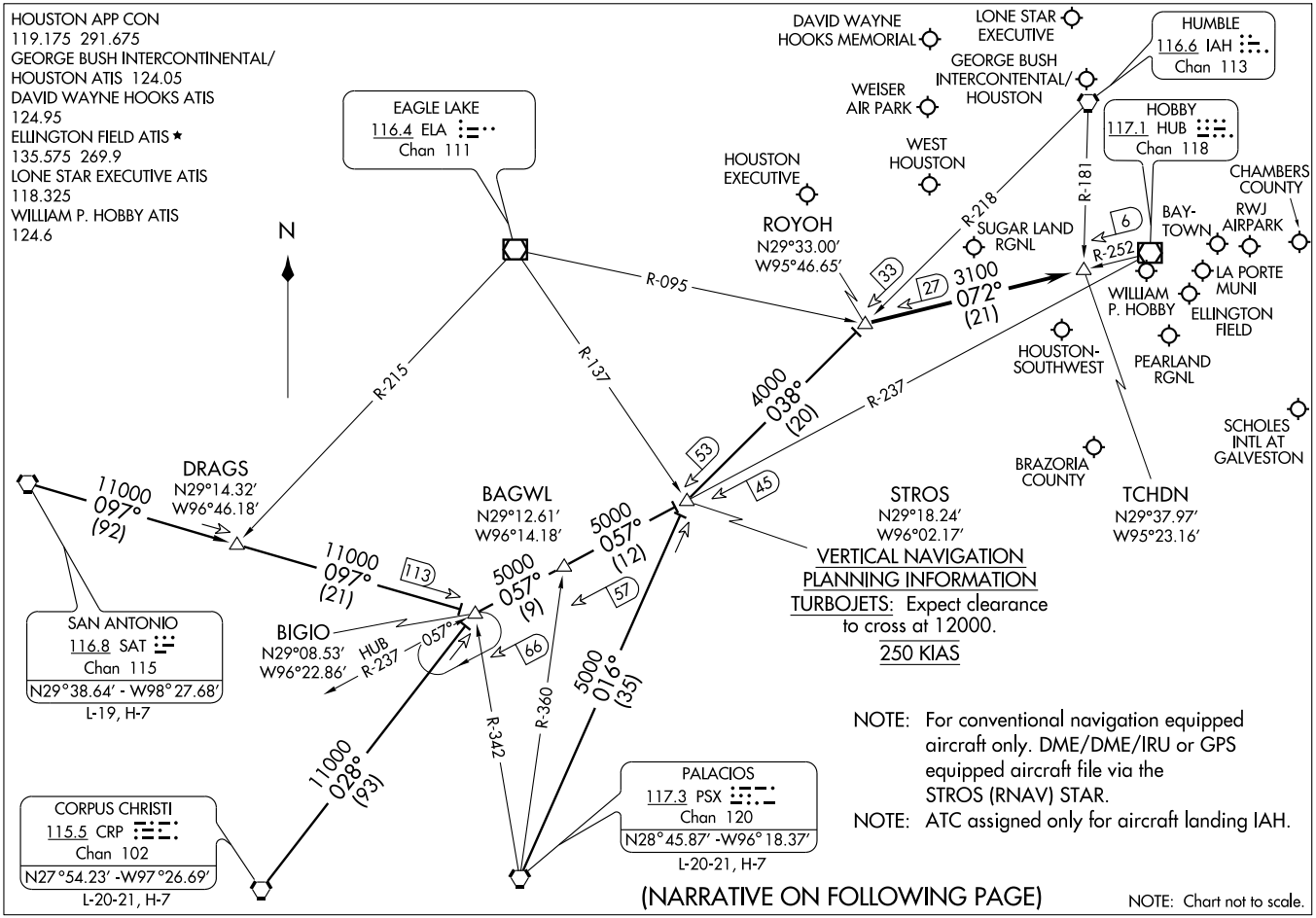
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

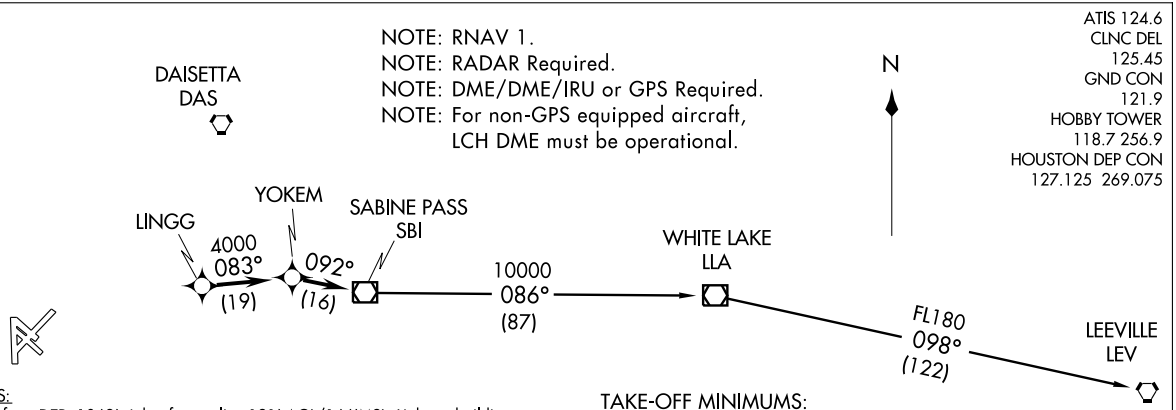
SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 4: Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L: Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R: Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17: Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22: Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L: Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R: Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35: Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

TAKE-OFF MINIMUMS:

Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LINGG INT, maintain 5000. Thence . . . .

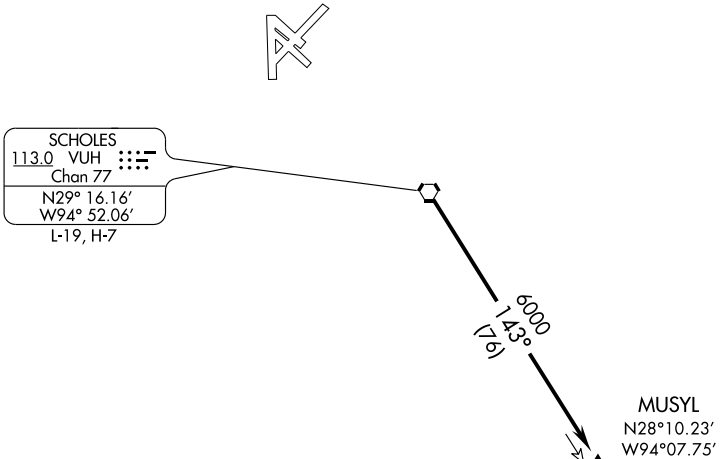
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

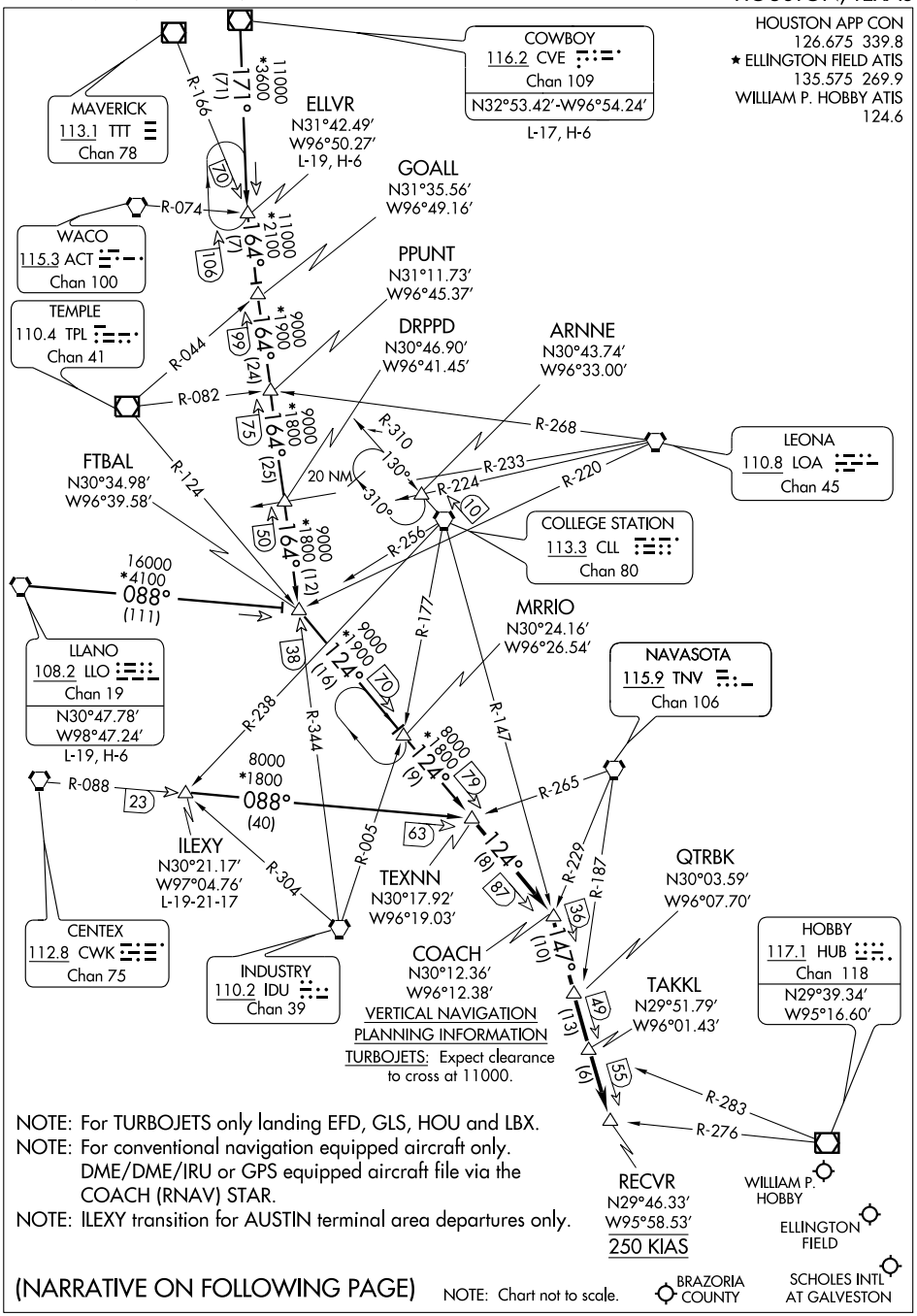
LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

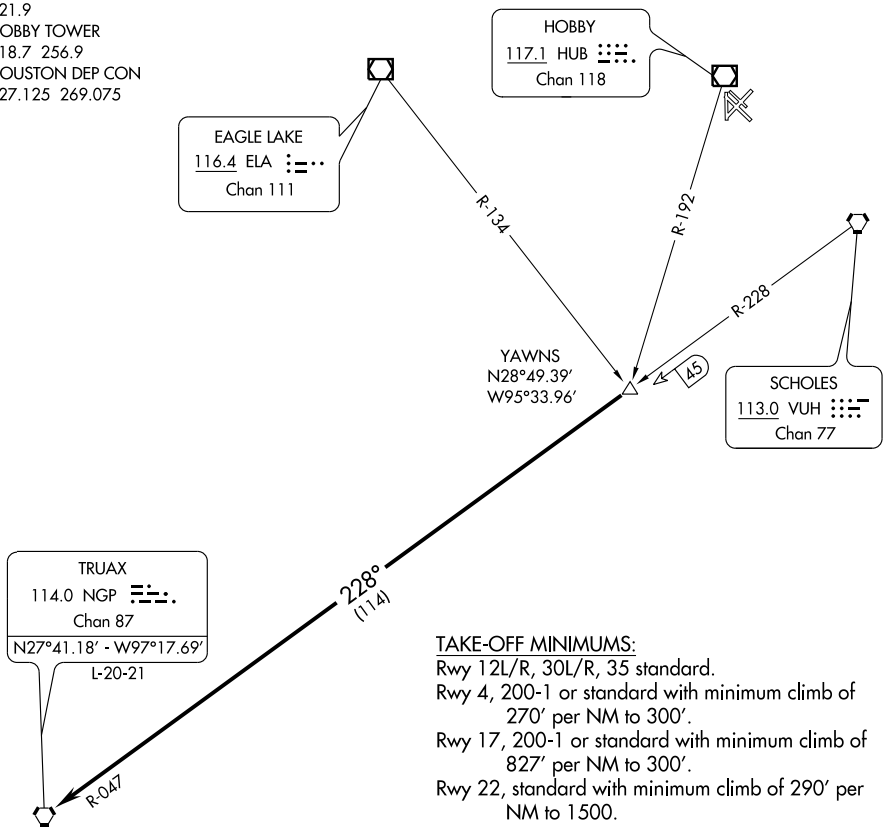
. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

TRUAX TWO DEPARTURE

SC-5, 26 AUG 2010 to 23 SEP 2010

ATIS
124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwy 12L/R, 30L/R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	154°	TDZE	N/A
Chan 118		Apt Elev	46

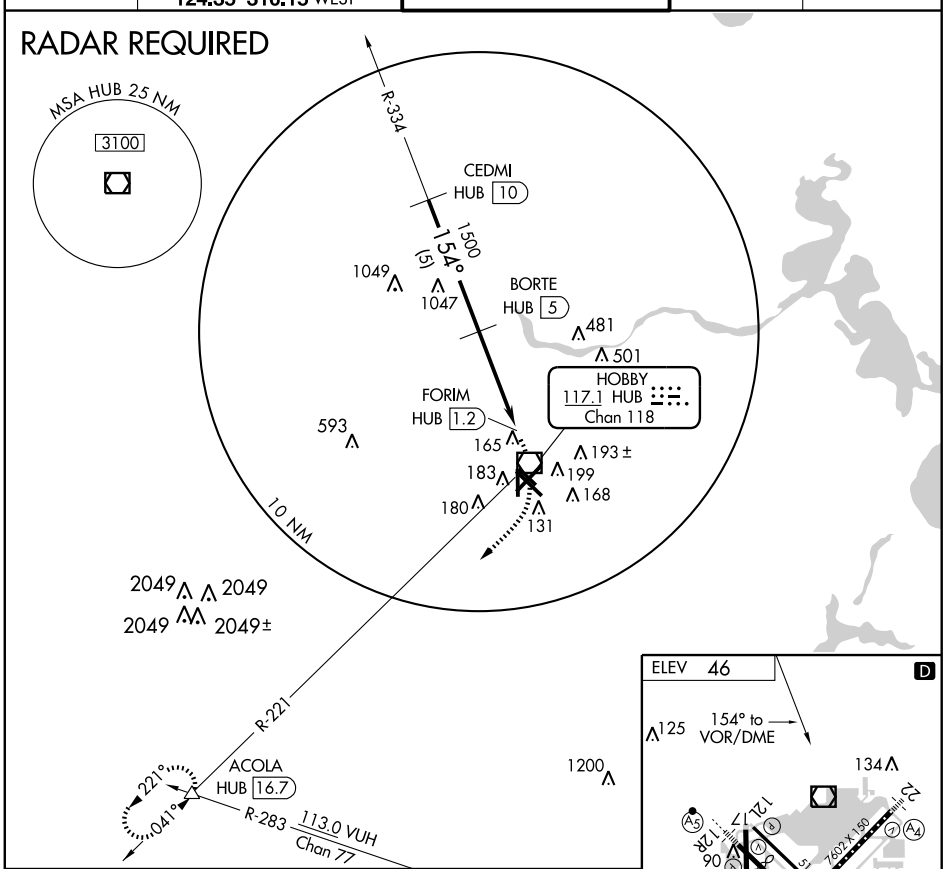
VOR/DME-E

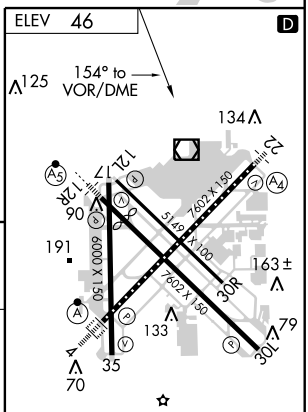
HOUSTON/WILLIAM P. HOBBY (HOU)

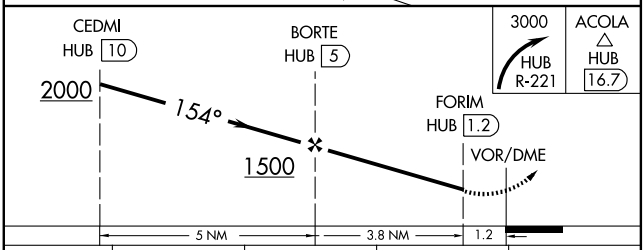
MISSED APPROACH: Climbing right turn to 3000 via HUB R-221 to ACOLA Int/HUB 16.7 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	600-1¾ 554(600-1¾)			600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	027°	TDZE	44
Chan 118		Apt Elev	46

VOR/DME RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

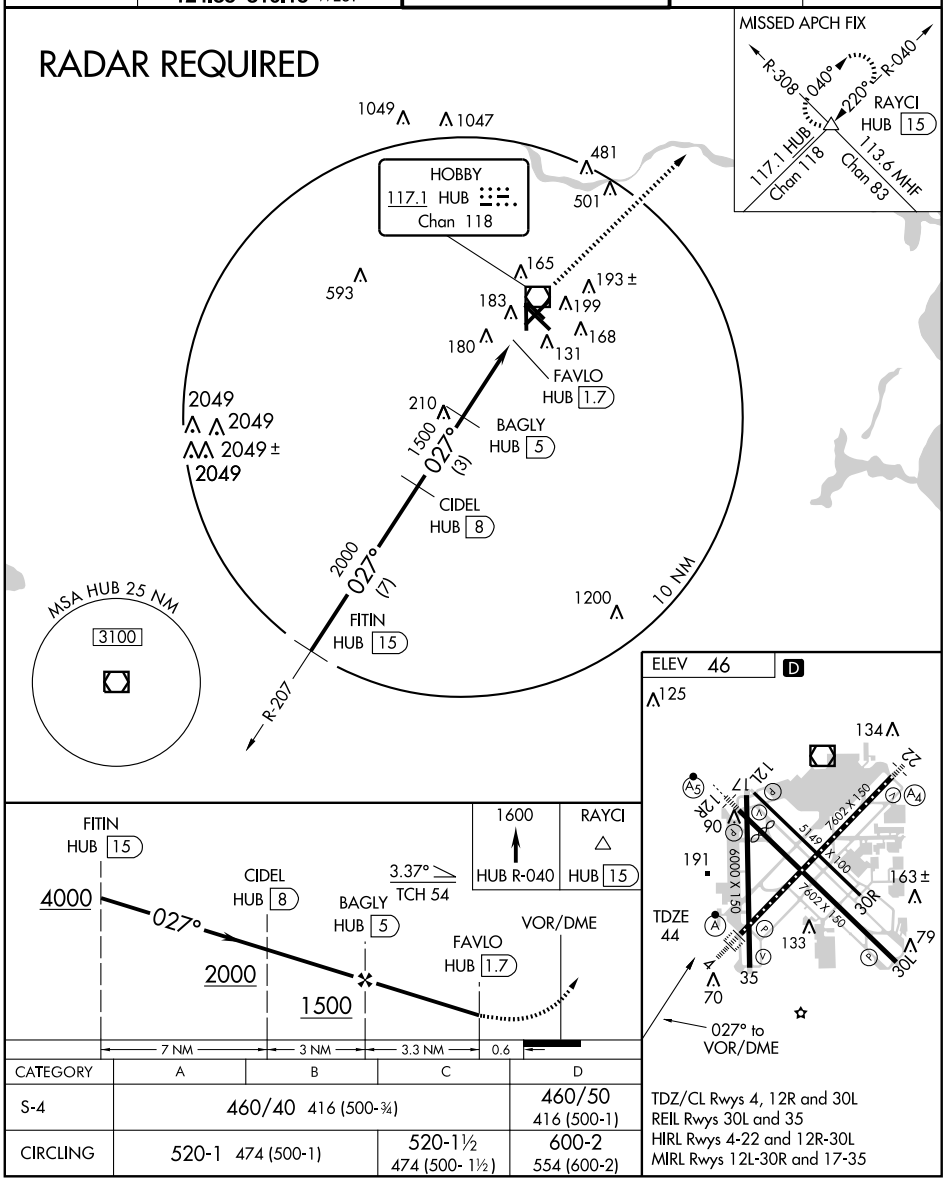
For inoperative MALSR, increase Cat D S-4 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1600 via HUB R-040 to RAYCI Int/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED



CATEGORY	A	B	C	D
S-4	460/40 416 (500-¾)			460/50 416 (500-1)
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500- 1½)	600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

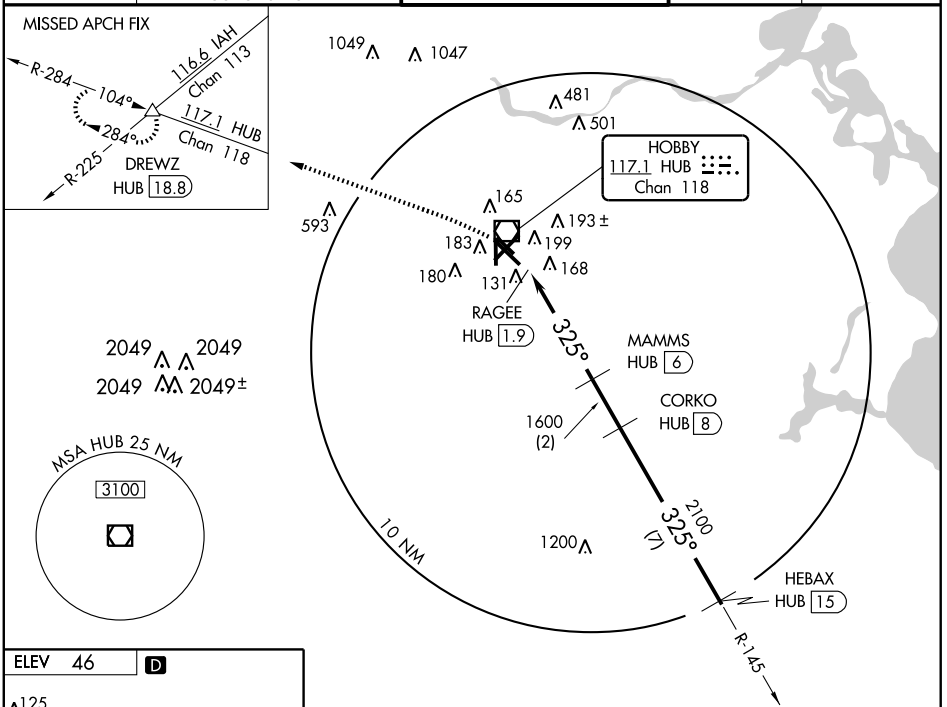
VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	325°	TDZE	43
Chan 118		Apt Elev	46

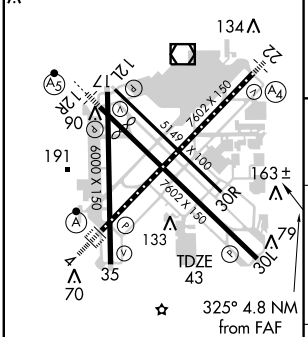
VOR/DME RWY 30L

HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing left turn to 2000 via HUB R-284 to DREWZ Int/HUB 18.8 DME and hold.

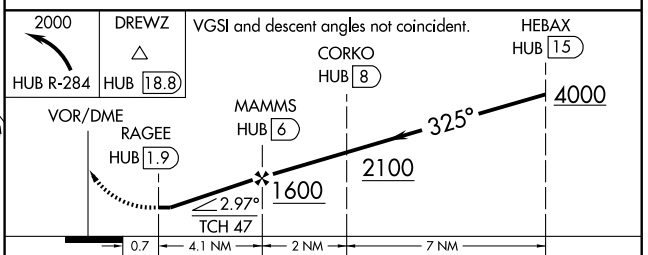
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-30L	460/50	417 (500-1)	460/60	417 (500-1¼)	460-1½ 417 (500-1½)
CIRCLING	520-1	474 (500-1)	520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

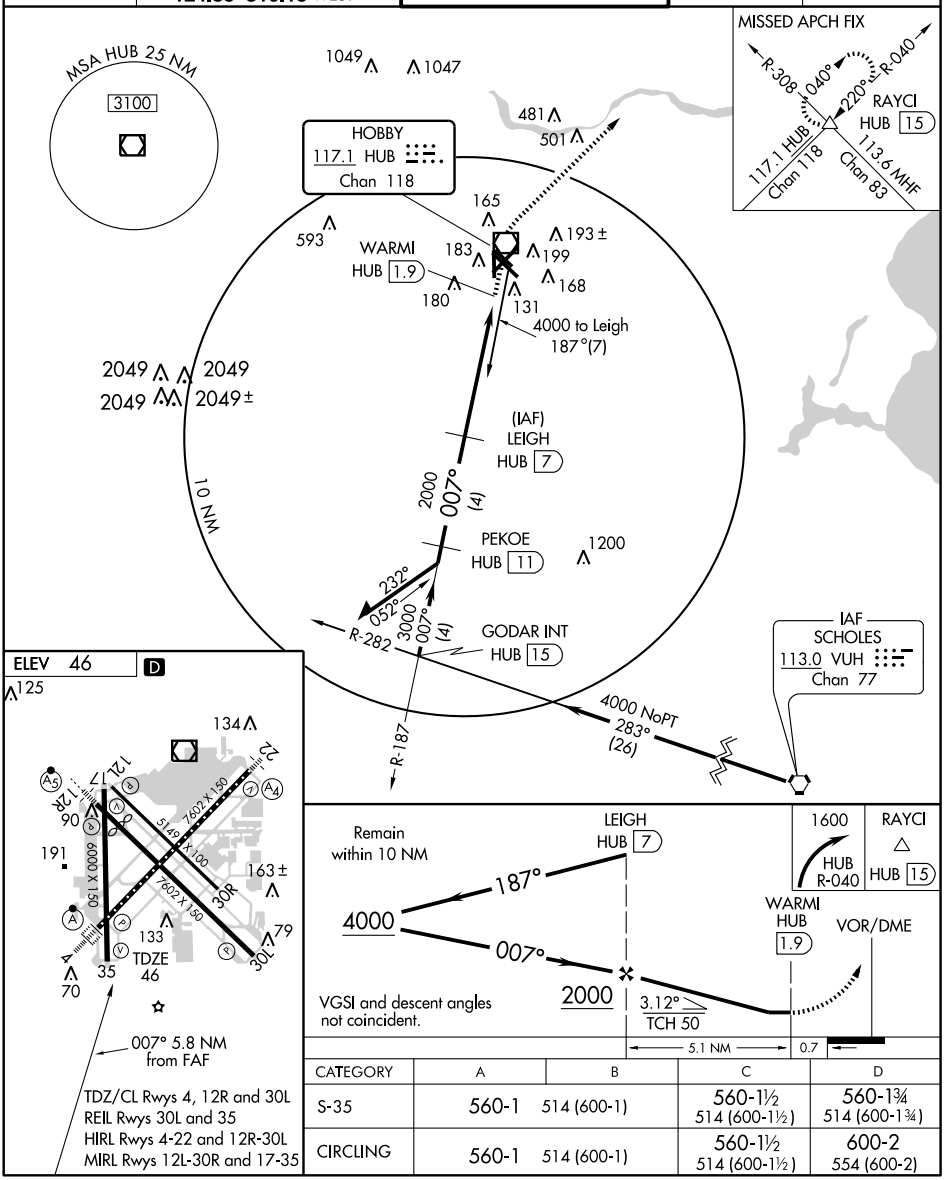
VOR/DME HUB	APP CRS	Rwy Idg 6000
117.1	007°	TDZE 46
Chan 118		Apt Elev 46

VOR/DME RWY 35

HOUSTON/WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing right turn to 1600 via HUB VOR/DME R-040 to RAYCI/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



CATEGORY	A	B	C	D
S-35	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)
(WAILN1.WAILN) 10210

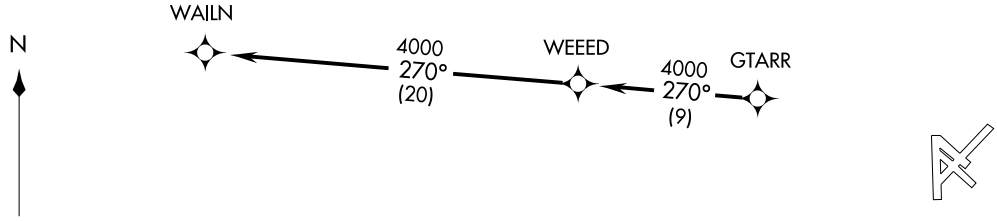
HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to GTARR, maintain 5000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
126.675 339.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270' per NM to 300.
Rwy 17, 300-1
Rwy 22, Standard with minimum climb of 290' per NM to 1500.

NOTE: Chart not to scale

(NOTES CONTINUED ON FOLLOWING PAGE)

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
SL-198 (FAA)
HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

AGGEE TWO ARRIVAL (RNAV)

(AGGEE.AGGEE2) 10210

GEORGE BUSH INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS

(AGGEE.AGGEE2) 10210

AGGEE TWO ARRIVAL (RNAV)

GEORGE BUSH INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPS TRANSITION (CORPS.AGGEE2)

From AGGEE via 118° track to TWELF. Thence . . . .

LANDING RUNWAYS 26L/R, 27: . . . . From TWELF via 085° track to GRRAM, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From TWELF via 085° track to GRRAM. Expect vectors to final approach course at or prior to GRRAM.

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL
/HOUSTON ATIS
124.05

CORPS

ARNNE

133°
313°
20 NM

10000
132°
(15)

RVVLE

10000
133°
(15)

MROON

10 NM

10000
133°
(110)

AGGEE
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

6000
118°
(25)

TWELF

2000
085°
(12)

GRRAM

2000
085°
(31)

ADVLL

AAAXX

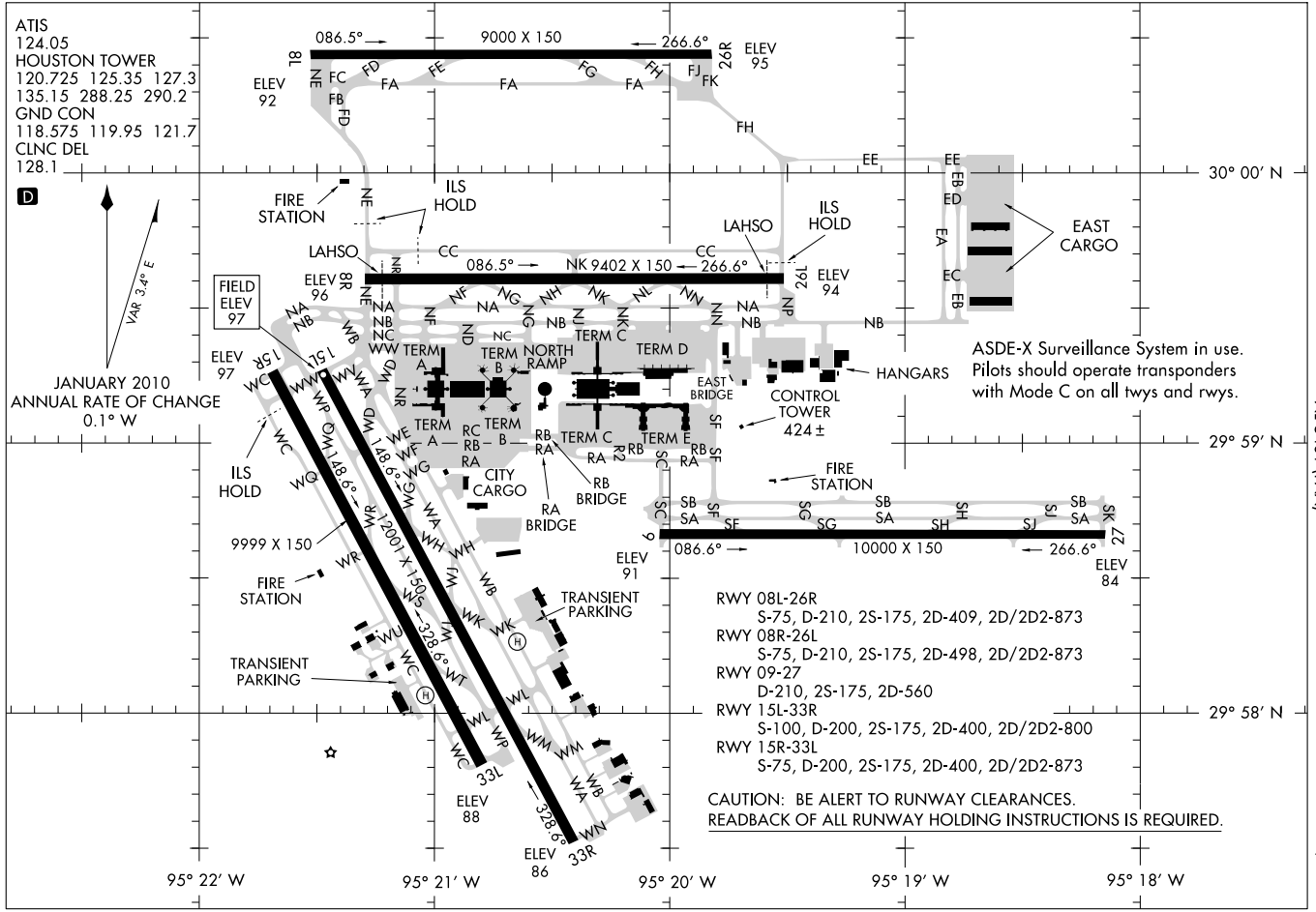
SEEYA

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: CORPS Transition: For non-GPS equipped aircraft, LOA and ELA DMEs must be operational.

NOTE: Chart not to scale.

10210 AIRPORT DIAGRAM HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) HOUSTON, TEXAS



FLYIN' B (39R) 15 S UTC−6(−5DT) N29°32.26′ W95°25.43′ **HOUSTON COPTER**

70 S4 NOTAM FILE CXO

RWY 17–35: 2100X75 (TURF)

RWY 17: P-line. **RWY 35:** Trees.

AIRPORT REMARKS: Attended continuously. Ground drops off sharply at end of Rwy 17 20′ from thld. Bayou at South end of rwy. Rwy 17–35 sfc is not smooth and continuous, covered with 1′–2′ high vegetation and has rough areas where soil has been eroded.

COMMUNICATIONS: CTAF 122.9

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) 15 N UTC−6(−5DT) **HOUSTON COPTER**

N29°59.07′ W95°20.49′ **H–7C, L–19E, 21A, 60MW**

97 B S4 **FUEL** 100LL, JET A OX 2 LRA Class I, ARFF Index E **IAP, AD**

NOTAM FILE IAH

RWY 15L–33R: H12001X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

RWY 15L: PAPI(P4L)—GA 3.0° TCH 58′. **RWY 33R:** MALSR.

RWY 09–27: H10000X150 (CONC–GRVD) D–210, 2S–175, 2D–560 HIRL CL

RWY 09: MALSR. PAPI (P4R)—GA 3.0° TCH 71′.

RWY 27: ALSF2. TDZL. PAPI (P4L)—GA 3.0° TCH 70′.

RWY 15R–33L: H9999X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–400, 2D/2D2–873 HIRL CL

RWY 15R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.

RWY 33L: TDZL. PAPI(P4R)—GA 3.0° TCH 59′.

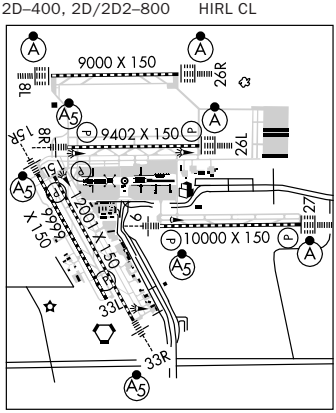
RWY 08R–26L: H9402X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–498, 2D/2D2–873 HIRL CL

RWY 08R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 71′.

RWY 26L: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 72′.

RWY 08L–26R: H9000X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–409, 2D/2D2–873 HIRL CL

RWY 08L: ALSF2. TDZL. **RWY 26R:** ALSF2. TDZL.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 08R	Twy NP	9019
RWY 26L	Twy NE	9010

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000
RWY 08R:	TORA–9402	TODA–9402	ASDA–9402	LDA–9402
RWY 09:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000
RWY 15L:	TORA–12001	TODA–12001	ASDA–12001	LDA–12001
RWY 15R:	TORA–9999	TODA–9999	ASDA–9999	LDA–9999
RWY 26L:	TORA–9402	TODA–9402	ASDA–9402	LDA–9402
RWY 26R:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000
RWY 27:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000
RWY 33L:	TORA–9999	TODA–9999	ASDA–9999	LDA–9999
RWY 33R:	TORA–12001	TODA–12001	ASDA–12001	LDA–12001

AIRPORT REMARKS: Attended continuously. Rwy 08L CLOSED to arrivals and departures 0400–1200Z‡, Rwy 26R CLOSED to departures 0400–1200Z‡. CAUTION: Birds on and in vicinity of arpt. CAUTION—Approach end of Rwy 26L bright lgts approximately one mile from thld and 900′ south of centerline. ASDE-X SURVEILLANCE System in use: Pilots should opr transponders with Mode C on all twys and rwys. Rwy 08L and Rwy 26R, Rwy 15L–33R and Rwy 15R–33L runway visual range touchdown, midfield, rollout avbl. Rwy 15L–33R magnetic anomalies may affect compass heading for tkf. Noise sensitive area north, east and west of arpt. North ramp north and south taxi lane clsd to acft with wing spans greater than 125′. North ramp connector restricted to acft with wing span 125′ and blo. Twy lane RC clsd to acft with wingspan greater than 135′. Twy NR clsd to acft with wing spans greater than 125′ between Twy WD and Twy WB. The following movement areas are not visible from the twr: portions of Twys WA and WB from Twy WH to the AER 33R; Twys WA and WB from Twy WD north for 400′; Twy WD from Twy WA to Twy NR; Twy NR; Twy WL from Rwy 15L to Twy WB and Twy WM. Twys RA, RB and SC north of Twy SB are designated non–movement areas opr by COA ramp control. Twy SF between the south ramp and Twy NB is designated non–movement areas. Dual twy ops Twy NK btn Twy NB and North Ramp, west centerline restricted to acft maximum wing spans 125′ and east centerline maximum wing spans 214′. Twy WC west of Rwy 15R–33L restricted to acft with 118′ wingspan and below. Twy WA and Twy WB magnetic anomalies may affect compass heading. North Ramp taxilane btn Twys NF and NR restricted to acft with wing span 125′ and below. North Ramp north taxilane btn Twy NG/SPOT 06 clsd from 0300–1400Z‡. 9′ AGL unmarked security fence adjacent to fixed base operator and corporate base operator ramps and nonmovement area taxilanes. Helicopter hover/taxi restricted to hard surface movement areas only. Landing fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

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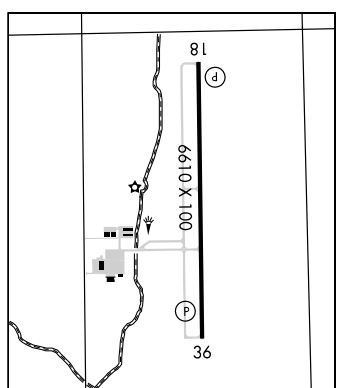
WEATHER DATA SOURCES: ASOS (281) 443–6397. **HIWAS** 116.6 IAH. TDWR.
COMMUNICATIONS: D–ATIS 124.05 (281) 443–1744 **UNICOM** 122.95
RCO 122.4 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP CON** 124.35 (West) 120.05 (East)
Ⓡ **HOUSTON DEP CON** 123.8 (West) 119.7 (North) 133.6 (East)
TOWER 135.15 127.3 125.35 120.725 **GND CON** 121.7 119.95 118.575 **CLNC DEL** 128.1
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 003° 1.7 NM to fld. 90/5E. **HIWAS.**
NIXIN NDB (MHW) 326 BVP N29°59.60′ W95°12.90′ 260° 6.6 NM to fld.
ILS/DME 109.7 I–JYV Chan 34 Rwy 26L. Class IIIE.
ILS/DME 109.7 I–IAH Chan 34 Rwy 08R.
ILS/DME 111.55 I–BZU Chan 52(Y) Rwy 08L. Class III E.
ILS/DME 110.9 I–UYO Chan 34 Rwy 09.
ILS 111.15 I–LKM Rwy 15R. Class IE. LOC unusable byd 30° right of course.
ILS/DME 111.55 I–OND Chan 52(Y) Rwy 26R. Class III E.
ILS/DME 110.9 I–GHI Chan 46 Rwy 27. Class IIIE.
ILS 111.9 I–CDG Rwy 33R.

HAPPY LANDINGS (2H5) 33 SW UTC−6(−5DT) N29°30.30′ W095°54.01′ HOUSTON

105 NOTAM FILE CXO Not insp.
RWY 17–35: 4400X100 (TURF)
RWY 17: Trees. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

HOUSTON EXECUTIVE (TME) 28 W UTC−6(−5DT) N29°48.50′ W095°53.87′ HOUSTON

166 B **FUEL** 100LL, JET A NOTAM FILE CXO H–7C, L–19D, 21A, GOMW
RWY 18–36: H6610X100 (ASPH) D–101 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Noise sensitive area east of arpt in effect, avoid housing area. Touch and go landings prohibited. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and REIL Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525. (281) 945–5451 or 713–932–8437.
COMMUNICATIONS: CTAF/AUNICOM 122.975
Ⓡ **HOUSTON APP/DEP CON** 123.8
GCO 121.725 (IAH CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
EAGLE LAKE (H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 061° 23.5NM to fld. 190/8E.



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

MUSIQ
N30°33.17′
W94°53.53′

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

POLK
108.4 FXU
Chan 21

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

R-082 16 082° (49) V212 49 R-265 V212 4000 *2000 085° (115) J50 R-266 FL190 094° (92) R-273 J50 FL190 094° (95) R-277

65 R-264

(45) 43 (111) R-325 R-299 029° (23) R-254 J29 32 9 R-028

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(AEX5.AEX) 10210

ALEXANDRIA FIVE DEPARTURE

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SI-5461 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY.
DO NOT FILE.

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

6000
128°
(35)

LUKIY

6000
129°
(70)

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

LEONA
LOA

6000
184°
(29)

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

BAZBL

6000
079°
(19)

COLLEGE
STATION
CLL

6000
061°
(37)

ILEXY

See Following Page For Arrival Routes.

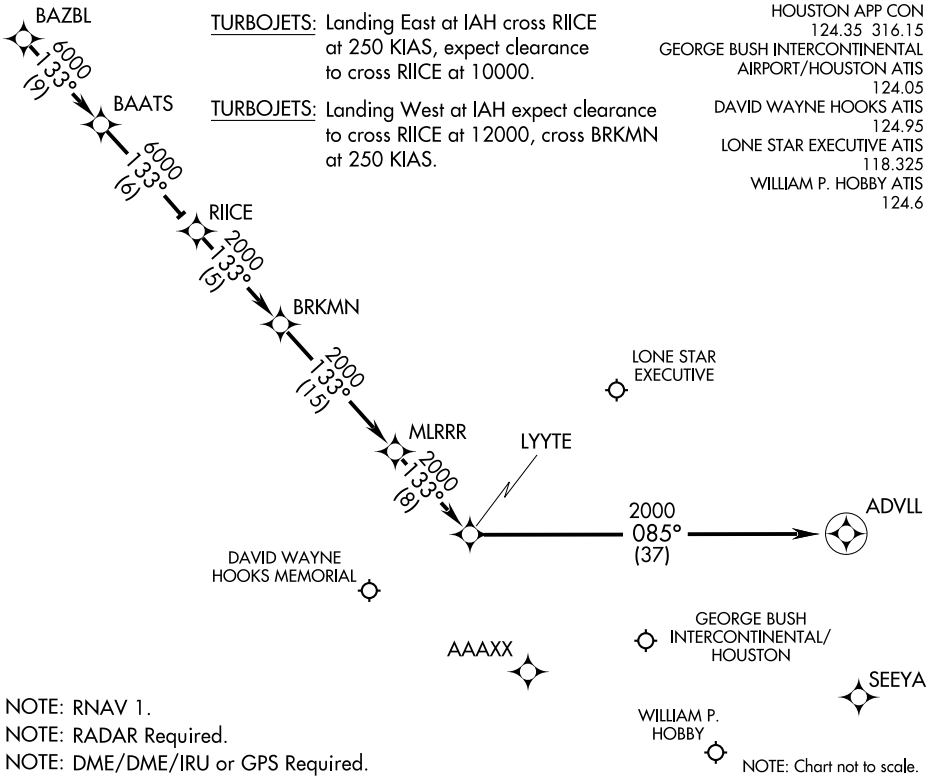
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS



ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

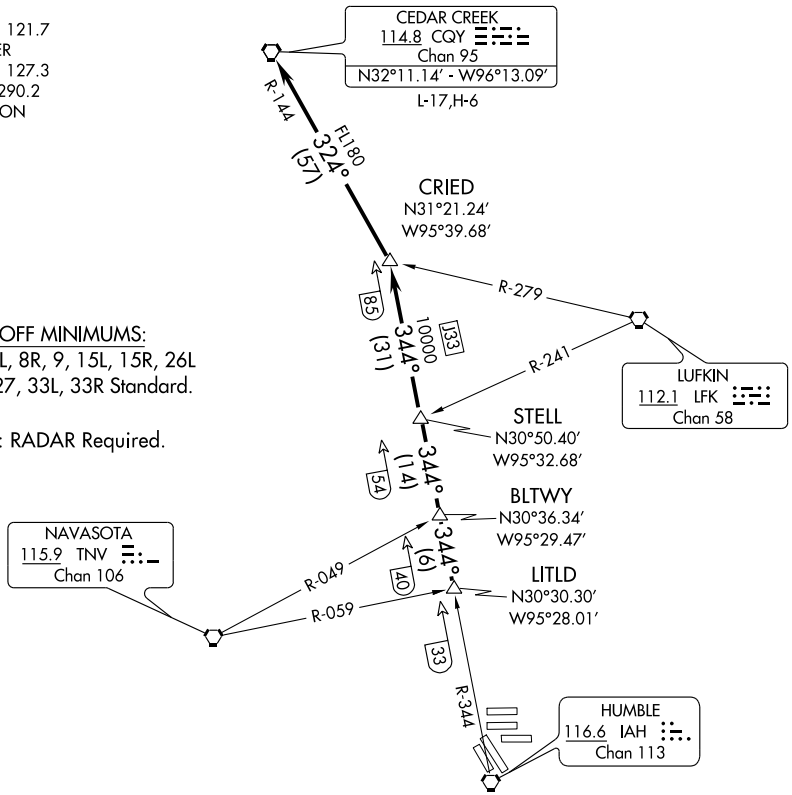
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

CRIED FOUR DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R, 26L
26R, 27, 33L, 33R Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-5461 (FAA)

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: RADAR Required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

95
(7)

ENJOY
N31°16.73′
W94°19.82′

88

MUSIQ
N30°33.16′
W94°53.53′

VELCO
N31°10.67′
W94°24.55′

028° (45)

DARTR
N30°24.19′
W95°00.41′

43
(111)

R-325

32

RAECN
N30°05.08′
W95°14.95′

4000
028° (23)

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 27, 15L, 15R, 26L, 26R, 33L, 33R, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000.
Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

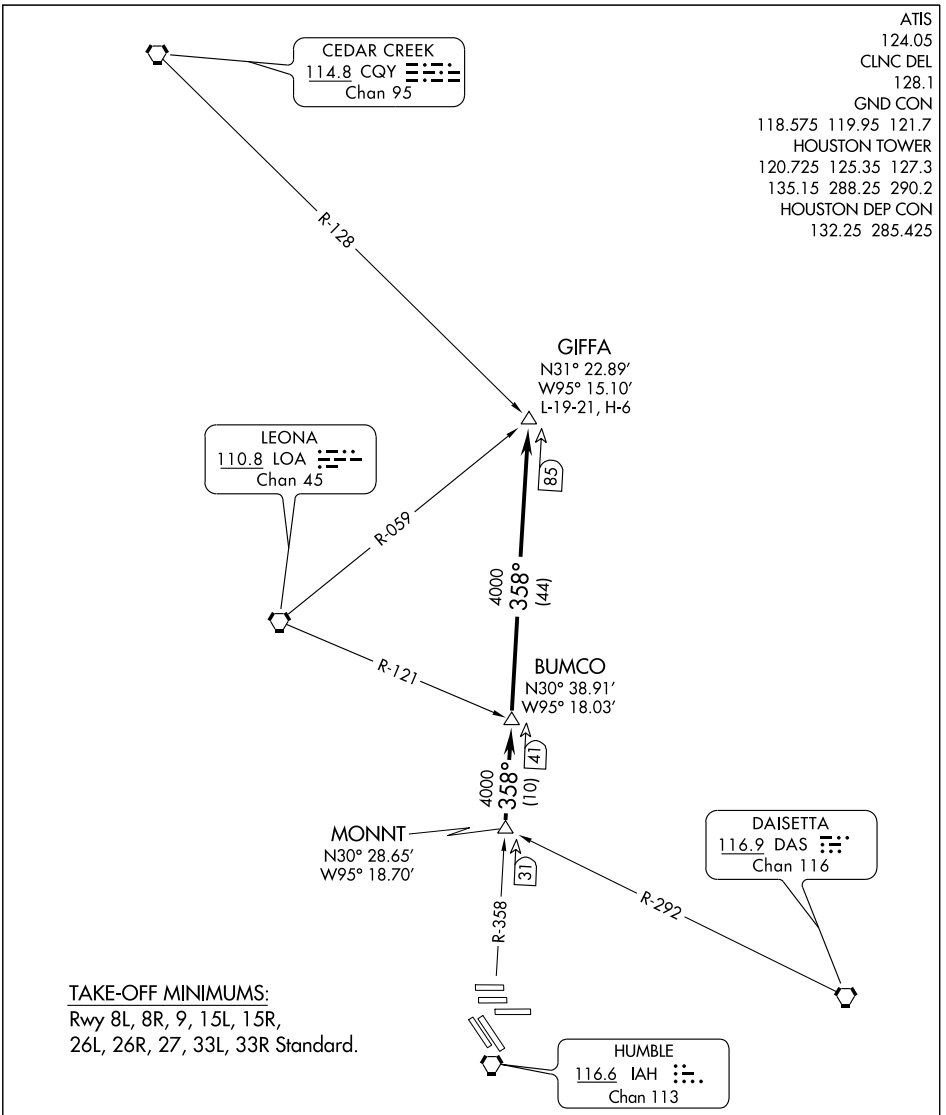
Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.

Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.

Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.

Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.

Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.



TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

GILCO ONE ARRIVAL

(GILCO.GILCO1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

LONE STAR EXECUTIVE

DAVID WAYNE HOOKS MEMORIAL

GEORGE BUSH INTERCONTINENTAL/ HOUSTON

HUMBLE
116.6 IAH
Chan 113

LAKE CHARLES
113.4 LCH
Chan 81

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63'-W91°59.55'
L-21-22, H-7

BATON ROUGE
116.5 BTR
Chan 112

EATON
110.6 LBY
Chan 43

SEMMES
115.3 SJI
Chan 100
N30°43.56'-W88°21.56'
L-21-22, H-6-7

SABINE PASS
115.4 SBI
Chan 101
N29°41.20'-W94°02.28'
L-19-21, H-7

WHITE LAKE
110.4 LLA
Chan 41

SNYDE
N30°25.02'
W089°15.37'

TOPEZ
N29°37.34'
W091°27.63'

DRAPH
N29°39.97'
W094°39.34'

GILCO
N29°53.94'
W095°12.44'

KUGLE
N29°31.05'
W093°53.59'

HARVEY
114.1 HRV
Chan 88

TIBBY
112.0 TBD
Chan 57

TRINITY
113.6 MHF
Chan 83

WOLDE
N29°32.01'
W094°20.68'

GIRLY
N29°29.09'
W093°04.64'

JEPEG
N29°27.40'
W092°27.47'

POLND
N29°18.95'
W091°14.15'

LAURL
N28°52.95'
W093°21.31'

KLAMS
N28°15.00'
W092°49.66'

HOBBY
117.1 HUB
Chan 118

LEEVILLE
113.5 LEV
Chan 82
N29°10.51'-W90°06.24'
L-21-22, H-7-8

265° 8 R-111 2000 *1700 291° (32) 40 DRAPH

R-009 R-027 3000 *1600 291° (18) 58 R-085 21

6000 *1300 233° (119) R-136 6000 *1400 265° (24) 45 KUGLE

6000 *1400 (43) 88 14000 *1400 265° (32) 120 GIRLY

R-171 6000 *2800 239° (71)

R-196 265° 125 (65) JEPEG

R-184 174 16000 *2100 258° (77) HARVEY

16000 *1500 258° (53) 130 R-172 R-224° TIBBY

FL180 276° (60) POLND

FL180 244° (124) FL320 244° (50) SNYDE R-171 FL320 244° (50)

6000 *1400 (47) 60 LAURL

16000 *1400 316° (47) 107 KLAMS

VERTICAL NAVIGATION PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 13000.
280 KIAS

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the WOLDE (RNAV) STAR.
NOTE: KLAMS Transition: DME Required.
NOTE: SBI Transition: ATC assigned only. DO NOT FILE.

NOTE: Chart not to scale.

ST-5461(FAA)

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.GILCO1): From over HRV VORTAC via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

JEPEG TRANSITION (JEPEG.GILCO1): From over JEPEG INT via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

KLAMS TRANSITION (KLAMS.GILCO1): From over KLAMS INT via SBI R-136 to KUGLE INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LAFAYETTE TRANSITION (LFT.GILCO1): From over LFT VORTAC via LFT R-230 to GIRLY INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LEEVILLE TRANSITION (LEV.GILCO1): From over LEV VORTAC via LEV R-276 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SABINE PASS TRANSITION (SBI.GILCO1): From over SBI VOR/DME via SBI R-233 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SEMMES TRANSITION (SJI.GILCO1): From SJI VORTAC via SJI R-244 to TOPEZ INT, then via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9:
. . . . From GILCO INT fly heading 265° for vectors to final approach course.

ALL OTHER RUNWAYS:
Expect vectors to final approach course at or prior to GILCO INT.

ALL OTHER AIRPORTS:

Expect vectors to final approach course at or prior to GILCO INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

GUSTI TWO DEPARTURE (RNAV)

(GUSTI2.GUSTI) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

N

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

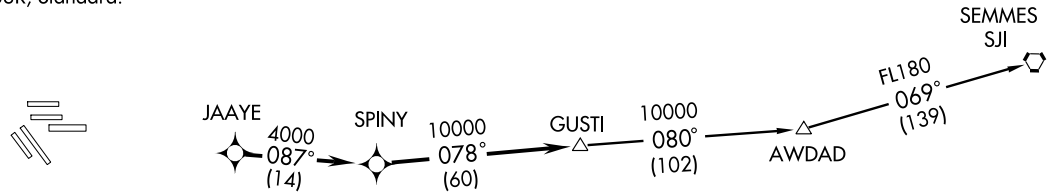
. . . . (transition). Maintain 4000, expect filed altitude 10 minutes after departure.

AWDAD TRANSITION (GUSTI2.AWDAD)

SEMMES TRANSITION (GUSTI2.SJI)

TAKE-OFF MINIMUMS:

Rwy 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R, Standard.



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: For non-GPS equipped aircraft SBI, BPT, LCH, LFT, LLA, and HRV DMEs must be operational.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS

SL-5461 (FAA)

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS or LOC RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF increase S-ILS 8L Cat E visibility to RVR 4000, and S-LOC 8L Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 IAH
R-019 IAH
183°
003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 IAH
R-019 IAH
199°
019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8
R-130
KABBY INT I-BZU 22.8
(IF) KICKM INT I-BZU 17.2
FLIBZ I-BZU 10.7 RADAR
JACEN I-BZU 7.4 RADAR
IM

267°
3000 087° (5)
3000 087° (5.6)
*3000 087° (6.4)
2000 087° (3.4)
264
203
237
636
396
270
303
530
659
923
646
320
210
281
247±
629
R-019 IAH
208±
230
368

115.9 TNV Chan 106
R-141
117.1 HUB Chan 118
R-312

HUMBLE
116.6 IAH
Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D
087° 5.7 NM from FAF
TDZE 96
9000 X 150 26R
9402 X 150 26L
10000 X 150 27
9999 X 150 8L/26R
12001 X 150 15L/33R
259
189
422
207
142
193
129±
125
247
133
203
196
172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8
KABBY INT I-BZU 22.8
KICKM INT I-BZU 17.2
FLIBZ I-BZU 10.7 RADAR
JACEN I-BZU 7.4 RADAR
I-BZU 3.1
I-BZU 1.7
IM

3000 087° 3000
3000
*3000
2000
2000
GS 3.00°
TCH 59

600 ↑ 4000 IAH R-019 116.6
CLEEP △ IAH 22.1

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 4.3 NM | 1.3 | 0.1

CATEGORY	A	B	C	D	E
S-ILS 8L	296/18 200 (200-½)				
S-LOC 8L	600/24 504 (600-½)		600/50 504 (600-1)		600/60 504 (600-1¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-IAH	APP CRS	Rwy Idg	9402
109.7	087°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

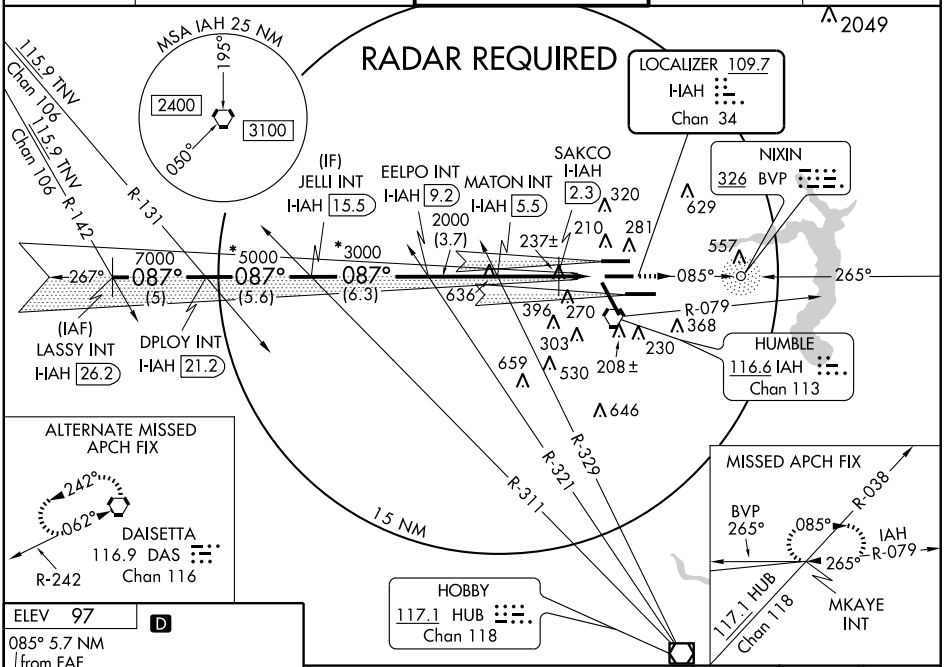
ILS or LOC RWY 8R

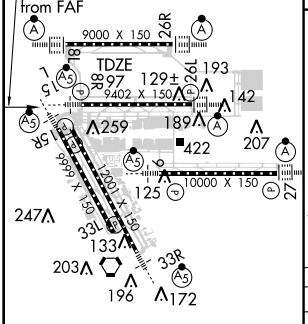
ADF Required. Simultaneous approach authorized with Rwy 8L and Rwy 9. For inoperative MALSR, increase S-ILS-8R Cat E visibility to RVR 4000, and S-LOC-8R Cat E visibility to 3 miles. SAKCO Fix Minimums: For inoperative MALSR, increase S-LOC-8R Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 via BVP NDB bearing 085° to MKAYE INT and hold.

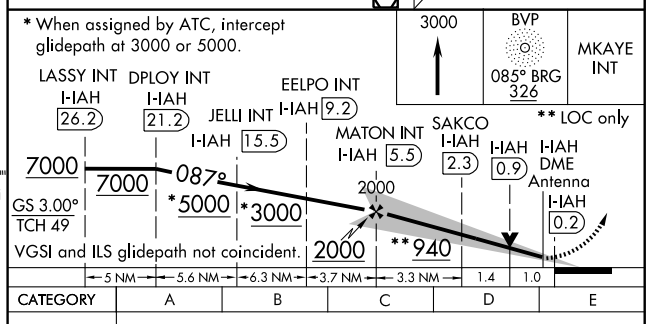
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 8R	297/18 200 (200-½)				
S-LOC 8R	940/24 843 (900-½)	940/40 843 (900-¾)	940-2 843 (900-2)	940-2¼ 843 (900-2¼)	940-2½ 843 (900-2½)
SAKCO FIX MINIMUMS					
S-LOC 8R	500/24 403 (500-½)		500/40 403 (500-¾)		500/50 403 (500-1)

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-UYO	APP CRS	Rwy Idg 10000
110.9	087°	TDZE 92
Chan 46		Apt Elev 97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
ILS or LOC RWY 9

For inoperative MALSR increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8L/R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 580, then climbing right turn to 3000 via IAH R-130 to JEBOX INT/IAH 18.3 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

115.9 TNV Chan 106

10 NM

LOCALIZER 110.9 I-UYO Chan 46

(IAF) URANG INT I-UYO 27.3

(IF) MEDIC INT I-UYO 16.6

SAYNO INT I-UYO 10.4

HYWAY INT I-UYO 5.6

5000 087° (5) *4000 087° (5.6) *3000 087° (6.3) 2000 087° (4.8)

265° R-143 115.9 TNV Chan 106

CHILT INT I-UYO 22.3

R-133

MISSED APCH FIX JEBOX INT IAH 18.3

R-296 R-057 113.6 MHF Chan 83 310° 130° R-130 IAH

117.1 HUB Chan 118

ALTERNATE MISSED APCH FIX JEBOX INT MHF 21.7

R-296 R-057 113.6 MHF Chan 83 296° 116° R-130 IAH

117.1 HUB Chan 118

HUMBLE 116.6 IAH Chan 113

HOBBY 117.1 HUB Chan 118

R-130 R-320 R-331 R-309

MSA IAH 25 NM

195° 2400 3100 050°

ELEV 97 D

9000 X 150 26R 18L 15L 8R 26L 9402 X 150 129± 193 142 259 189 422 207 27L 9999 X 200 X 150 10000 X 150 125 TDZE 92 247 33L 133 203 196 33R 172

087° 5.7 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

580 | 3000 IAH R-130 116.6 | JEBOX IAH 18.3

URANG INT I-UYO 27.3 CHILT INT I-UYO 22.3 MEDIC INT I-UYO 16.6 SAYNO INT I-UYO 10.4 HYWAY INT I-UYO 5.6 I-UYO DME Antenna I-UYO 1.2 I-UYO 0.2

5000 5000 087° *4000 2000 *3000 2000

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 56

*When assigned *3000 by ATC, intercept glidepath at 3000 or 4000.

5 NM | 5.6 NM | 6.3 NM | 4.8 NM | 4.4 | 1.3

CATEGORY	A	B	C	D	E
S-ILS 9	** 292/24 200 (200-½)				
S-LOC 9	580/24 488 (500-½)		580/40 488 (500-¾)	580/50 488 (500-1)	580/60 488 (500-1¼)

1049

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-LKM	APP CRS	Rwy Idg	9999
111.15	147°	TDZE	97
		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 15R

Radar or DME required. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via IAH R-085 to COSBI INT/IAH 21.8 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

(IAF) DUCOZ IAH 20 RADAR

(IF) GRAAF IAH 15 *RADAR

VETTE IAH 12.7 RADAR

(FAF) JAKPO IAH 7.7 RADAR

MISSED APCH FIX COSBI IAH 21.8

LOCALIZER 111.15 I-LKM

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MSA IAH 25 NM 195° 2400 3100 050°

10 NM

R-085 R-040 265° 085°

2049 629 328 300± 320 210 281 214± 636 270 396 208± 303 230 368 617 530 659 646

ELEV 97 D

147° 5.7 NM from FAF

9000 X 150 26R
9402 X 150 8L 26L
10000 X 150 9L 27R
9999 X 150 15L 33R
10001 X 150 15R 33L
TDZE 97
129± 193 142 259 189 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R, 15R, 26L, 27, and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

* When assigned by ATC, intercept glidepath at 3000.

1000 2000 COSBI IAH 21.8 R-085

DUCOZ IAH 20 RADAR
GRAAF IAH 15 RADAR
VETTE IAH 12.7 RADAR
JAKPO IAH 7.7 RADAR

3000 147° *3000 *3000 2000 2000 IAH 3.3 IAH 2

GS 3.00° TCH 53

VGSI and ILS glidepath not coincident.

5 NM 2.3 NM 5 NM 4.5 NM 1.2

CATEGORY	A	B	C	D	E
S-ILS 15R	297/18 200 (200-½)				297/24 200 (200-½)
S-LOC 15R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
29° 59′ N-95° 20′ W

ILS or LOC RWY 15R

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 26L

Simultaneous approach authorized with Rwy 26R and Rwy 27. For inoperative ALSF, increase S-ILS-26L Cat E visibility to RVR 4000, S-LOC 26L Cat E visibility to 2 ¾ miles. SOROY Fix Minimums: For inoperative ALSF, increase S-LOC-26L Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

116.9 DAS Chan 116

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

IAH R-079

(IF)

(IAF)

HUMBLE 116.6 IAH Chan 113

IM MM

R-004 R-013 R-028 R-038 R-225 R-213

117.1 HUB Chan 118

MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT IAH 22.9; R-270 090° 270°; 116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT; 326 BVP; 085° 265°

3000 HDG 240°

IAH R-270 116.6

LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

** LOC only

I-JYV 1.7 I-JYV 2.6 IM MM

880** 2000 3000* 5000* 7000 7000

GS 3.00° TCH 56

0.1 0.4 0.4 1.4 NM 3.5 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

267° 5.7 NM from FAF

9000 X 150 26R 18L 8L 9402 X 150 26L 8R 9999 X 150 12001 X 150 10000 X 150 27 15 33L 33R

TDZE 97

CATEGORY	A	B	C	D	E
S-ILS 26L	297/18 200 (200-½)				
S-LOC 26L	880/24 783 (800-½)	880/40 783 (800-¾)	880-1¾ 783 (800-1¾)	880-2 783 (800-2)	880-2¼ 783 (800-2¼)
SOROY FIX MINIMUMS					
S-LOC 26L	440/24 343 (400-½)			440/40 343 (400-¾)	

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

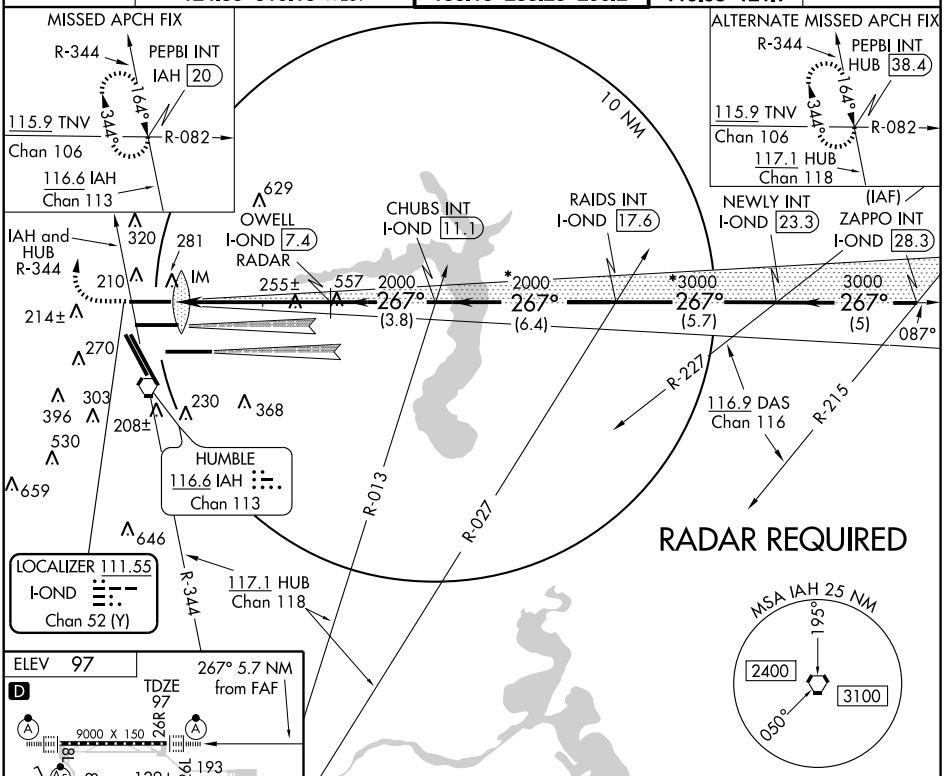
ILS or LOC RWY 26R

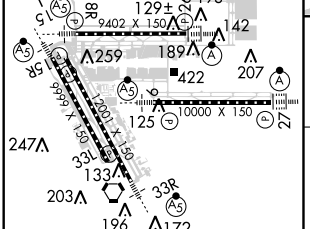
For inoperative ALSF, increase S-ILS 26R Cat E visibility to RVR 4000 and S-LOC 26R Cat E visibility to 1¾ mile. Simultaneous approach authorized with Rwy 26L and Rwy 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

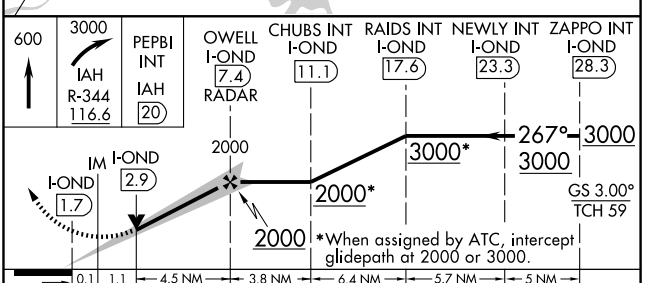
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 26R	297/18 200 (200-½)				
S-LOC 26R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
29°59'N-95°20'W

ILS or LOC RWY 26R

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 27

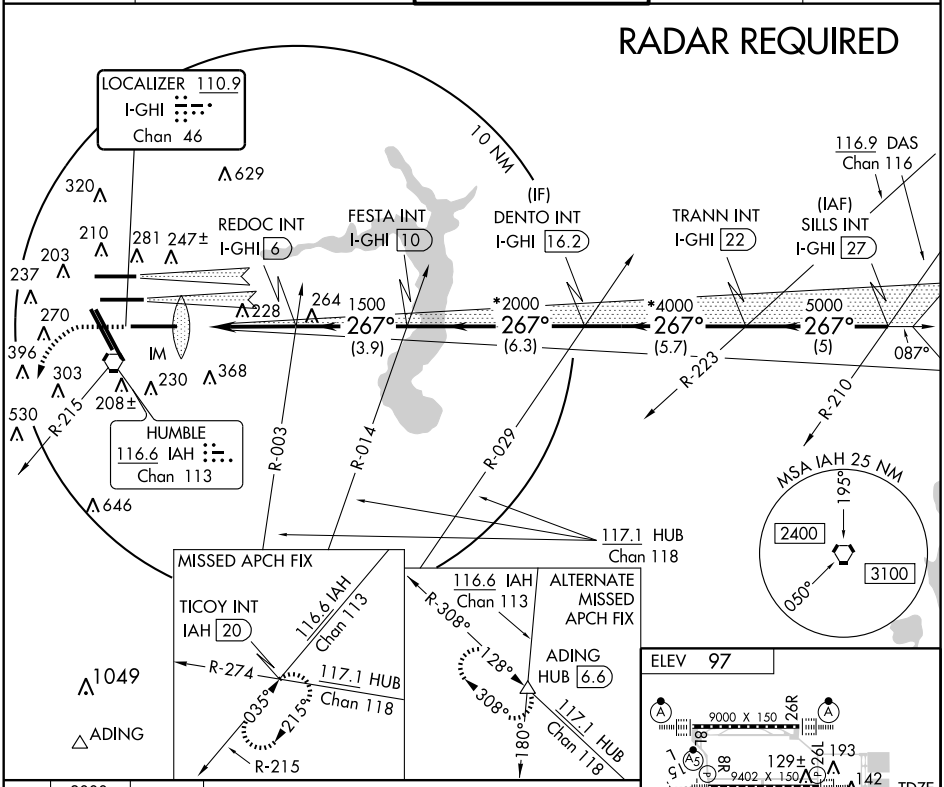
For inoperative ALSF, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat E visibility to 1½. Simultaneous approach authorized with runway 26L/R.

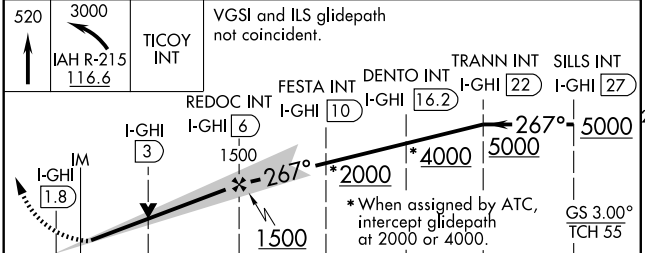
ALSF-2

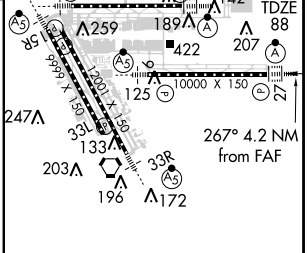
MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 27	288/18 200 (200-½)				
S-LOC 27	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 33R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

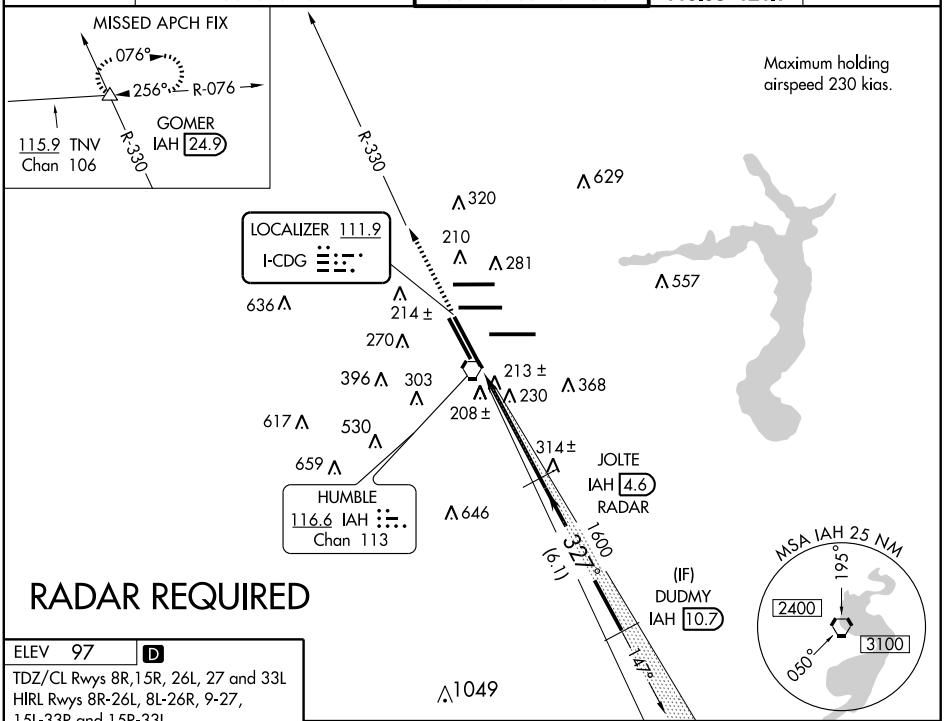
LOC I-CDG	APP CRS	Rwy 33R Idg	12001	Rwy 33L Idg	9999
111.9	327°	TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

DME from IAH VORTAC. Simultaneous reception of I-CDG and IAH DME required. DME or RADAR REQUIRED. For inoperative MALSR, increase S-ILS 33R Cat E visibility to RVR 4000 and S-LOC 33R Cat E visibility to 1½. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

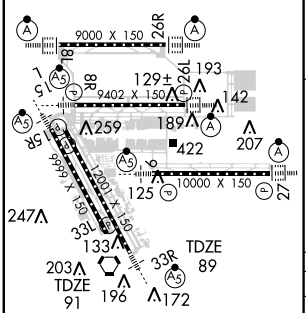
MISSED APPROACH: Climb to 2000 via IAH R-330 to GOMER INT / IAH 24.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

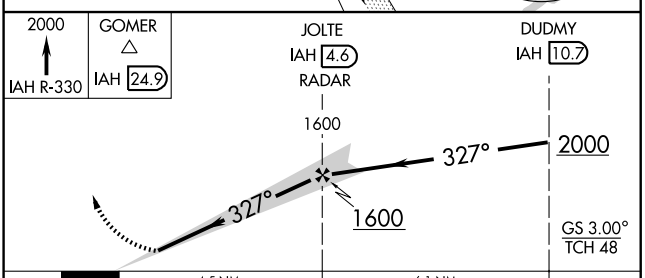


ELEV 97 D

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 33R	** 289/24 200 (200-½)				
S-LOC 33R	540/24	451 (500-½)			540/50 451 (500-1)
SIDESTEP Rwy 33L	540-1 449 (500-1)		540-1½ 449 (500-1½)	540-2 449 (500-2)	NA
CIRCLING	NA				

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT II)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 IAH
R-019 IAH
183° 003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 IAH
R-019 IAH
199° 019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8
R-130
KABBY INT I-BZU 22.8
(IF) KICKM INT I-BZU 17.2
FLIBZ I-BZU 10.7 RADAR
JACEN I-BZU 7.4 RADAR
R-019 IAH

267°
3000 087° (5)
3000 087° (5.6)
*3000 087° (6.4)
2000 087° (3.4)

320 210 281 247± 629
264 203 IM
237
636
396 270
303
208± 230 368
530 659 923 646

115.9 TNV Chan 106
R-141
117.1 HUB Chan 118
R-312

HUMBLE
116.6 IAH
Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR
3000	3000	*3000	2000	

087°

GS 3.00°
TCH 59

DH RA 104
IM
96 MSL

600 ↑ 4000 IAH R-019 116.6
CLEEP △ IAH 22.1

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 866′ | 1140′

CATEGORY	A	B	C	D
S-ILS 8L	RA 104/12 100 DA 196			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D

TDZE 96

9000 X 150 26R
9402 X 150 26L
9999 X 150 8R
10000 X 150 27
12001 X 150 15L
9000 X 150 8L
9000 X 150 15R
9000 X 150 33L
9000 X 150 33R

259 189 422 207 125 133 203 196 172 247 142 193 129± 18L 15L

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT III)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX R-003 IAH R-019 IAH 003° 183° R-278 116.6 Chan 113 116.9 DAS Chan 116 117.1 HUB Chan 118 CLEEP HUB 38.6

MISSED APCH FIX R-003 IAH R-019 IAH 019° 199° R-278 116.6 Chan 113 116.9 DAS Chan 116 117.1 HUB Chan 118 CLEEP IAH 22.1

LOCALIZER 111.55 I-BZU Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8 R-130 KABBY INT I-BZU 22.8 (IF) KICKM INT I-BZU 17.2 FLIBZ I-BZU 10.7 RADAR JACEN I-BZU 7.4 RADAR

267° 3000 087° (5) 3000 087° (5.6) *3000 087° (6.4) 2000 087° (3.4) IM

115.9 TNV R-141 Chan 106

117.1 HUB R-312 Chan 118

MSA IAH 25 NM 195° 2400 3100 050°

HUMBLE 116.6 IAH Chan 113

ELEV 97 D

TDZE 96

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8 | KABBY INT I-BZU 22.8 | KICKM INT I-BZU 17.2 | FLIBZ I-BZU 10.7 RADAR | JACEN I-BZU 7.4 RADAR

3000 087° 3000 | 3000 | *3000 | 2000 | IM 190 | 96 MSL

GS 3.00° TCH 59

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 810' | 1140'

600 | 4000 IAH R-019 116.6 | CLEEP IAH 22.1

CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT II)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7
I-JYV
Chan 34

MSA IAH 25 NM
195°
2400
3100
050°

10 NM

116.9 DAS Chan 116

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

R-225

R-213

R-270

R-004

R-013

R-028

R-038

IAH R-079

MKAYE INT I-JYV 23.1

GRIEG INT I-JYV 17.4 (IF)

VANNN INT I-JYV 28.1 (IAF)

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

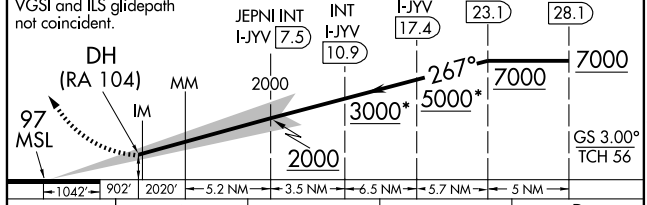
MISSED APCH FIX
115.9 TNV R-133 Chan 106
LUCEP INT IAH 22.9
R-270 090° 270°
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
115.9 TNV R-133 Chan 106
LUCEP INT
326 BVP
085° 085°
265°

3000	HDG 240°	IAH R-270 116.6	LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

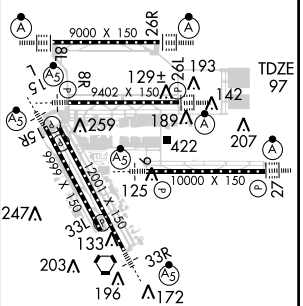
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 26L	RA 104/12 100 DA 197			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT III)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7
I-JYV
Chan 34

MSA IAH 25 NM
195°
2400
3100
050°

10 NM

JEPNI INT
I-JYV 7.5

KERNS INT
I-JYV 10.9

GRIEG INT
I-JYV 17.4

MKAYE INT
I-JYV 23.1

VANNN INT
I-JYV 28.1

IAH
R-079

116.9 DAS
Chan 116

R-225

R-213

087°

R-270

R-004

R-013

R-028

R-038

117.1 HUB
Chan 118

HUMBLE
116.6 IAH
Chan 113

IM MM

585±

183±

2000

*3000

*5000

7000

267°

(3.5)

(6.5)

(5.7)

(5)

(IF)

(IAF)

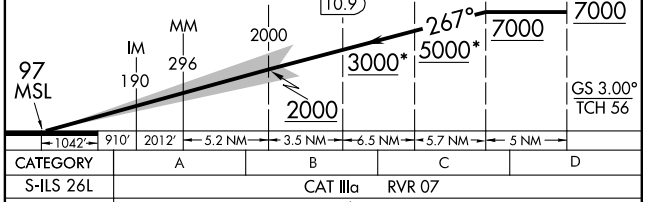
MISSED APCH FIX
115.9 TNV
R-133
Chan 106
LUCEP INT
IAH 22.9
R-270
090°
270°
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
115.9 TNV
R-133
Chan 106
LUCEP INT
326 BVP
085°
265°

3000
HDG 240°
IAH R-270 116.6
LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

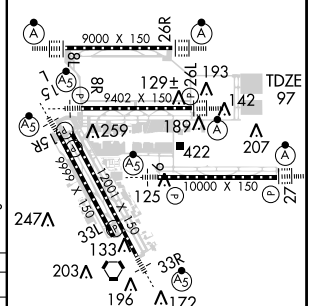
VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 26L		CAT IIIa	RVR 07	
S-ILS 26L		CAT IIIb	RVR 06	
S-ILS 26L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R (CAT II)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
115.9 TNV
Chan 106
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
115.9 TNV
Chan 106
117.1 HUB
Chan 118

10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

(IAF)
ZAPPO INT
I-OND 28.3

IAH and HUB R-344

320 281 210 214± 270 303 396 530 659 646 208± 230 368

IM

255± 557 2000 *2000 *3000 3000
267° 267° 267° 267°
(3.8) (6.4) (5.7) (5)
087°

DAISETTA
116.9 DAS
Chan 116

R-227 R-215 R-013 R-027 R-344

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D

TDZE 97

9000 X 150 26R
8L 15L 8R 129± 26L 193 142
9402 X 150
189 259 422 207
9999 X 150 15R 9R 9L 27R
10000 X 150 27L
125 247 33L 133 203 196 33R 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

600	3000	PEPBI INT	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3
	IAH R-344 116.6	IAH 20					

DH (RA 101)
IM
97 MSL
2000
2000*
2000*
3000*
267° 3000
3000
GS 3.00°
TCH 59

When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' 807' 5.6 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-26R	RA 101/12 100 DA 197			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R (CAT III)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344 PEPBI INT IAH 20
115.9 TNV 344° 164° R-082
Chan 106
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
R-344 PEPBI INT HUB 38.4
115.9 TNV 344° 164° R-082
Chan 106
117.1 HUB Chan 118

RADAR REQUIRED
10 NM

629 OWELL I-OND 7.4 RADAR
CHUBS INT I-OND 11.1
RAIDS INT I-OND 17.6
NEWLY INT I-OND 23.3 (IAF)
ZAPPO INT I-OND 28.3

IAH and HUB R-344
320 281 210 IM 214± 270 303 396 530 659 646 208± 230 368
255± 557 2000 267° (3.8) *2000 267° (6.4) *3000 267° (5.7) 3000 267° (5) 087°

R-227 R-215 R-013 R-027 R-344

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

LOCALIZER 111.55 I-OND Chan 52 (Y)

117.1 HUB Chan 118

MSA IAH 25 NM
195° 2400 3100 050°

ELEV 97 D

TDZE 97

9000 X 150 26R
9402 X 150 8L/26L
9999 X 150 8R/26R
10000 X 150 15L/33R
9999 X 200 15R/33L
129± 193 142 189 259 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

600	3000 IAH R-344 116.6	PEPBI INT IAH 20	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3

97 MSL IM 2000 2000* 2000* 3000* 267° 3000 3000
GS 3.00° TCH 59
When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' 780' 5.6 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-26R		CAT IIIa	RVR 07	
S-ILS-26R		CAT IIIb	RVR 06	
S-ILS-26R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT II)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

116.9 DAS Chan 116

REDOC INT I-GHI 6 — FESTA INT I-GHI 10 — (IF) DENTO INT I-GHI 16.2 — TRANN INT I-GHI 22 — (IAF) SILLS INT I-GHI 27

267° (3.9) *2000 267° (6.3) *4000 267° (5.7) 5000 267° (5)

IM 1500 *2000 *4000 5000

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MSA IAH 25 NM: 195°–050° 2400 3100

MISSED APCH FIX: TICOY INT IAH 20 — 116.6 IAH Chan 113 — R-274 — 117.1 HUB Chan 118 — 035° 215° — R-215

ALTERNATE MISSED APCH FIX: 116.6 IAH Chan 113 — R-308° — 128° 308° 180° — ADING HUB 6.6 — 117.1 HUB Chan 118

ADING

ELEV 97

9000 X 150 26R/8L; 9402 X 150 15/33; 10000 X 150 9/27; 6666 X 150 9R/27L; 7201 X 150 15R/33L

TDZE 88

520 | 3000 | IAH R-215 116.6 | TICOY INT

VGSI and ILS glidepath not coincident.

REDOC INT I-GHI 6 — FESTA INT I-GHI 10 — DENTO INT I-GHI 16.2 — TRANN INT I-GHI 22 — SILLS INT I-GHI 27

DA RA 101 — 267° — 1500 — *2000 — *4000 — 5000 — 267° 5000

*When assigned by ATC, intercept glidepath at 2000 or 4000.

88 MSL — IM — 1500 — GS 3.00° TCH 55

1035′ — 901′ — 4.1 NM — 3.9 NM — 6.3 NM — 5.7 NM — 5 NM

267° 4.2 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D
S-ILS-27	RA 101/12 100 DA 188			

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT III)

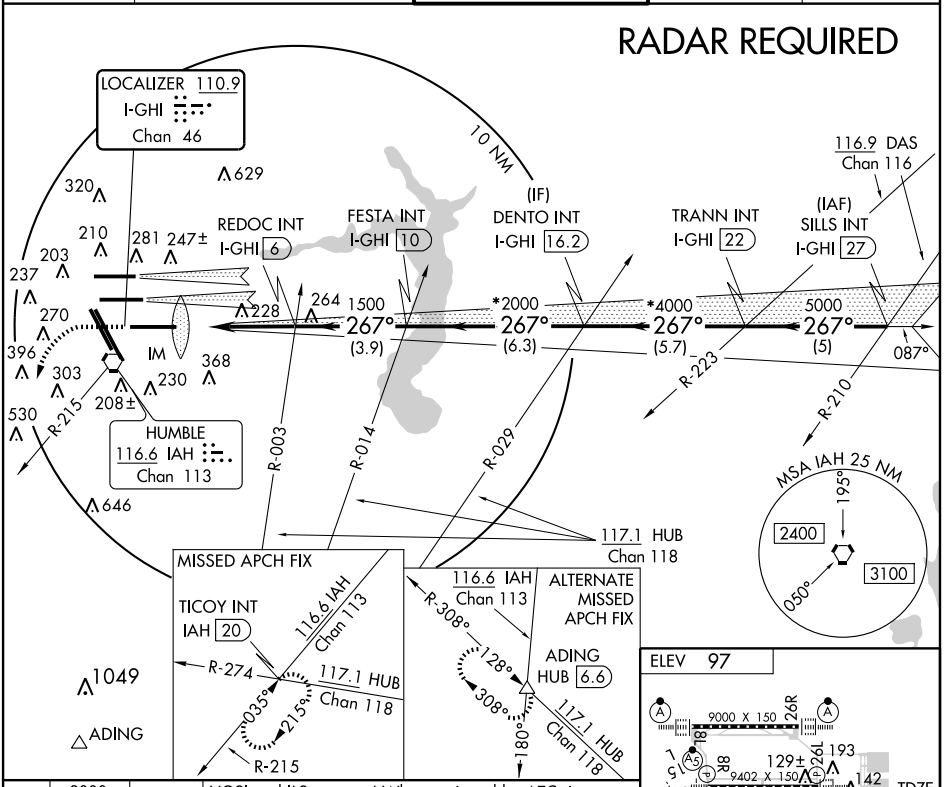
Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS-27		CAT IIIa	RVR 07	
S-ILS-27		CAT IIIb	RVR 06	
S-ILS-27		CAT IIIc	NA	

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

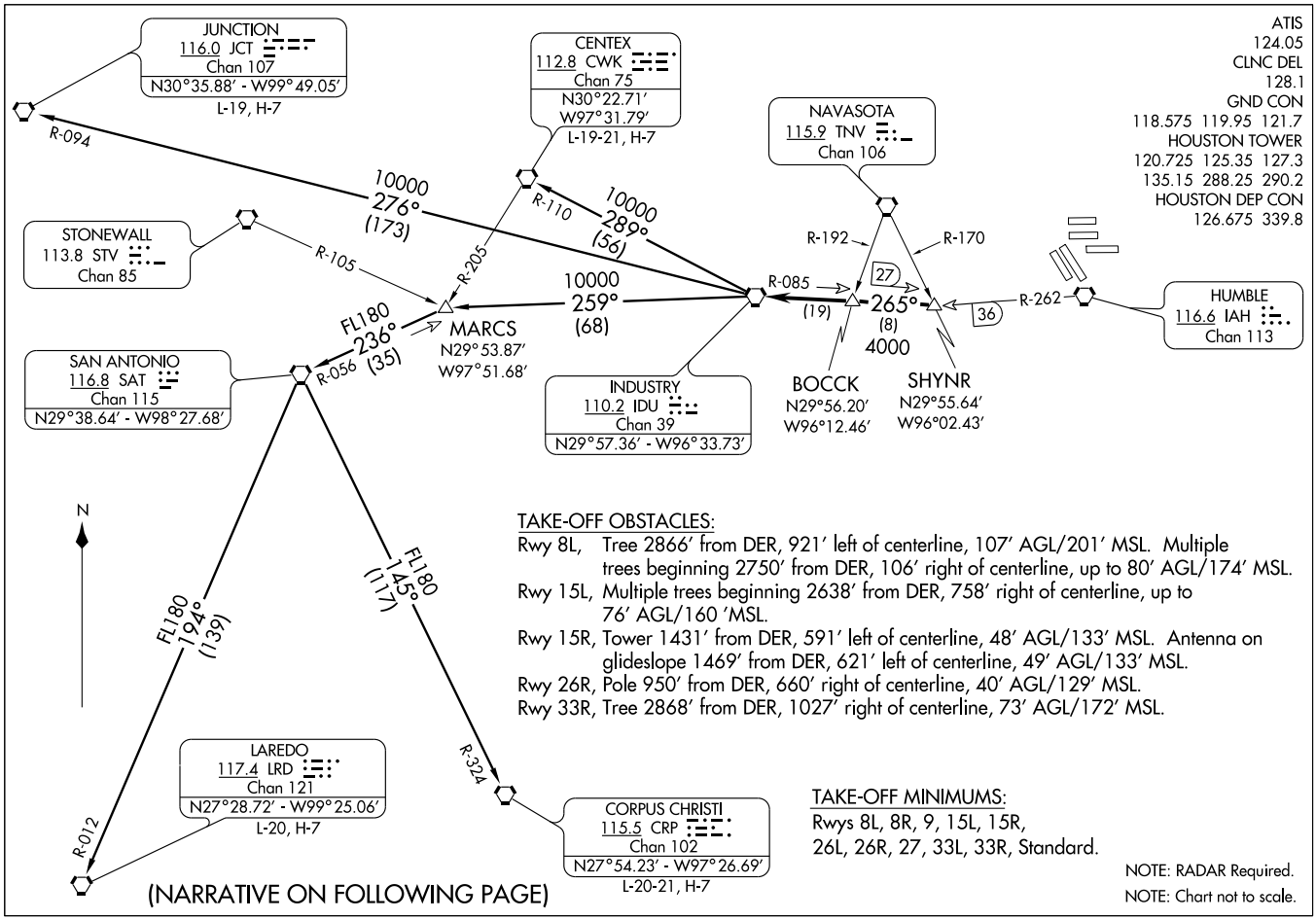
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160 ′MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

TAKE-OFF MINIMUMS:

Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

SL-5461 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

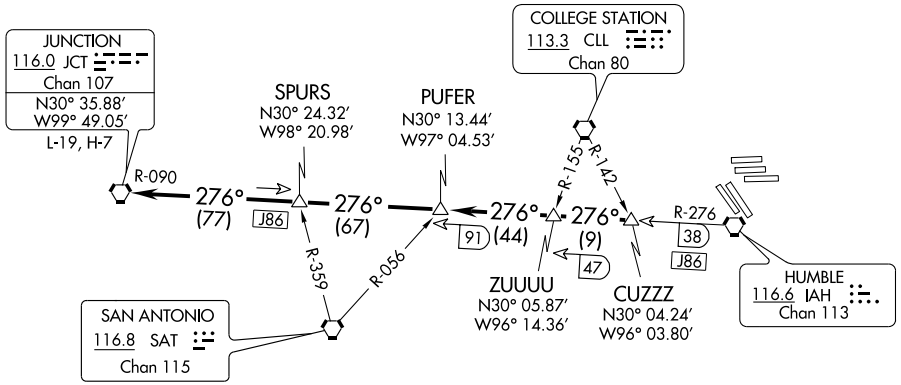
JUNCTION SEVEN DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R, Standard.



TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L: Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R: Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R: Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R: Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to CUZZZ INT, maintain 4000.
Expect filed altitude 10 minutes after departure, thence . . . .

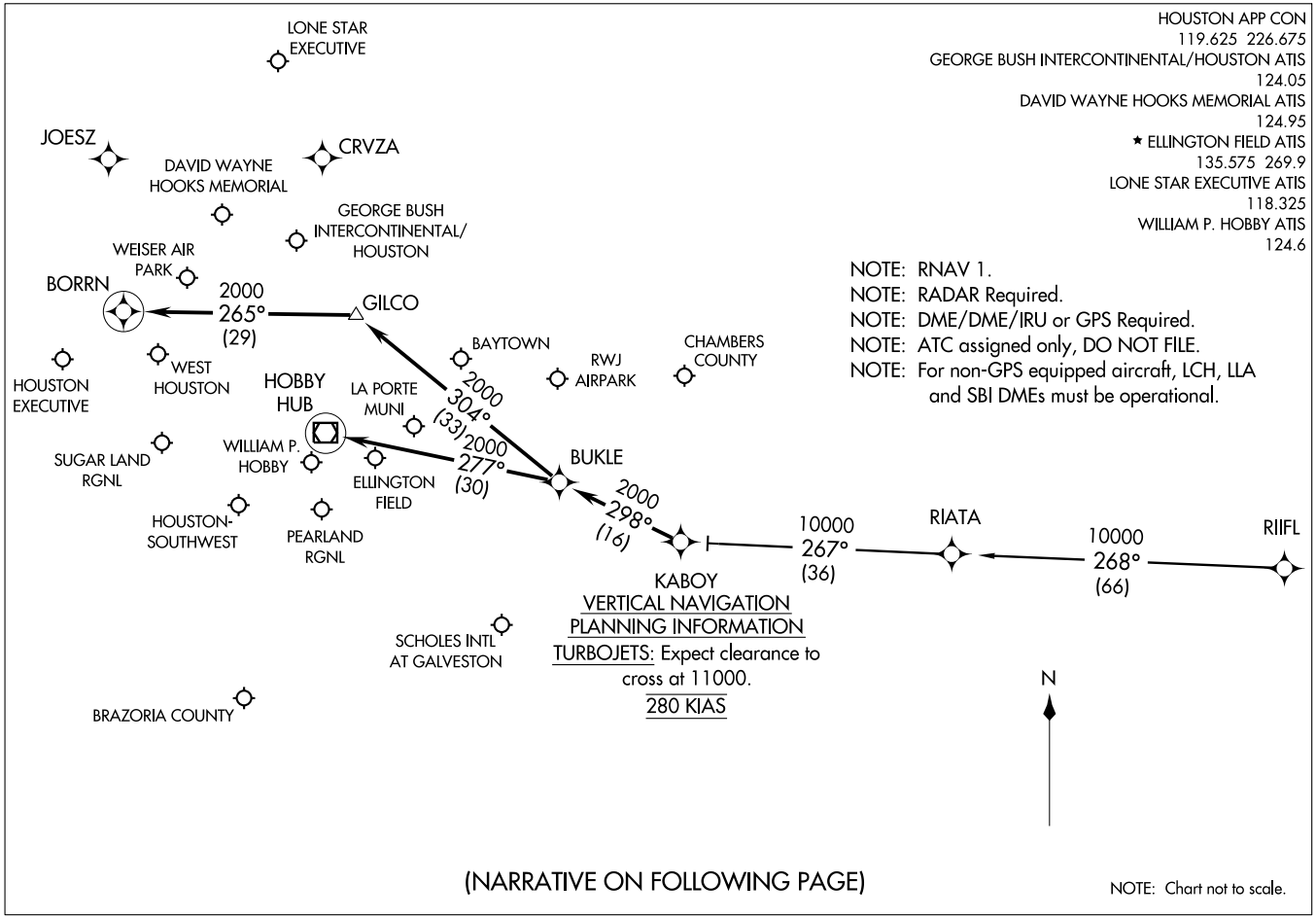
. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

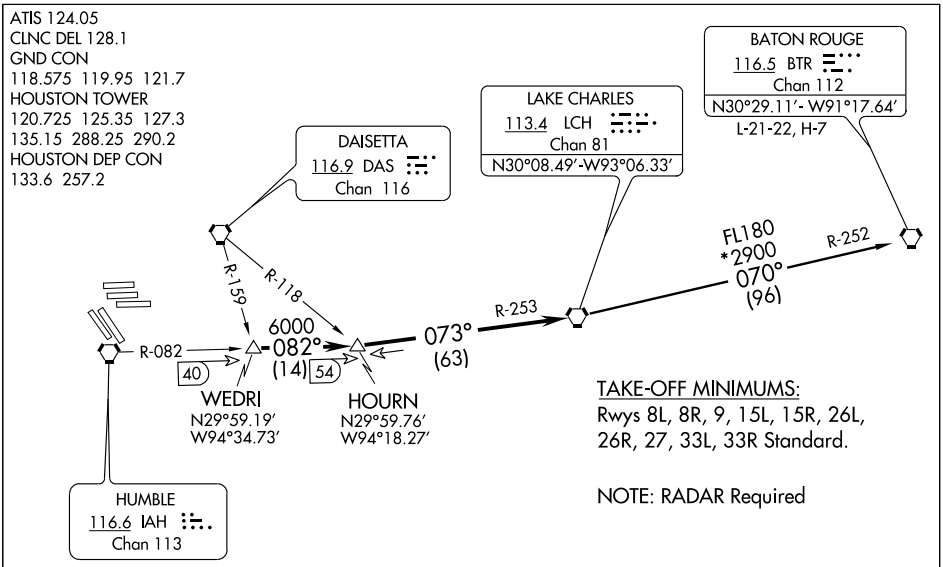
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH2.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

ARDMORE
116.7 ADM
Chan 114
N34°12.69′ - W97°10.10′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

WLLIS
N30°32.08′
W95°39.10′

NAVASOTA
115.9 TNV
Chan 106

HUMBLE
116.6 IAH
Chan 113

R-156
FL180
336°
(127)
R-130
FL180
310°
(58)
R-173
FL180
353°
(81)
R-265
R-163
10000
334°
(67)
10000
341°
(65)
R-147
4000
327°
(39)
R-047
38
R-330

TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R, 26L, 26R,
27, 33L, 33R, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WLLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

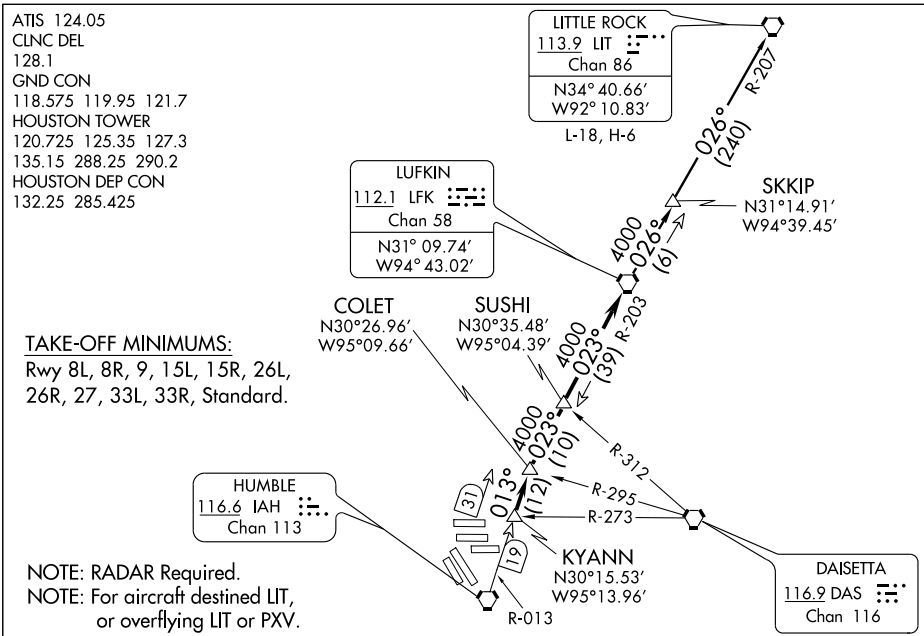
RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE



TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple Trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L: Multiple Trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R: Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R: Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R: Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R
26L, 26R, 27, 33L, 33R, Standard.

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

SKUBA
N29°11.72′
W95°47.47′

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88′ - W100°17.99′

COTULLA
115.8 COT
Chan 105
N28°27.72′ -W99°07.11′

THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ - W98°09.03′

PALACIOS
117.3 PSX
Chan 120
N28°45.87′ - W96°18.37′

R-100
FL180
283°
(150)

R-136
FL180
318°
(112)

R-078
FL180
259°
(51)

R-158
FL180
339°
(70)

R-073
10000
253°
(99)

R-038
4000
218°
(37)

R-127

R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

(PSX4.PSX) 10210

PALACIOS FOUR DEPARTURE

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SL-5461 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

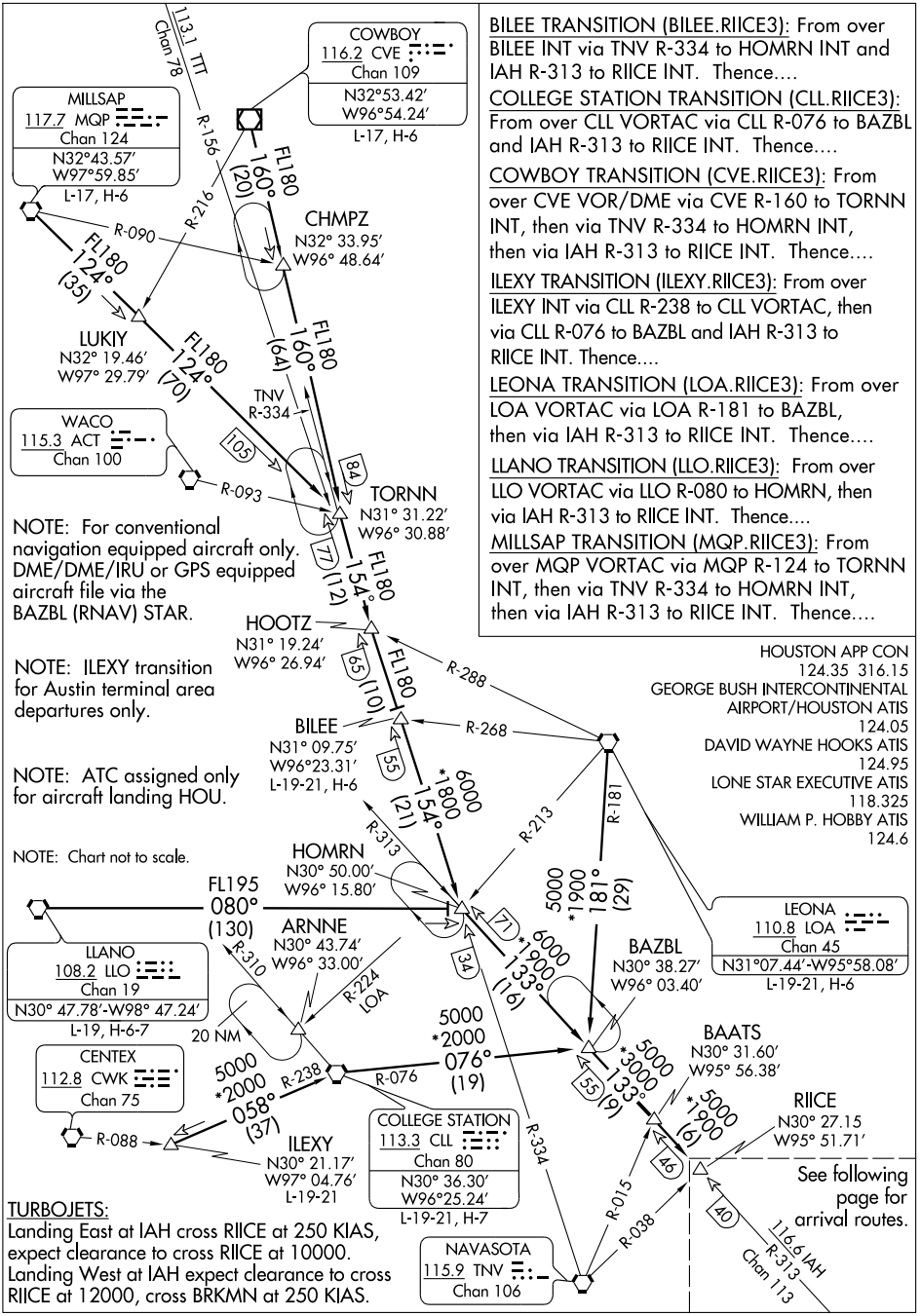
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

RIICE THREE ARRIVAL Transition Routes

SC-5, 26 AUG 2010 to 23 SEP 2010



BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

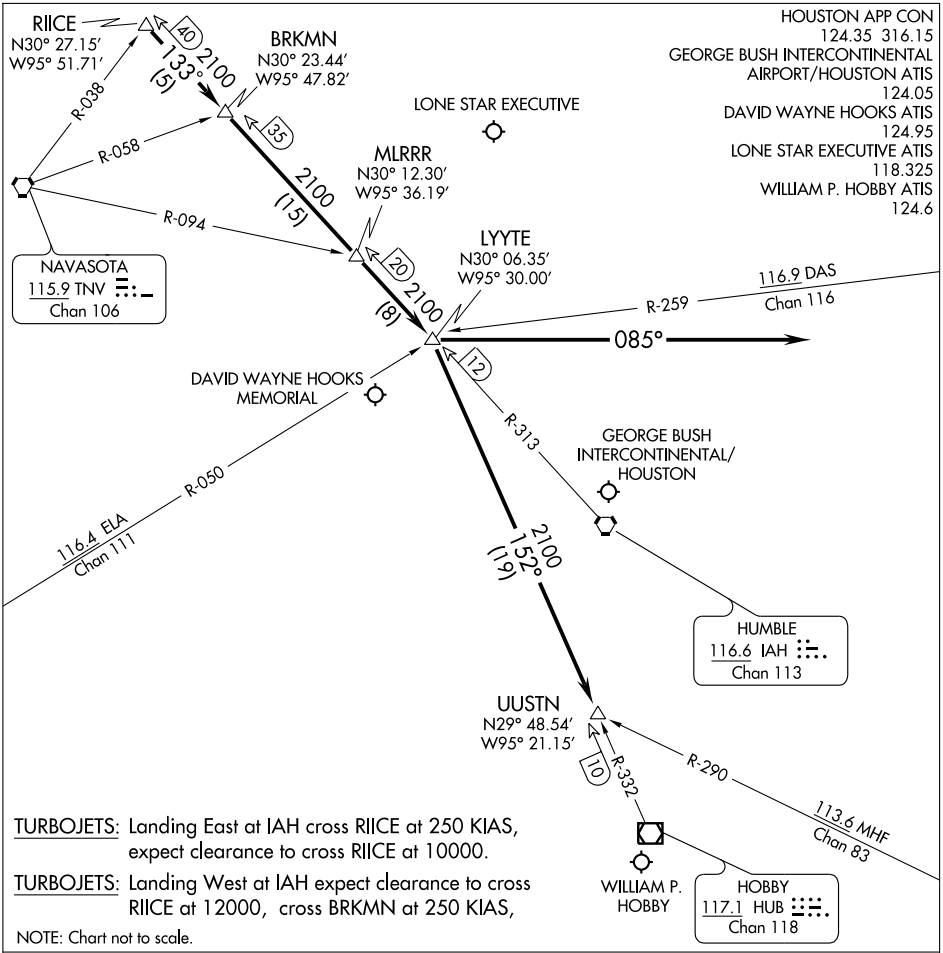
RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

(RIICE.RIICE3) 10210

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS



TURBOJETS: Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.

TURBOJETS: Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS,

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

....From over RIICE INT via IAH R-313 to LYYTE INT.

LANDING RUNWAYS 26L/26R, 27: Fly heading 085° for vectors to final approach course.

LANDING ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):

....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):

....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg	9999
Ch 97599	147°	TDZE	97
W15A		Apt Elev	97

RNAV (GPS) RWY 15R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

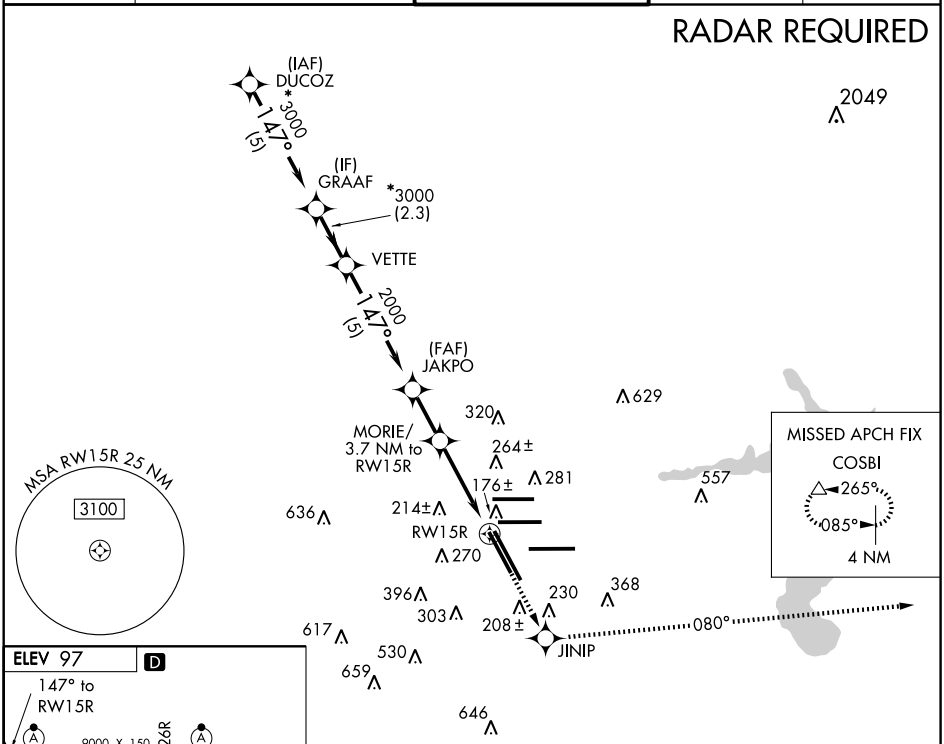
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

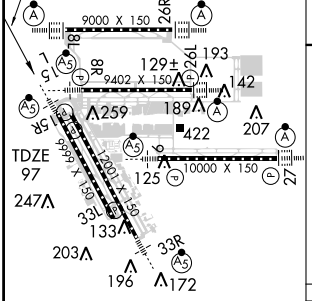
MALSR

MISSED APPROACH: Climb to 2000 direct JINIP and left turn via 080° track to COSBI and hold.

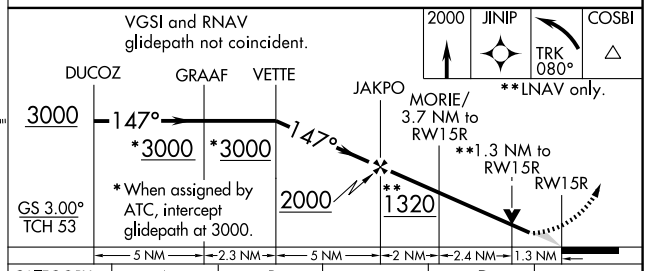
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27
15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LPV DA	347/24 250 (300-½)				
LNAV/VNAV DA	463/40 366 (400-¾)				
LNAV MDA	580/24 483 (500-½)	580/40 483 (500-¾)	580/50 483 (500-1)	580/60 483 (500-1¼)	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy 33R		Rwy 33L	
CH 57902	327°	Rwy Idg	12001	Rwy Idg	9999
W33A		TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

HOUSTON/ GEORGE BUSH

RNAV (GPS) RWY 33R

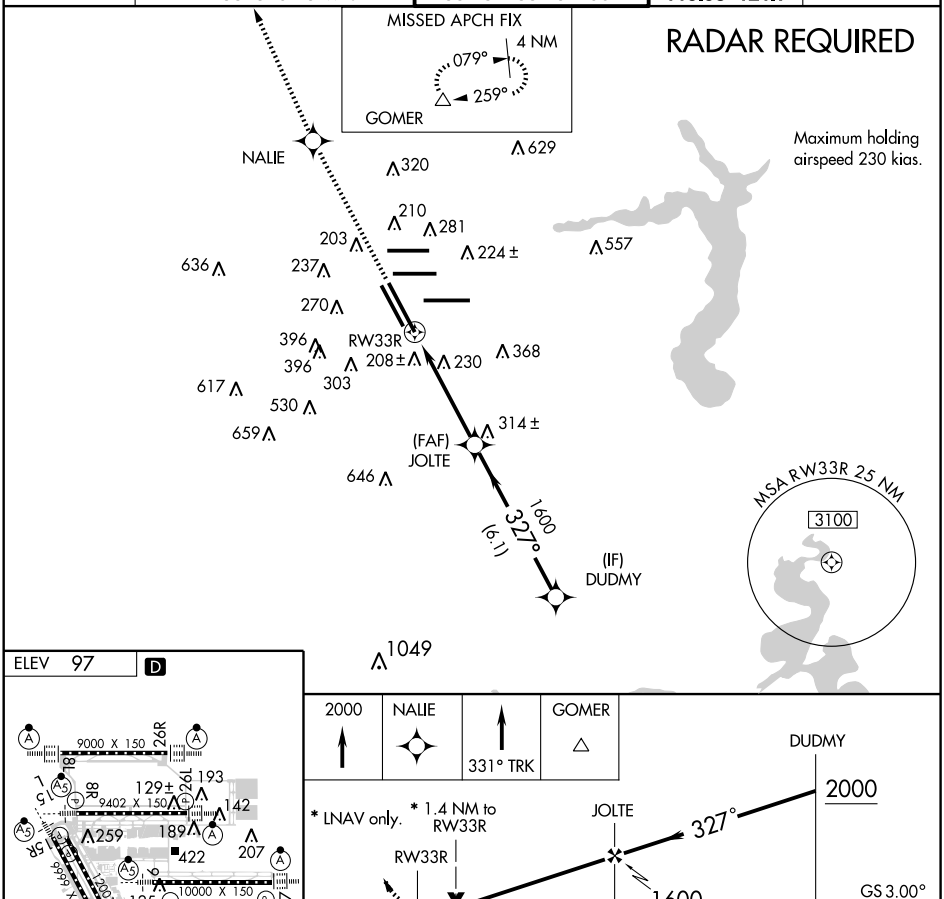
INTERCONTINENTAL/HOUSTON (IAH)

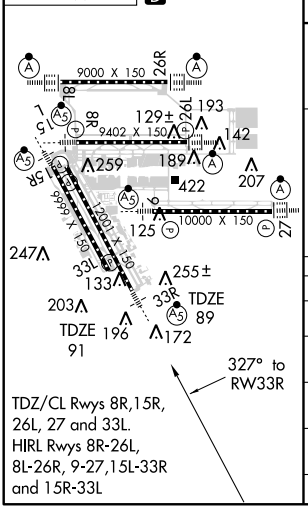
T W DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

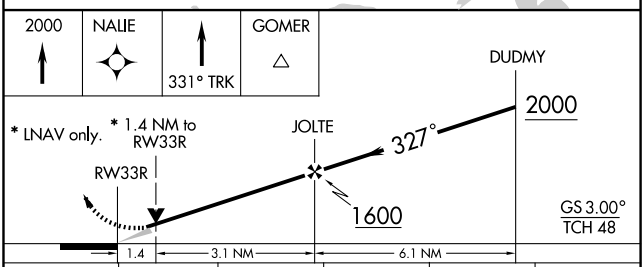
MALSR (A5)

MISSED APPROACH: Climb to 2000 direct NALIE and 331° track to GOMER and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1







CATEGORY	A	B	C	D	E
LPV DA	451/40 362 (400-¾)				
LNAV/ VNAV DA	520/50 431 (500-1)				
LNAV MDA	580/24 491 (500-½)		580/40 491 (500-¾)	580/50 491 (500-1)	580/60 491 (500-1¼)
SIDESTEP 33L*	580-1 489 (500-1)		580-1½ 489 (500-1½)	580-2 489 (500-2)	
CIRCLING	NA				

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9000
085°	TDZE	96
	Apt Elev	97

RNAV (GPS) Z RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

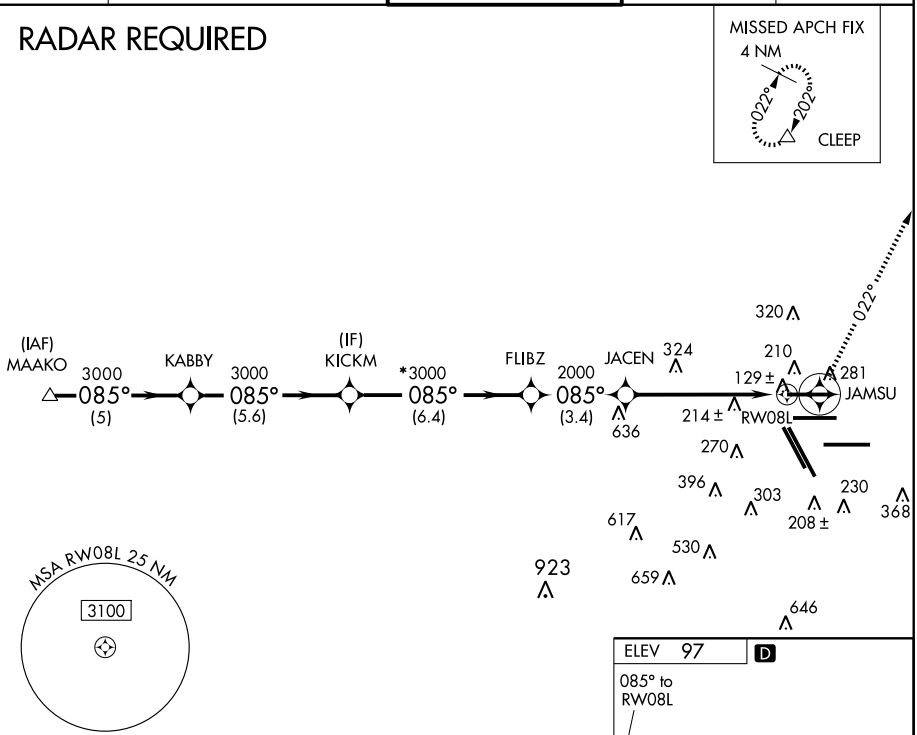
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E to 1¾.

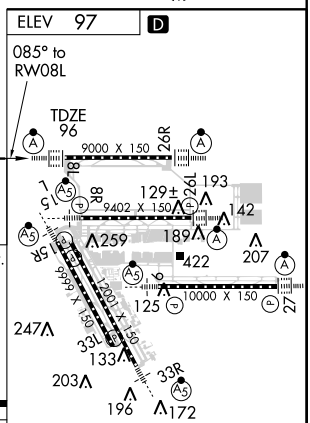
ALSF-2

MISSED APPROACH: Climb to 4000 direct JAMSU and via 022° track to CLEEP and hold.

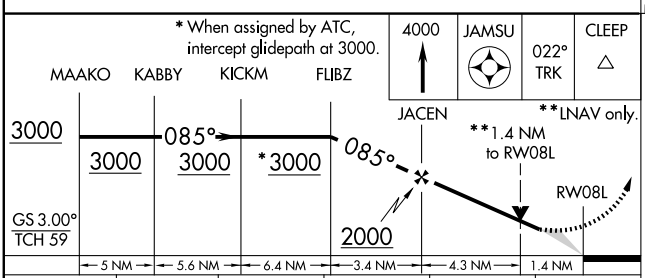
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	434/40 338 (400-¾)				
LNAV MDA	580/24 484 (500-½)		580/40 484 (500-¾)	580/50 484 (500-1)	580/60 484 (500-1¼)

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9402
085°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 8R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

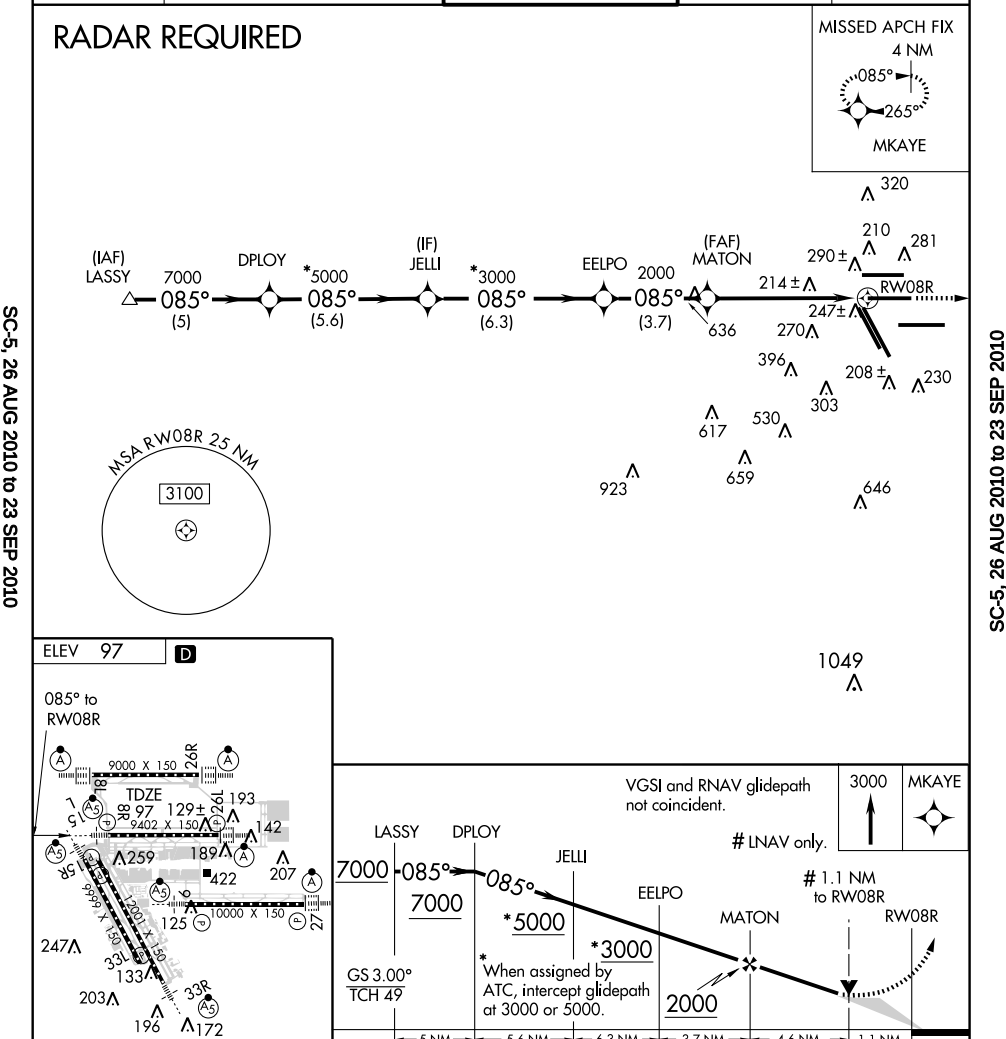
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ miles, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 direct MKAYE and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
LNAV/VNAV DA	544/50 447 (500-1)				
LNAV MDA	520/24 423 (500-½)		520/40 423 (500-¾)	520/50 423 (500-1)	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	10000
085°	TDZE	92
	Apt Elev	97

RNAV (GPS) Z RWY 9

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

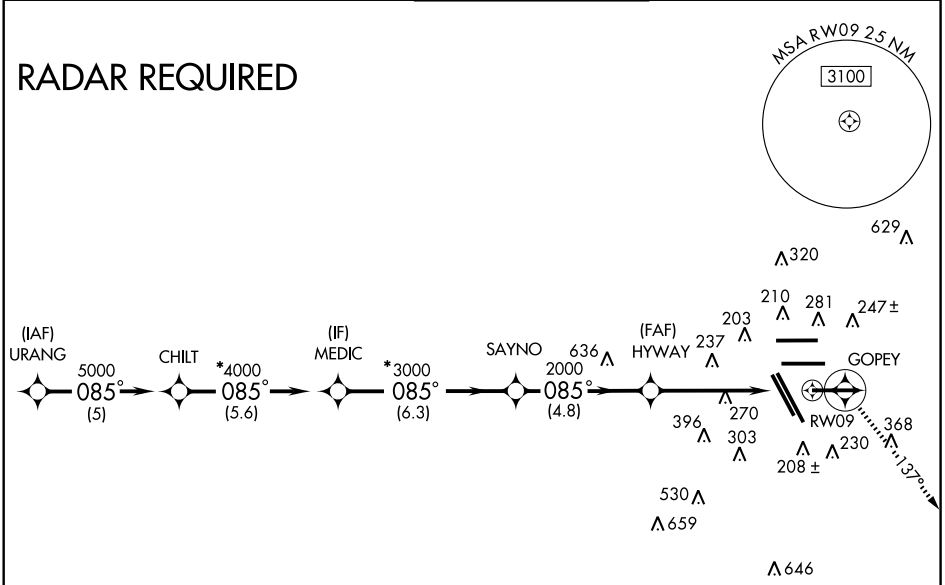
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2.

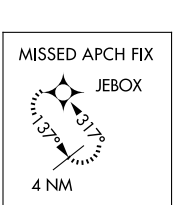
MALSR

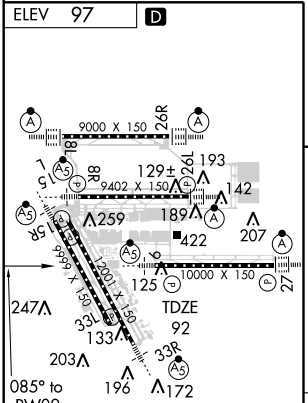
MISSED APPROACH: Climb to 3000 direct GOPEY and via 137° track to JEBOX and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

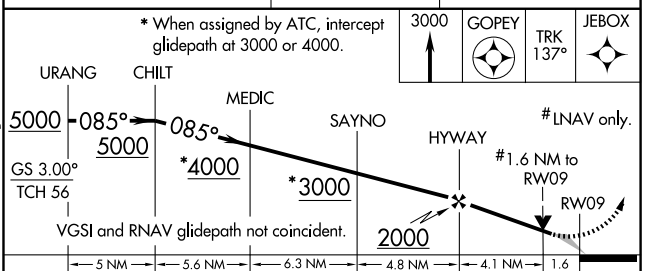
RADAR REQUIRED







TDZ/CL Rwys 8R,15R, 26L, 27 and 33L.
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	547/50 455 (500-1)				
LNAV MDA	680/24 588 (600-½)		680/50 588 (600-1)	680/60 588 (600-1¼)	680-1½ 588 (600-1½)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9402
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to 1¾ miles and LNAV Cat E visibility to 2 miles.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LUCEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

995

RADAR REQUIRED

MISSED APCH FIX
LUCEP
085°
265°
4 NM

629 320 210 281 224± 557 RW26L 2000 265° (3.5) (FAF) JEPNI KERNS *3000 265° (6.5) (IF) GRIEG *5000 265° (5.7) MKAYE 7000 265° (5) (IAF) VANNN 368 208± 230 646

MSA RW26L 25 NM
3100

ELEV 97

265° to RW26L

9000 X 150 26R 8R 5L 129± 26L 193 TDZE 97 9402 X 150 142 5R 259 189 422 207 9999 X 200 X 150 10000 X 150 27 125 247 33L 133 203 33R 196 172

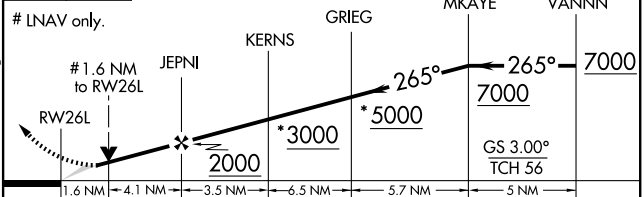
TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

3000 LUCEP

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and RNAV glidepath not coincident.

LNAV only.



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	580/60 483 (500-1¼)				
LNAV MDA	680/24 583 (600-½)		680/50 583 (600-1)	680/60 583 (600-1¼)	680-1½ 583 (600-1½)

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9000
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26R

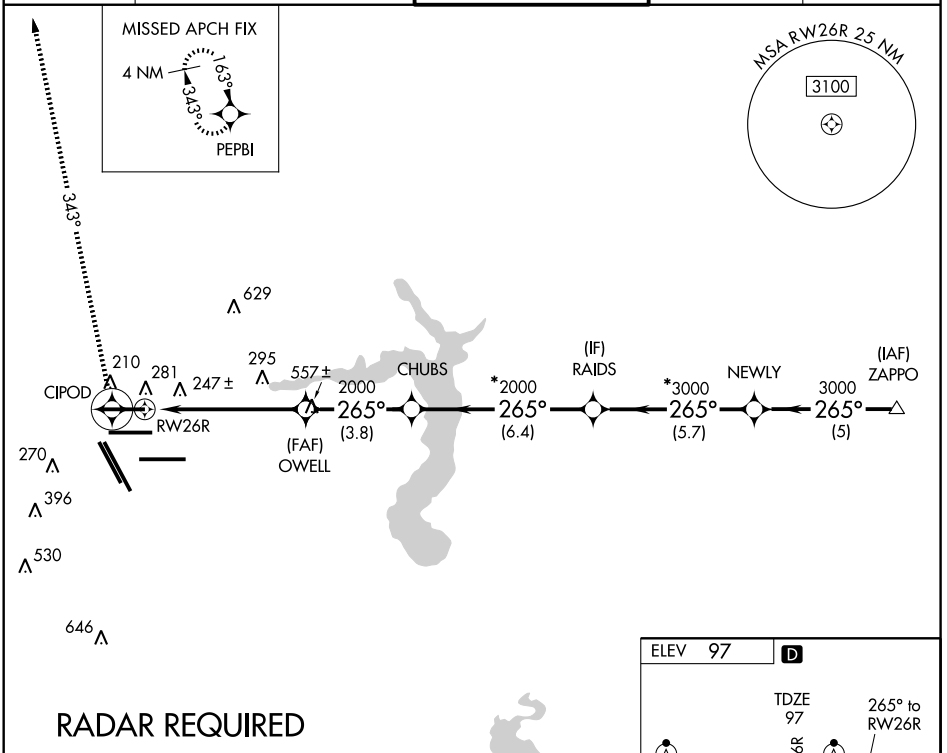
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1¾ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

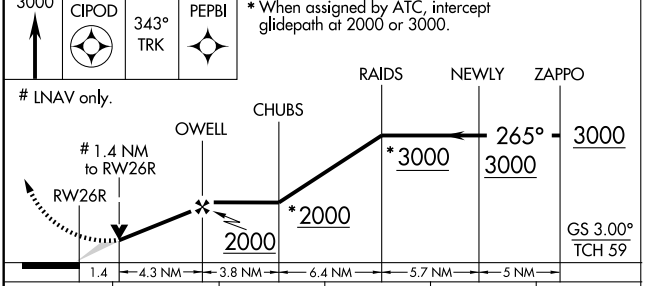
ALSF-2

MISSED APPROACH: Climb to 3000 direct CIPOD and via 343° track to PEPBI and hold.

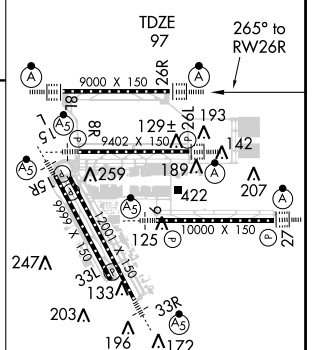
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	598/60 501 (600-1¼)				
LNAV MDA	600/24 503 (600-½)		600/50 503 (600-1)		600/60 503 (600-1¼)



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	10000
265°	TDZE	88
	Apt Elev	97

RNAV (GPS) Z RWY 27

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

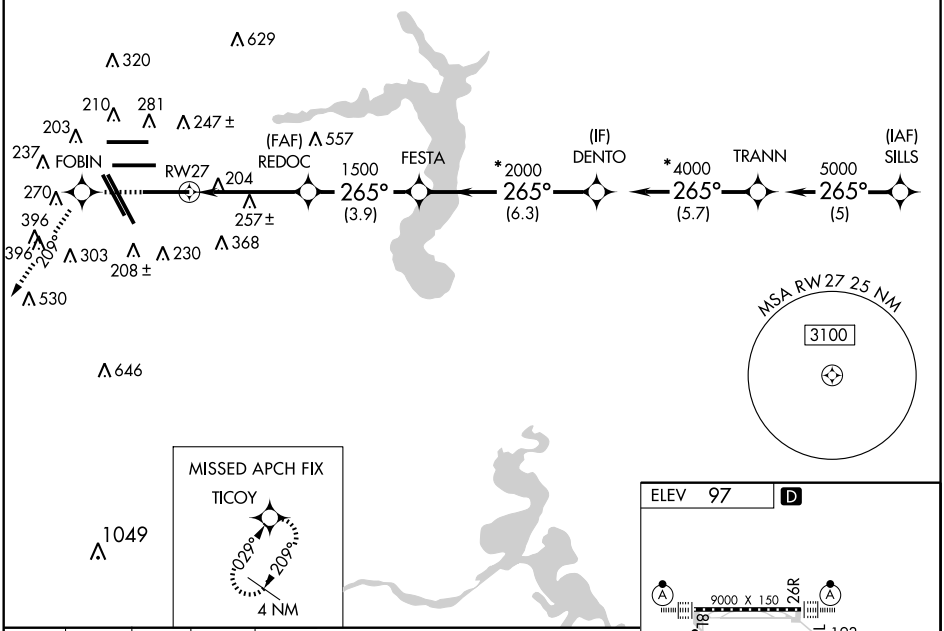
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

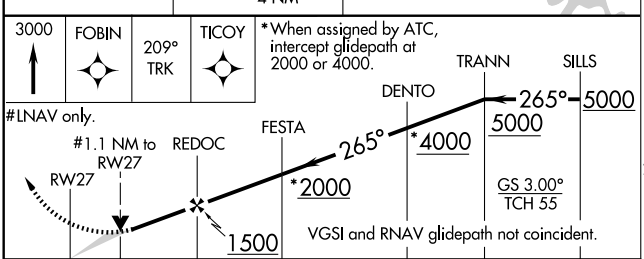
ALSF-2

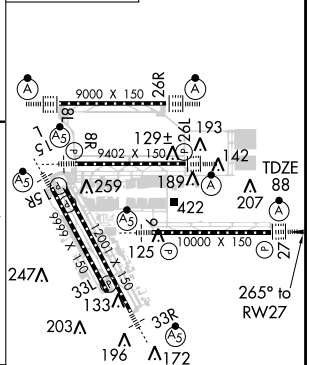
MISSED APPROACH: Climb to 3000 direct FOBIN and via 209° track to TICOY and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







CATEGORY	A	B	C	D	E
LNAV/VNAV DA	540/50 452 (500-1)				
LNAV MDA	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

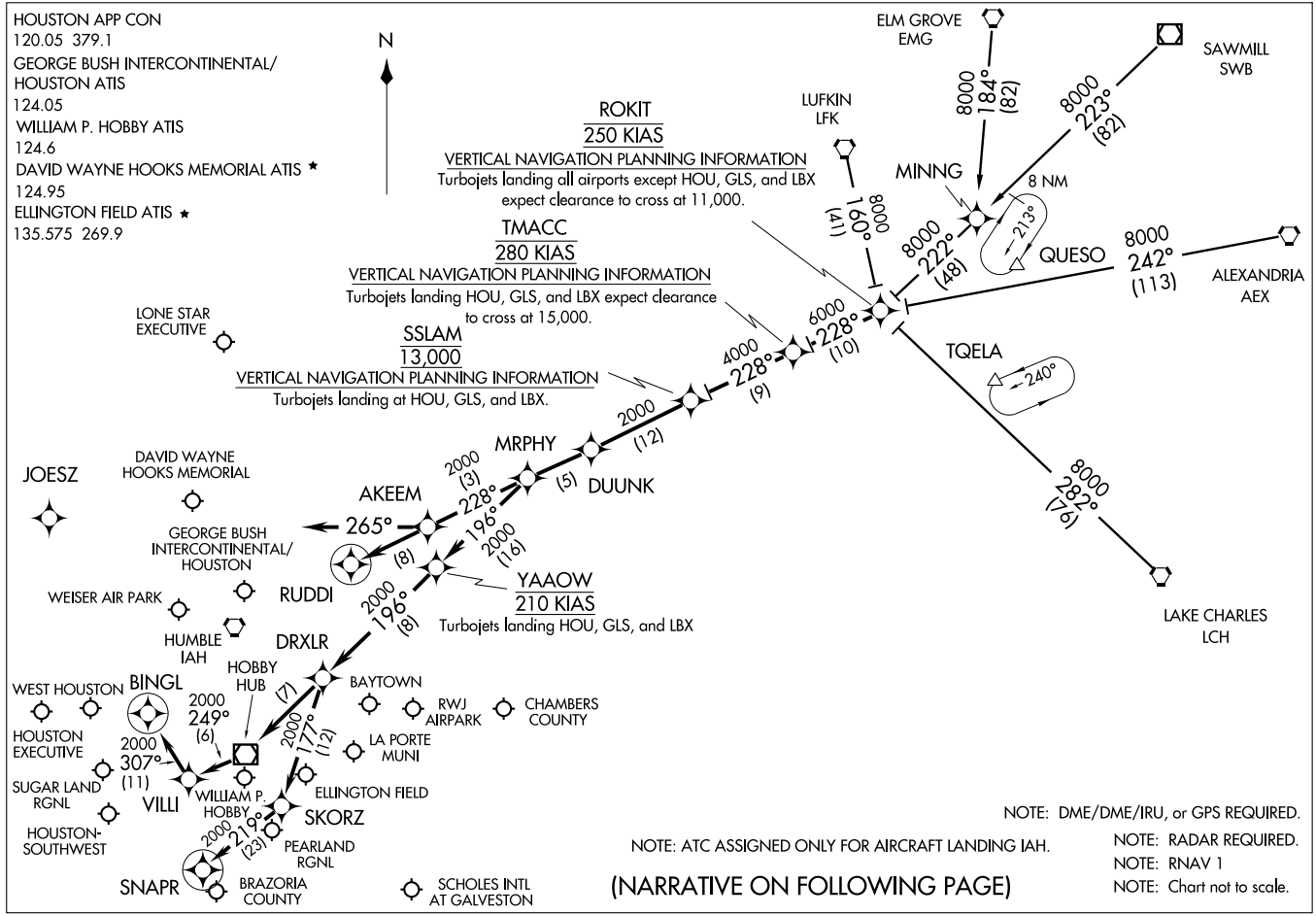
TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

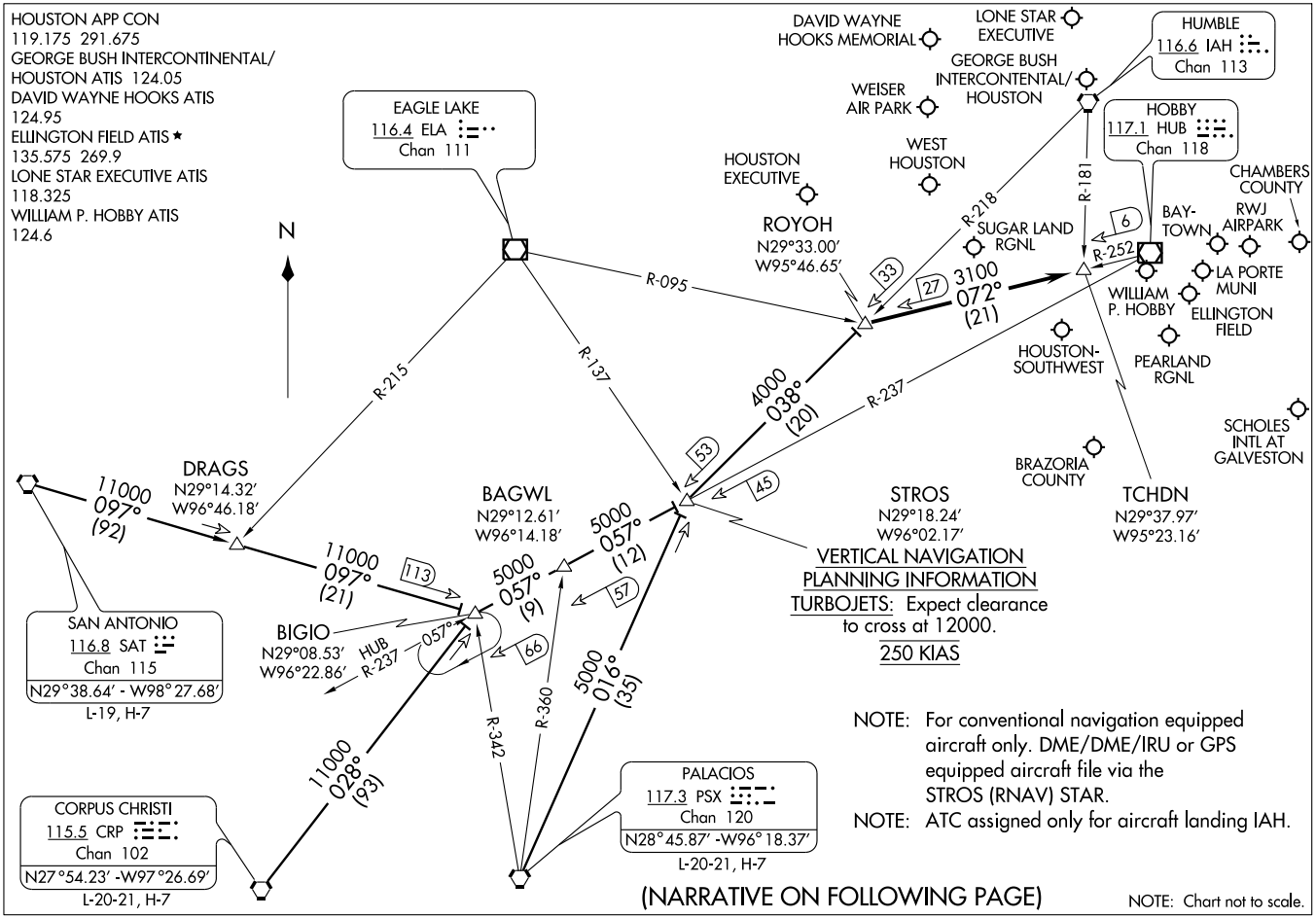
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

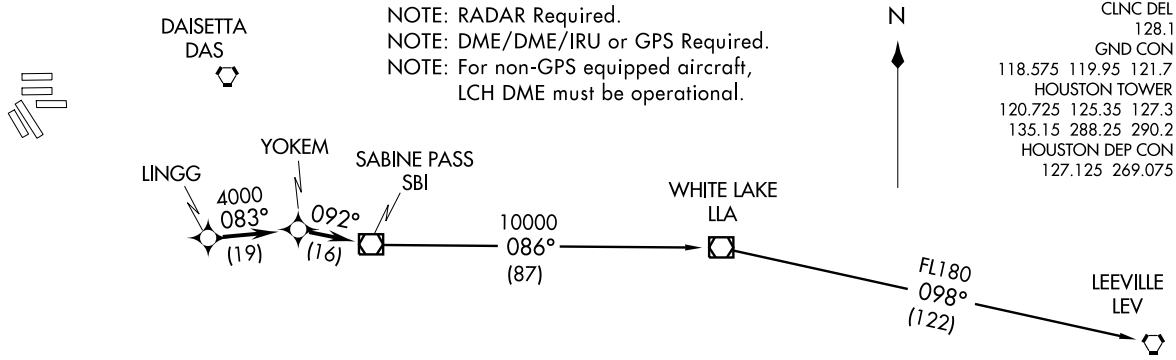
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

SL-5461 (FAA)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

ATIS 124.05
CLNC DEL 128.1
GND CON 118.575 119.95 121.7
HOUSTON TOWER 120.725 125.35 127.3 135.15 288.25 290.2
HOUSTON DEP CON 127.125 269.075



TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L: Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R: Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R: Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R: Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

DEPARTURE ROUTE DESCRIPTION

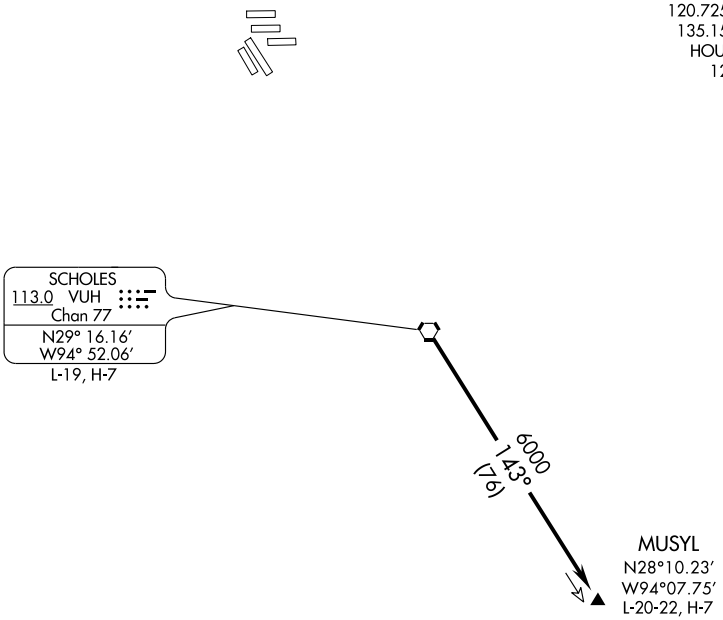
Climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R, Standard

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower, 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

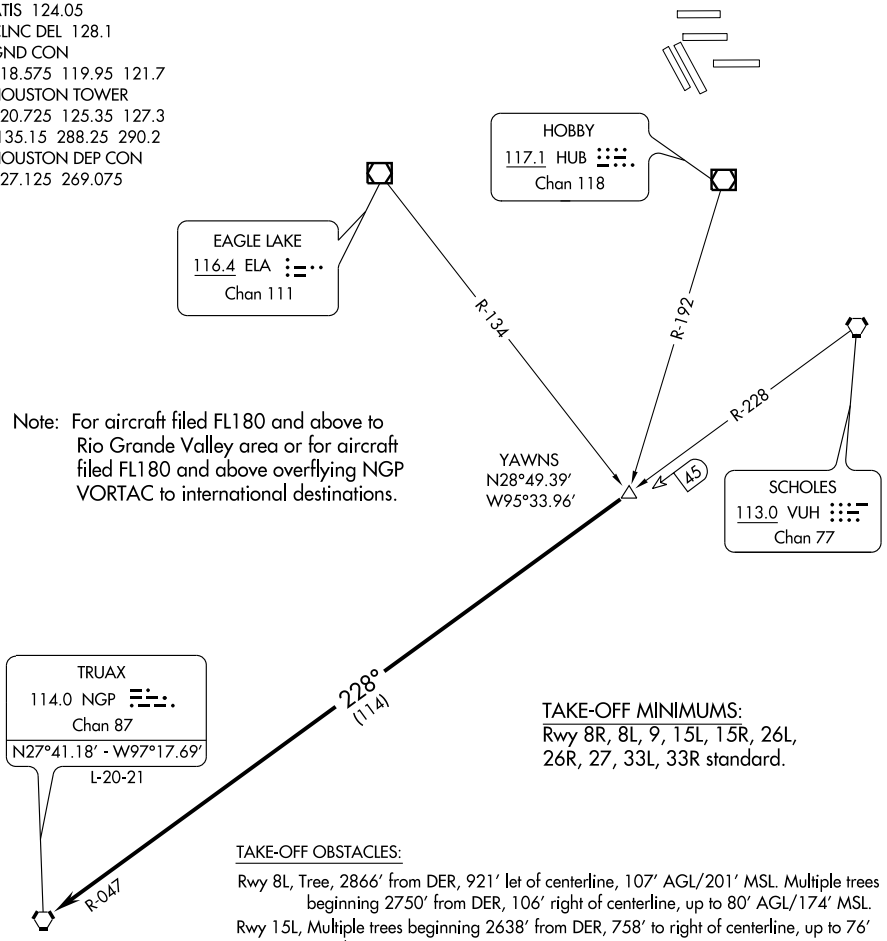
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

TRUAX TWO DEPARTURE

SL-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 8R, 8L, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R standard.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree, 2866′ from DER, 921′ let of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ to right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

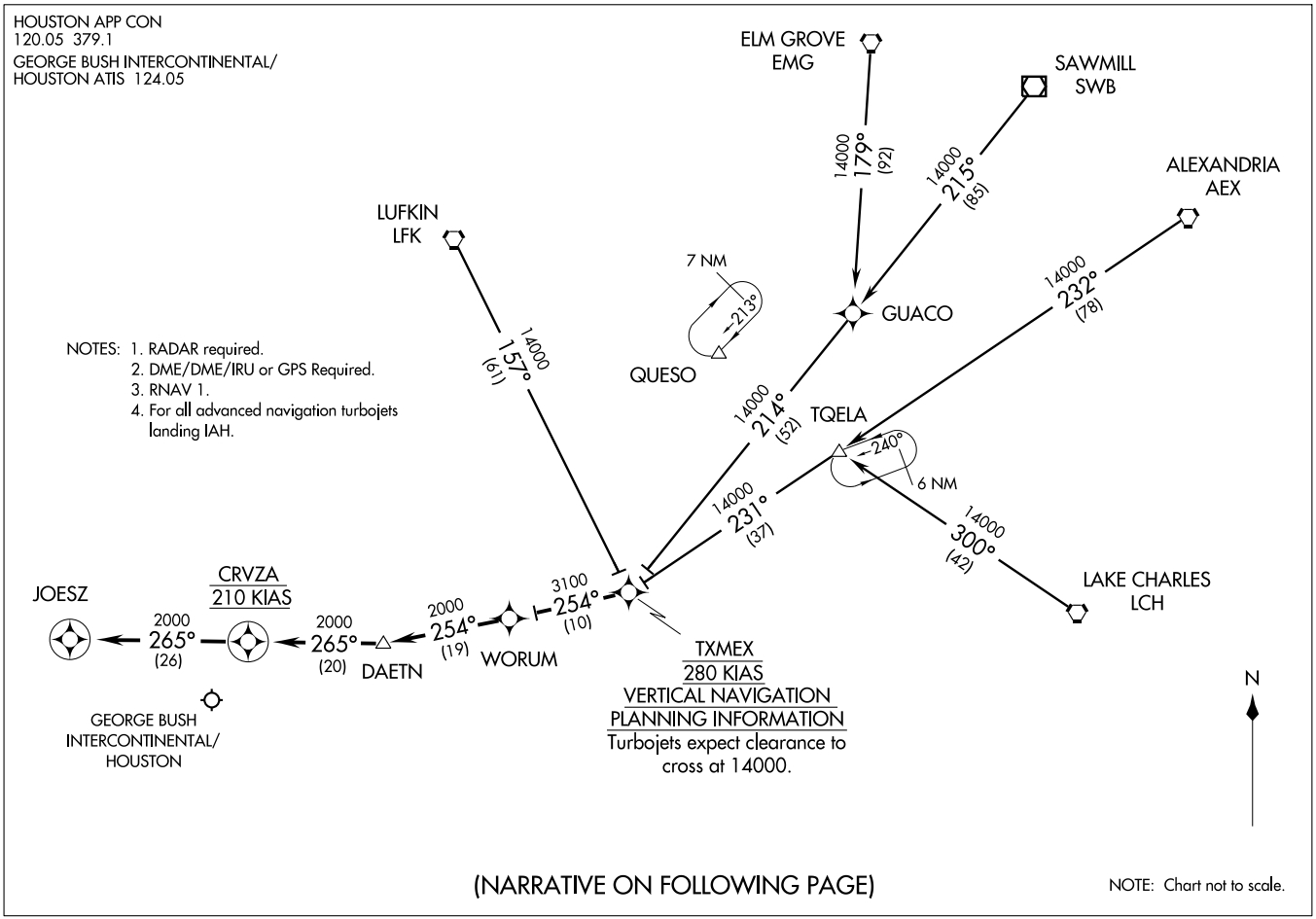
. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

TXMEX ONE ARRIVAL (RNAV)

(TXMEX.TXMEX1) 09071

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS



TXMEX ONE ARRIVAL (RNAV)

(TXMEX.TXMEX1) 09071

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.TXMEX1): (For non-GPS equipped aircraft LCH, SWB, AEX, BPT and DAS must be operational.)
ELM GROVE TRANSITION (EMG.TXMEX1): (For non-GPS equipped aircraft SWB, EMG, LFK, DAS and BPT must be operational.)
LAKE CHARLES TRANSITION (LCH.TXMEX1): (For non-GPS equipped aircraft AEX, BPT and DAS must be operational.)
LUFKIN TRANSITION (LFK.TXMEX1): (For non-GPS equipped aircraft TNV, BPT, DAS and LFK must be operational.)
SAWMILL TRANSITION (SWB.TXMEX1): (For non-GPS equipped aircraft AEX, SWB, LCH, LFK, BPT and DAS must be operational.)

From TXMEX via 254° track to WORUM, thence as depicted to CRVZA.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R or 9: From CRVZA via 265° track to JOESZ. Expect vectors to final approach course prior to JOESZ, if not received by JOESZ, fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to CRVZA.

SC-5, 26 AUG 2010 to 23 SEP 2010

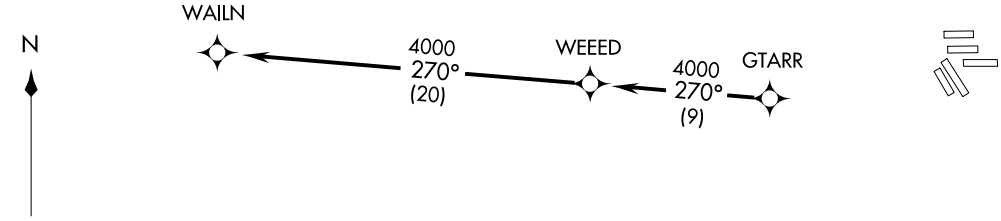
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS 124.05
CLND DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R Standard.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU
or GPS Required.
NOTE: For advanced navigation aircraft
destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports
except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline,
up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline,
up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline,
49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS
SL-5461 (FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes

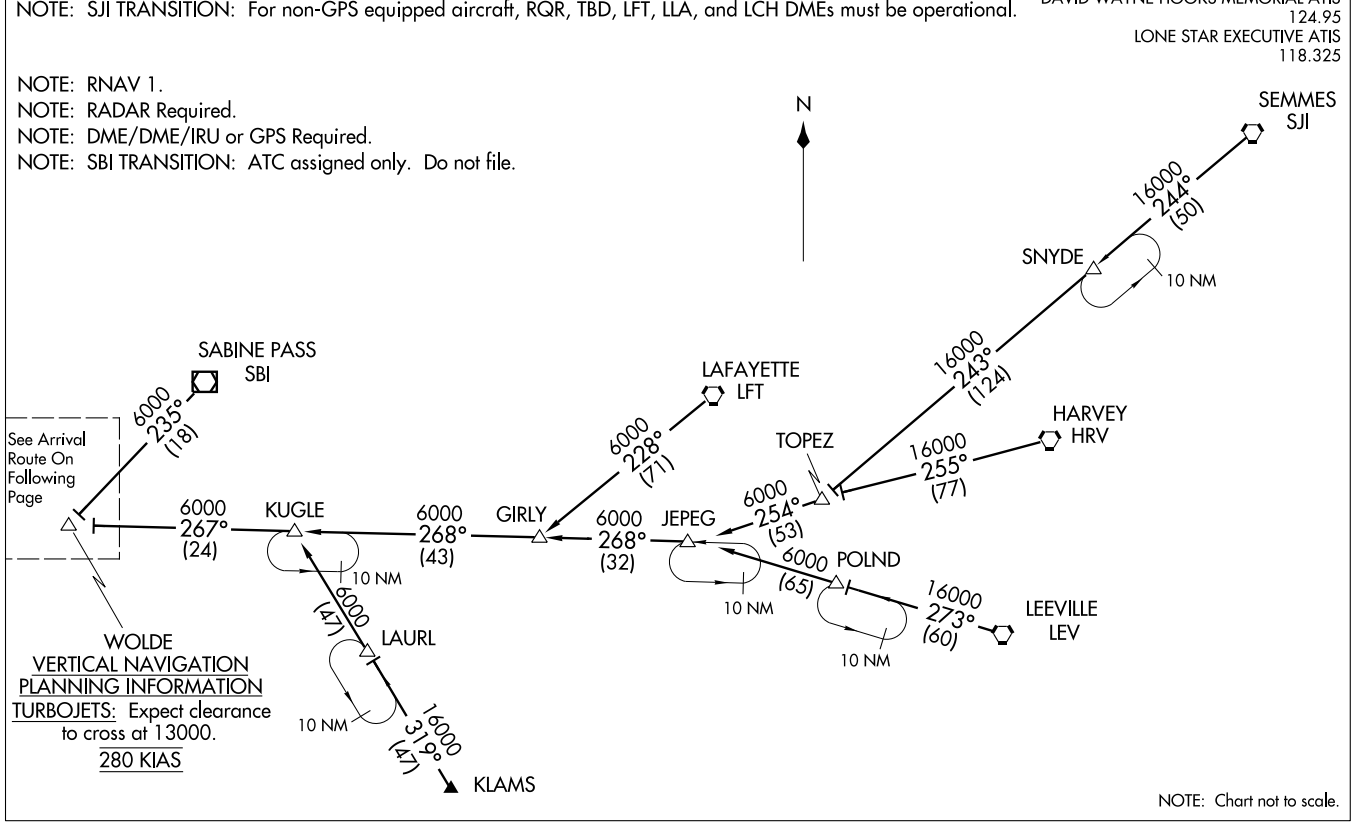
(WOLDE.WOLDE3) 10210

HOUSTON, TEXAS

NOTE: HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA DMEs must be operational.
NOTE: KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS DMEs must be operational.
NOTE: LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, and LCH DMEs must be operational.
NOTE: LFT and JEPEG TRANSITION: For non-GPS equipped aircraft, LLA and LCH DMEs must be operational.
NOTE: SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, and LCH DMEs must be operational.

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

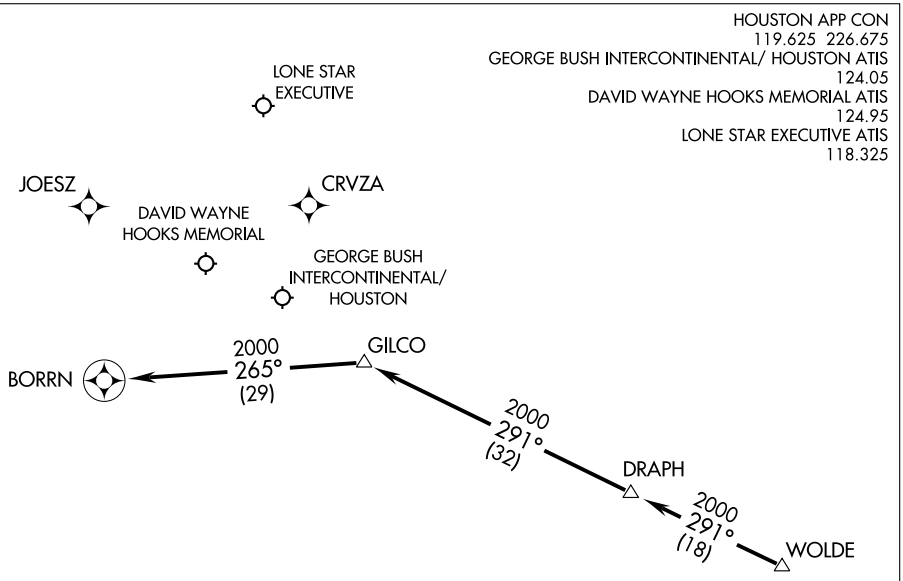
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: SBI TRANSITION: ATC assigned only. Do not file.



NOTE: Chart not to scale.

ST-5461(FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes
(WOLDE.WOLDE3) 10210
HOUSTON, TEXAS



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE3)
JEPEG TRANSITION (JEPEG.WOLDE3)
KLAMS TRANSITION (KLAMS.WOLDE3)
LAFAYETTE TRANSITION (LFT.WOLDE3)
LEEVILLE TRANSITION (LEV.WOLDE3)
SABINE PASS TRANSITION (SBI.WOLDE3)
SEMMES TRANSITION (SJI.WOLDE3)

From WOLDE via 291° track to DRAPH, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . .From DRAPH via 291° track to GILCO. Thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN. If not received by BORRN fly present heading.

ALL OTHER RUNWAYS: . . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WEISER AIR PARK (EYQ) 11 NW UTC−6(−5DT) N29°56.13′ W95°37.36′ **HOUSTON**

137 B S4 **FUEL** 100LL NOTAM FILE CXO **COPTER**

RWY 09–27: H3455X40 (ASPH) S–10 LIRL (NSTD) **L–19D, 21A, GOMW**

RWY 09: Tree. Rgt tfc. **RWY 27:** P-line. **IAP**

RWY 16–34: 2000X33 (TURF) S–4

RWY 16: Trees. **RWY 34:** Tree.

AIRPORT REMARKS: Attended 1400–2300Z‡. 100LL self serve with major credit card. Rwy 09–27 NSTD LIRL. N side lgts 30′ from rwy edge, S side lgts 40′ from rwy edge. Helicopter ops restricted to an area Northwest of the intersection of Rwy 09–27 and Rwy 16–34.

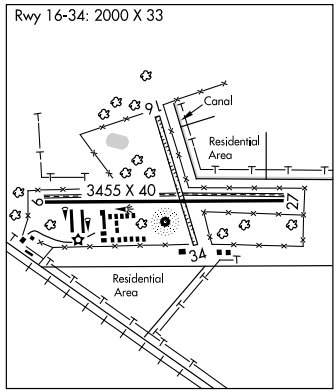
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON APP/DEP CON** 123.8

RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.

HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 260° 15.4 NM to fld. 90/5E. **HIWAS.**

NDB (MHW) 286 EYQ N29°56.03′ W95°38.46′ at fld. NOTAM FILE CXO. Unmonitored 0200–1300Z‡.



WESTHEIMER AIR PARK (0Ø7) 20W UTC−6(−5DT) N29°41.68′ W95°47.68′ **HOUSTON**

117 B S2 **FUEL** 100LL NOTAM FILE CXO

RWY 11–29: H2500X28 (CONC) LIRL

RWY 11: P–line. **RWY 29:** Tree.

AIRPORT REMARKS: Attended 1400–0000Z‡. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 11–29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

WEST HOUSTON (IWS) 13 W UTC−6(−5DT) N29°49.09′ W95°40.36′ **HOUSTON**

111 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks NOTAM FILE CXO **COPTER**

RWY 15–33: H3953X75 (ASPH) S–18, D–44 HIRL **L–19D, 21A, GOMW**

RWY 15: REIL. PAPI(P2R)—GA 4.0° TCH 44′. Tree. **IAP**

RWY 33: REIL. PAPI(P2L)—GA 4.0° TCH 44′. Road.

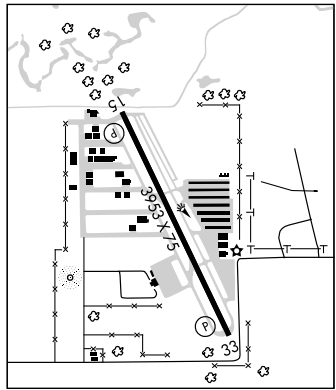
AIRPORT REMARKS: Attended continuously. Deep/wide ditch approximately 25′ from AER 15, 40′ and greater trees approximately 900′ from AER 15. Road angling across apch Rwy 33. Tfc pattern altitude for light acft 1111(1000). Tfc pattern altitude for large/turbine/jet acft 1611(1500). No touch and go ldgs between 0400–1200Z‡. No ngt helicopter training. Landing fee for helicopters. Fee waived with fuel purchase. No multiple training flights by helicopters. Rwy 15–33 HIRL Rwy 15–33 preset low ints; to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **HOUSTON APP/DEP CON** 123.8 **CLNC DEL** 121.15

RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.

HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 239° 19.0 NM to fld. 90/5E. **HIWAS.**



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS

HOUSTON/ WEST HOUSTON (IWS)

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

COSGO
N31°13.26′
W93°27.16′

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

VELCO
N31°10.67′
W94°24.55′

V212 R-265 V212

49

4000
*2000
085°
(115)

J50

R-266

FL190
094°
(92)

R-273

J50

FL190
094°
(95)

R-277

R-082

16

082°
(49)

(49)

65 R-264

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43

(111)

R-325

R-299

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

129

32

028°
(23)

R-254

9

R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

SL-6079 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

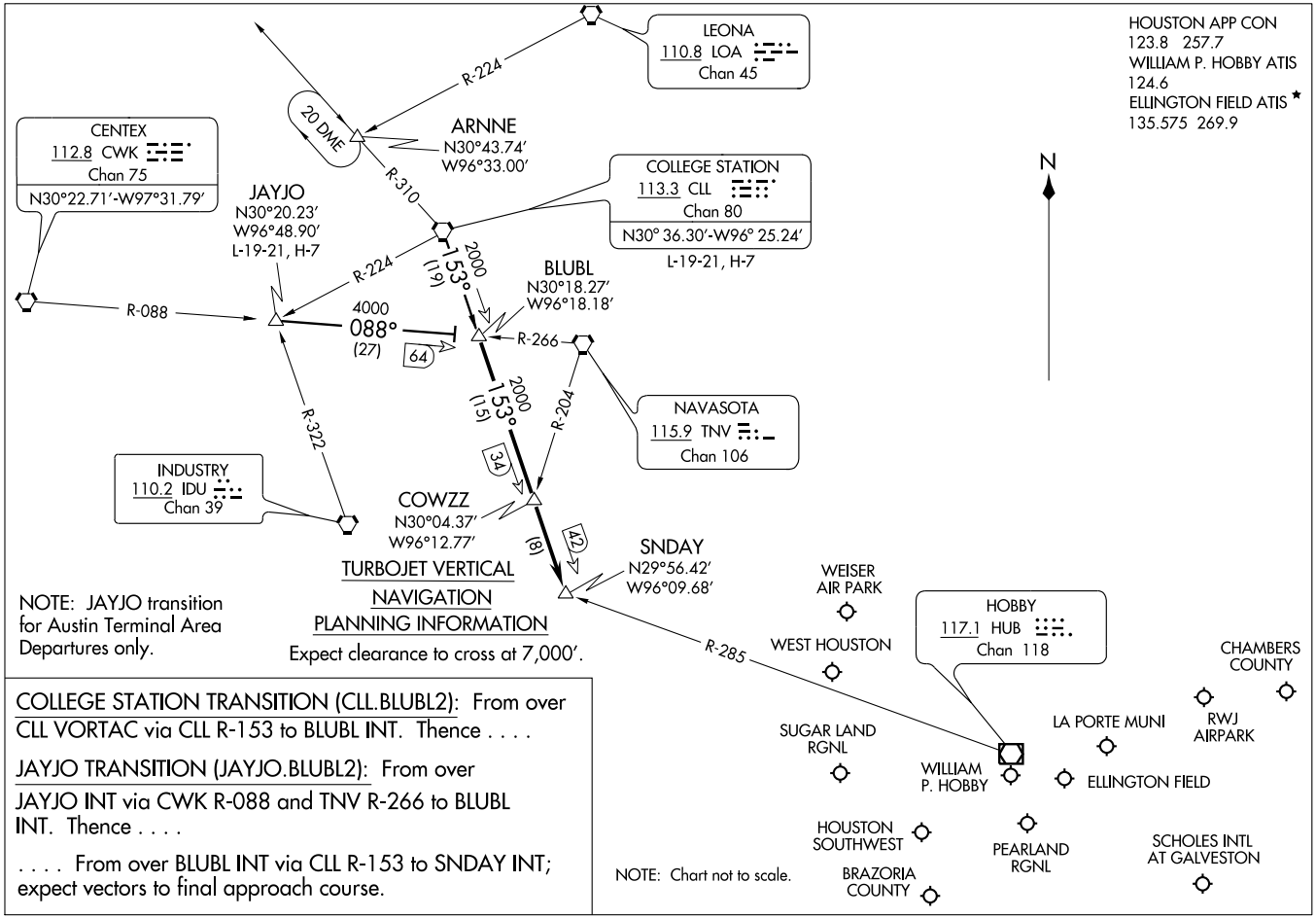
Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

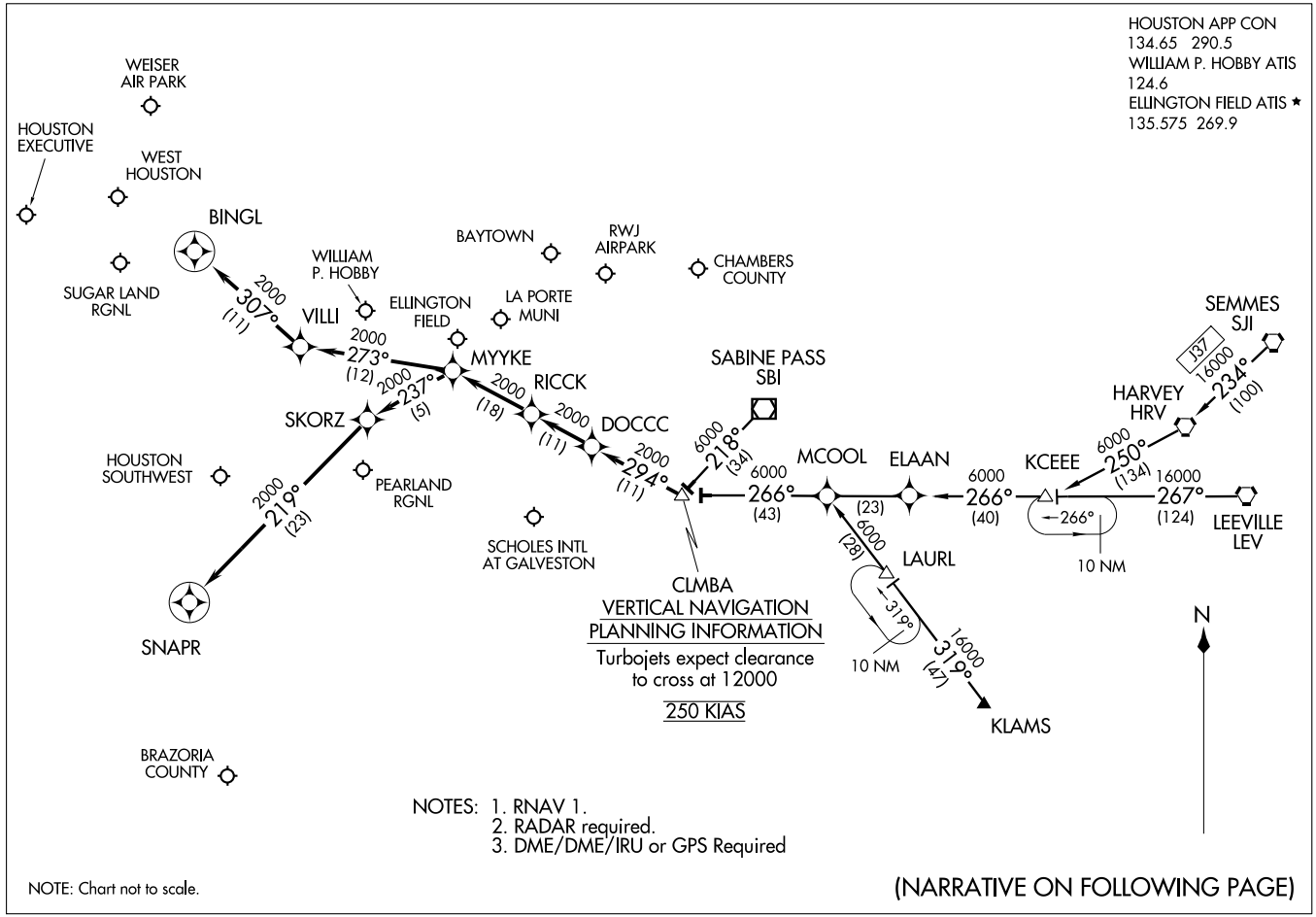
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

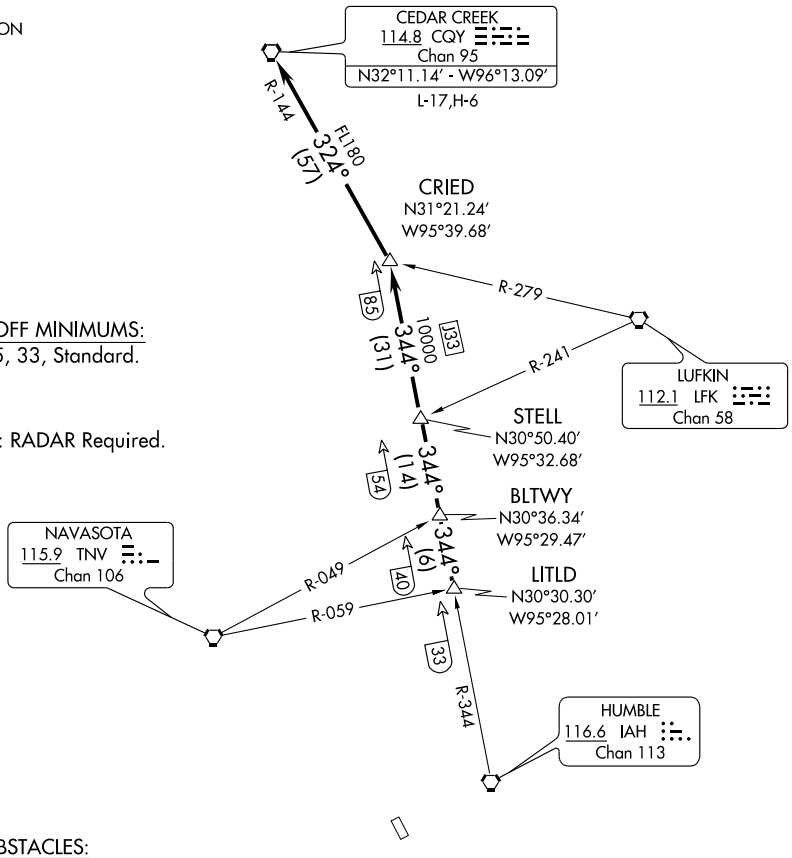
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

SL-6079 (FAA)

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.
Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

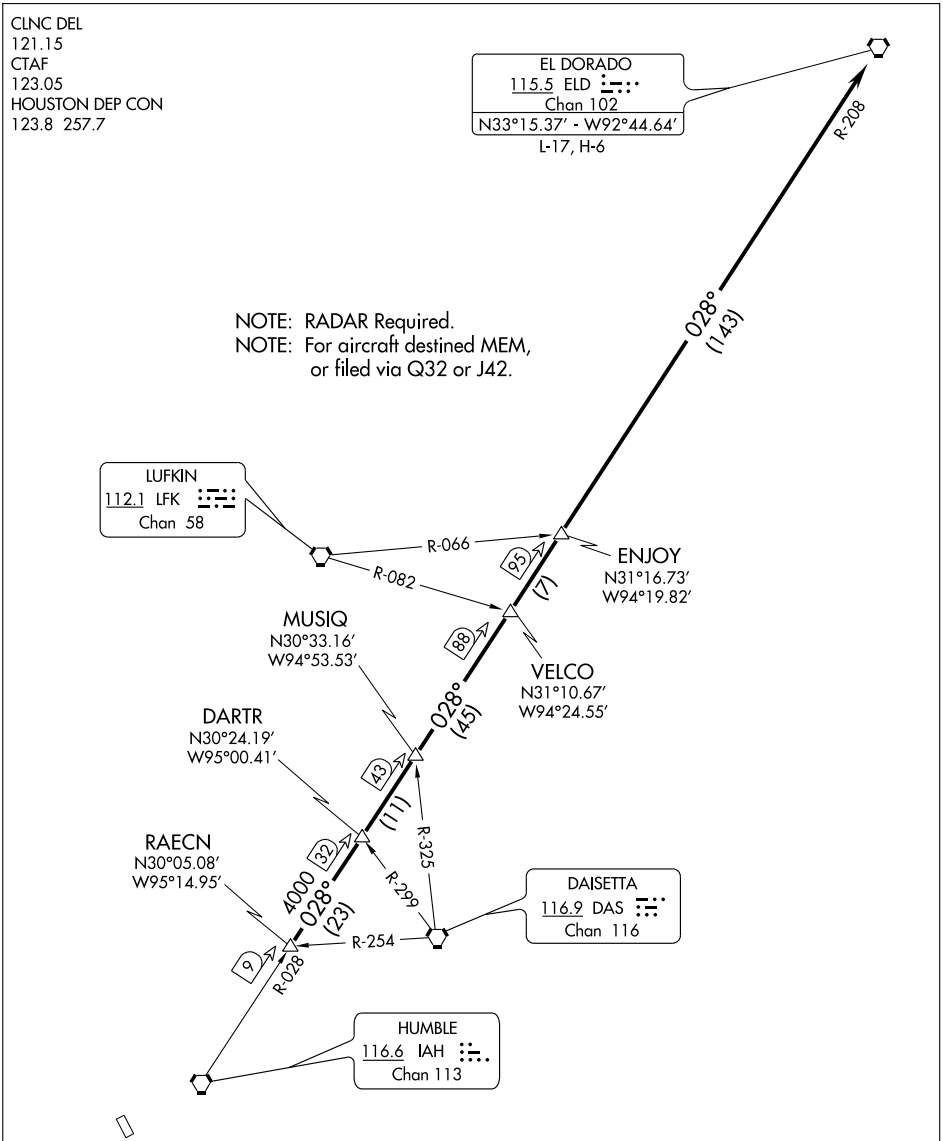
LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-6079 (FAA)



TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

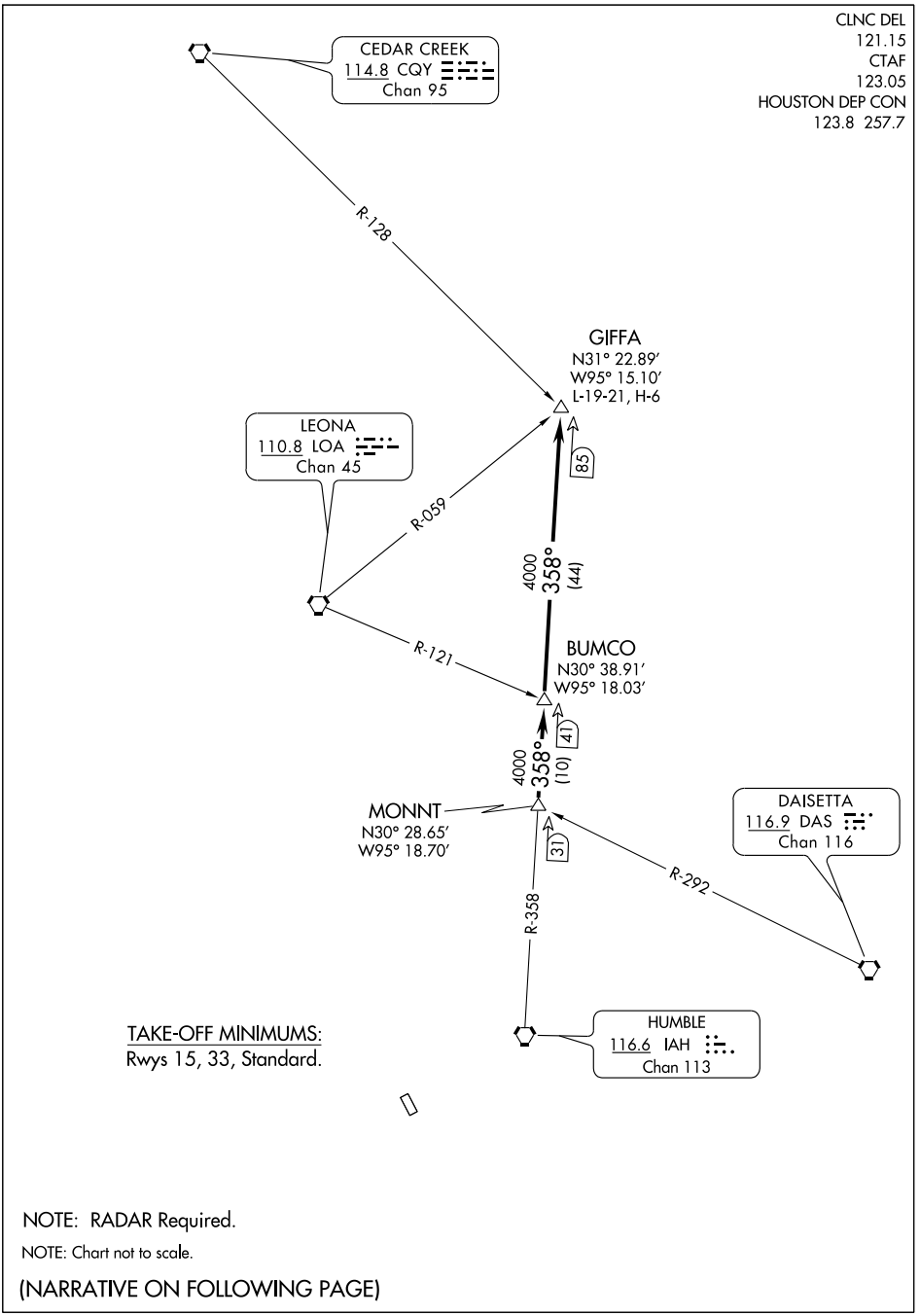
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

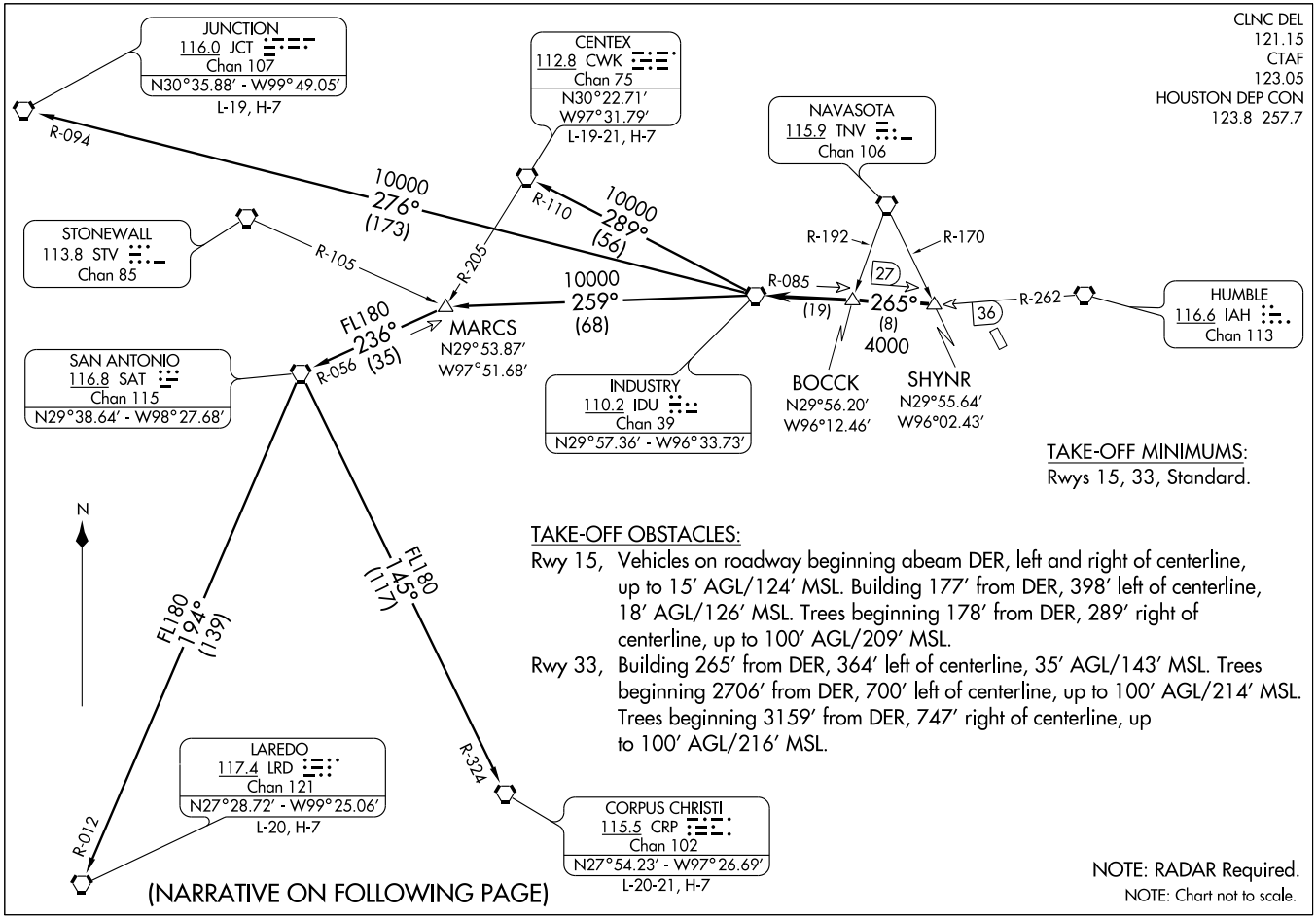
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS
HOUSTON/ WEST HOUSTON (IWS)



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

SL-6079 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

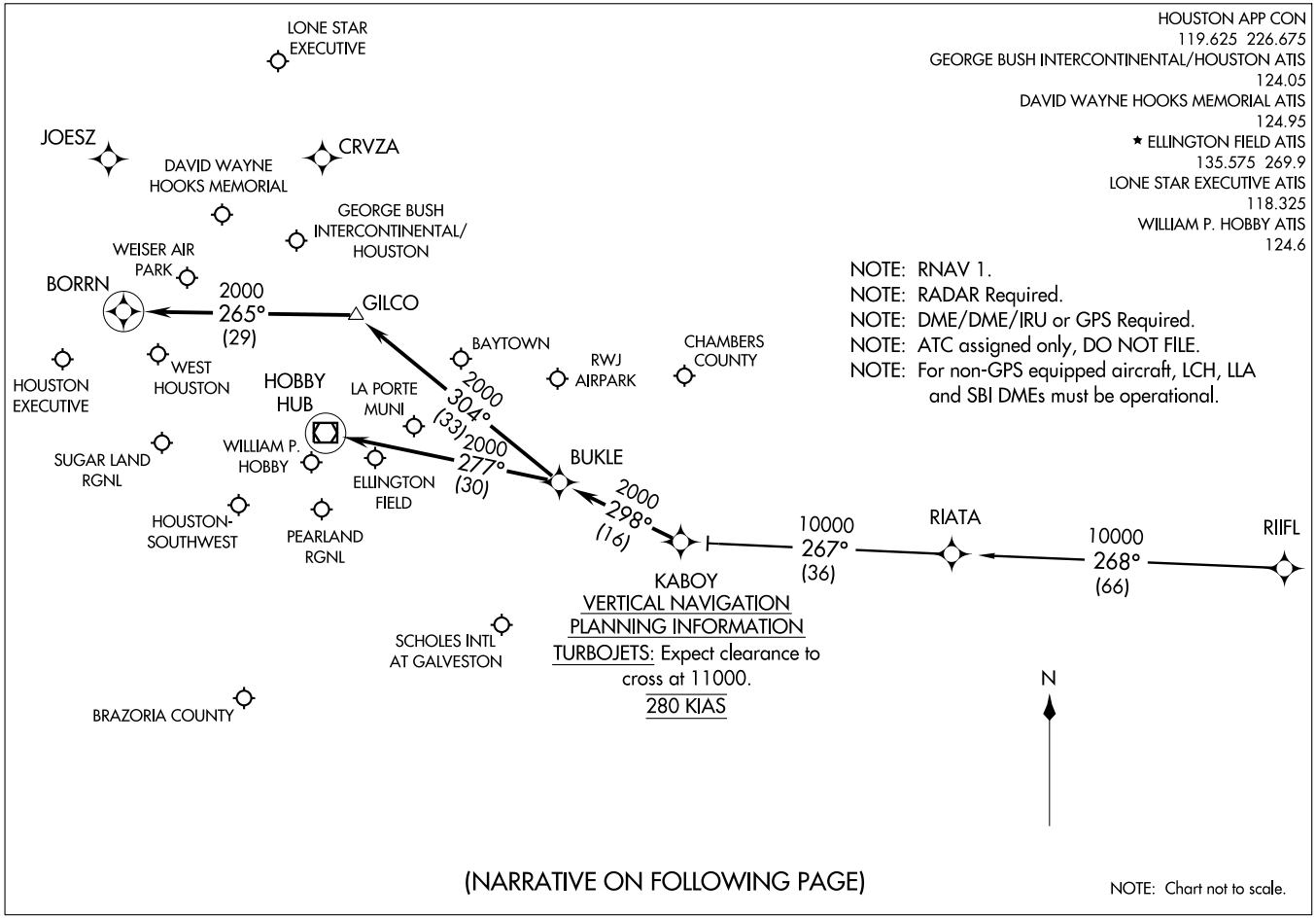
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

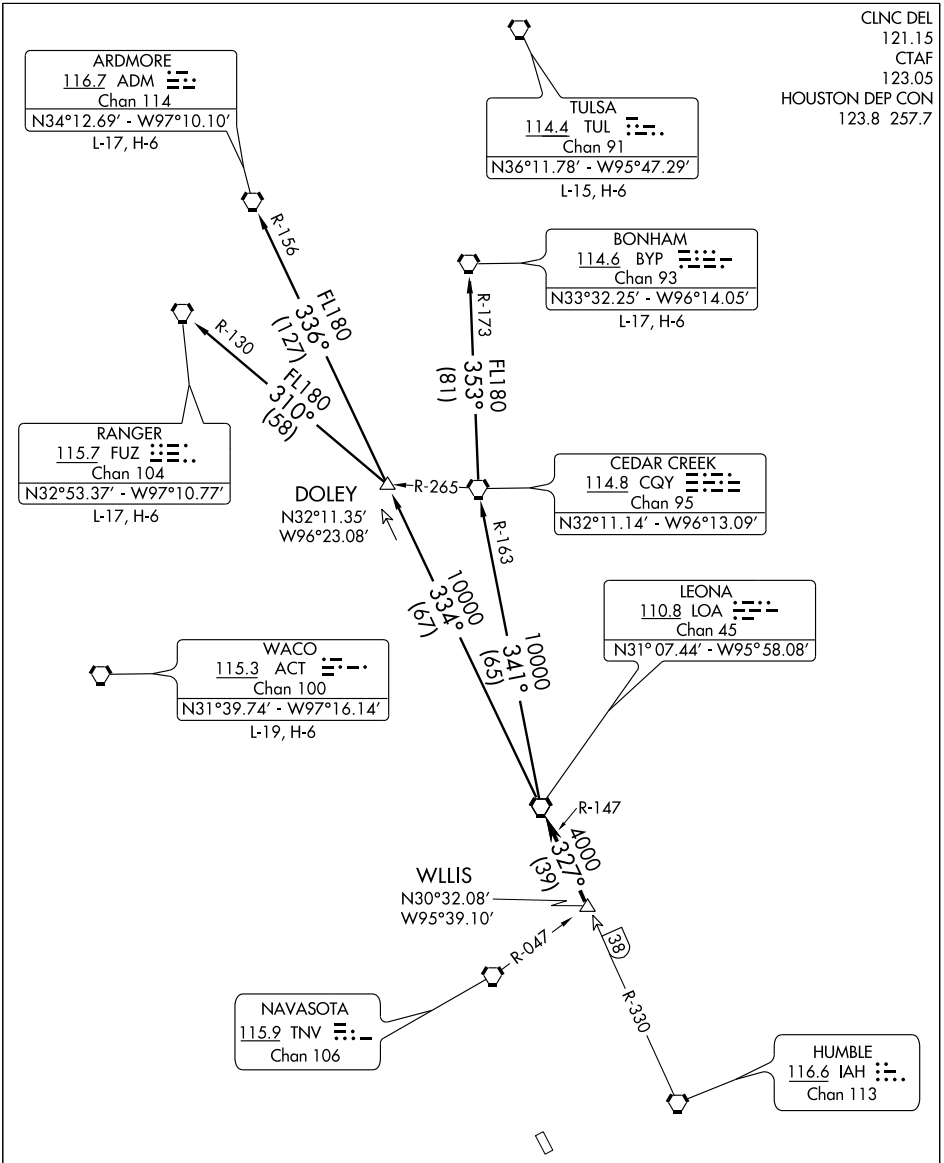
ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

LEONA SEVEN DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LEONA SEVEN DEPARTURE
(LOA7.LOA) 10210

HOUSTON, TEXAS
HOUSTON/ WEST HOUSTON (IWS)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

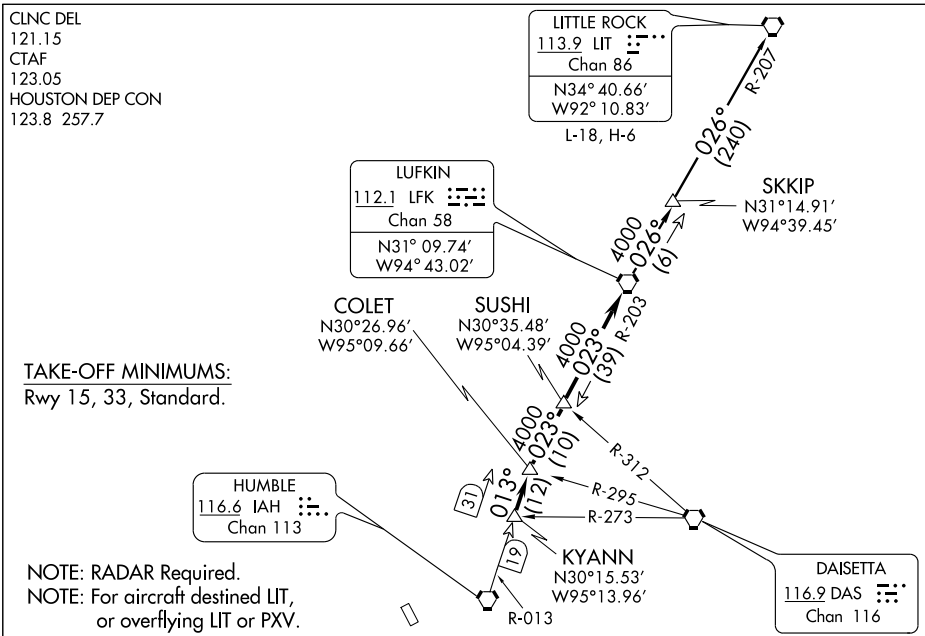
Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/ WEST HOUSTON (IWS)
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3953
150°	TDZE	111
	Apt Elev	111

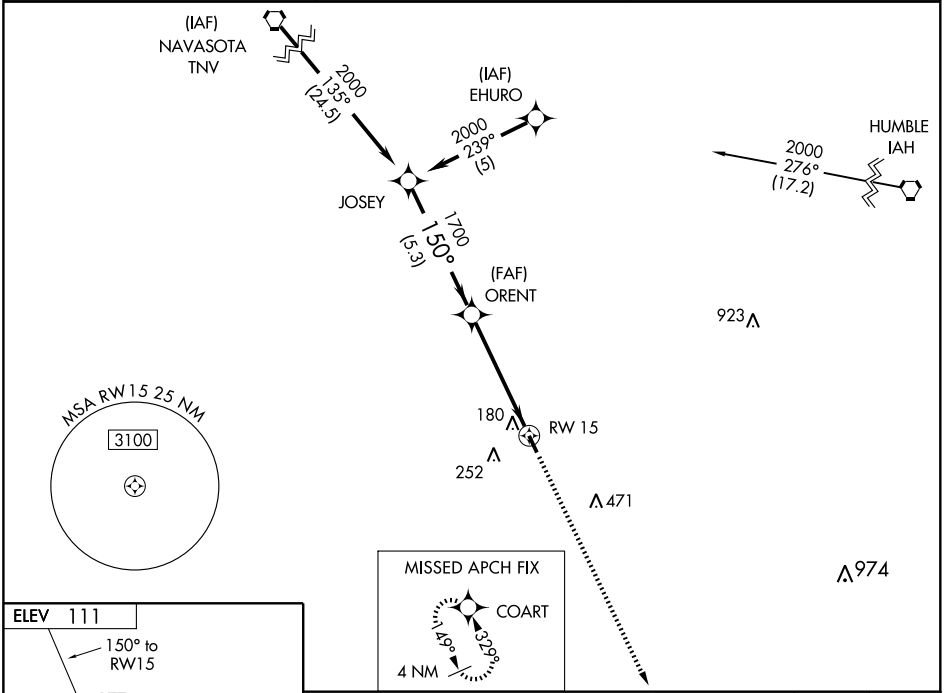
RNAV (GPS) RWY 15

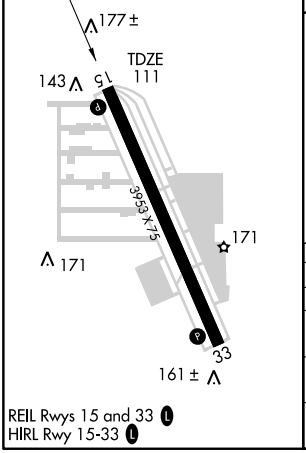
HOUSTON/ WEST HOUSTON (IWS)

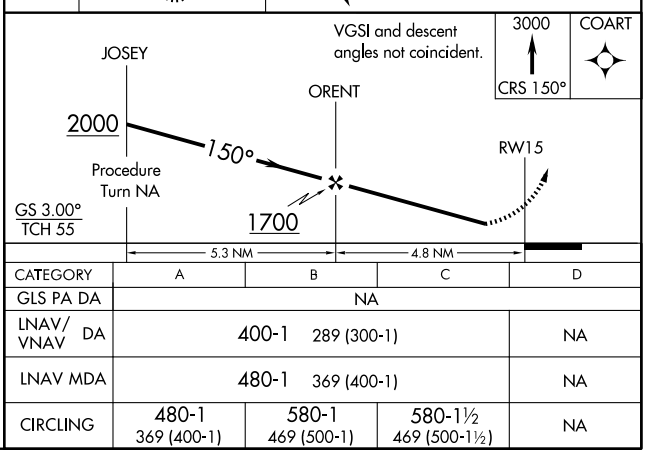
BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/ Houston altimeter setting and increase all MDAs 60 feet and CAT C visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 via 150° course to COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	480-1 369 (400-1)			NA
CIRCLING	480-1 369 (400-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

RNAV (GPS) Y RWY 33

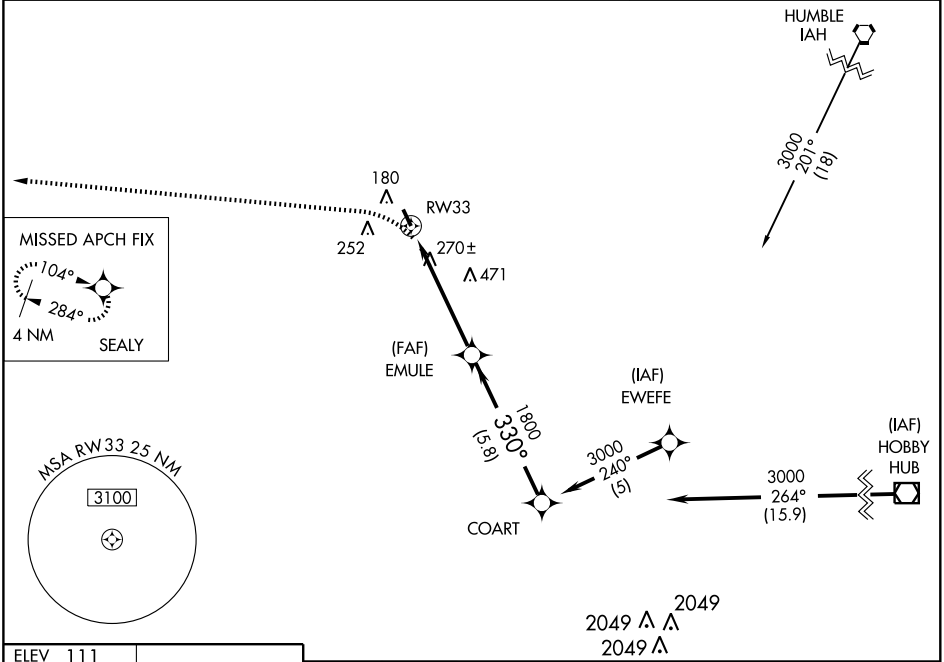
HOUSTON/ WEST HOUSTON (IWS)

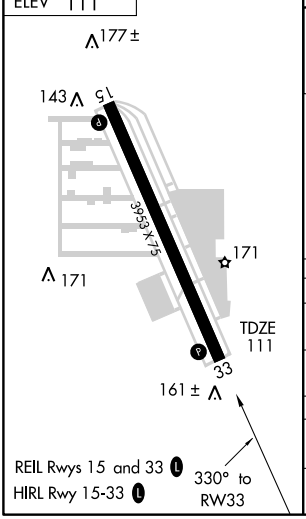
Obtain local altimter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

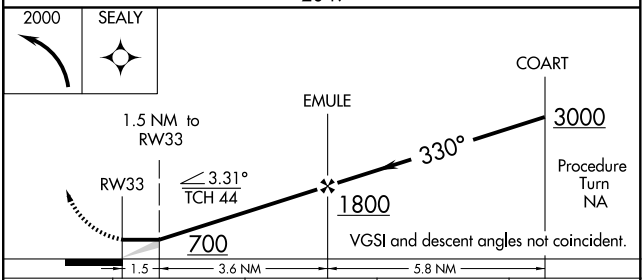
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 469 (500-1)		580-1¼ 469 (500-1¼)	NA
CIRCLING	580-1 469 (500-1)		620-1½ 509 (600-1½)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
LNAV MDA	620-1 509 (600-1)		620-1½ 509 (600-1½)	NA
CIRCLING	620-1 509 (600-1)		680-1½ 569 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

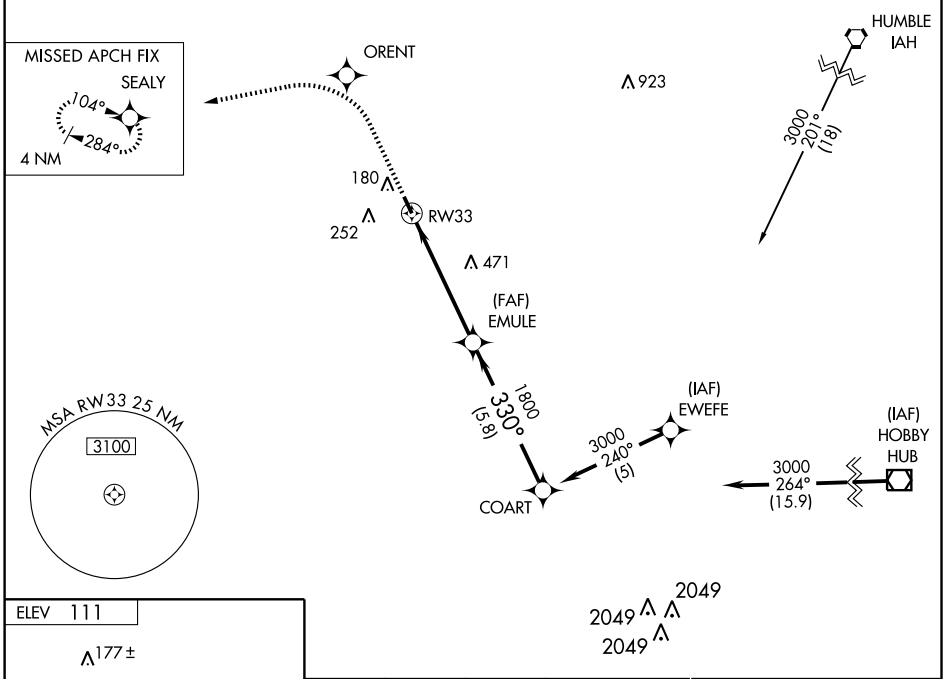
RNAV (GPS) Z RWY 33

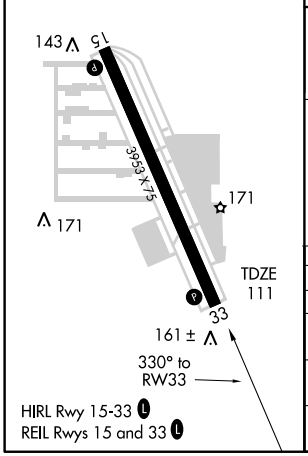
HOUSTON/ WEST HOUSTON (IWS)

BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting. Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 60 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 via 330° course to ORENT, then via 254° course to SEALY and hold.

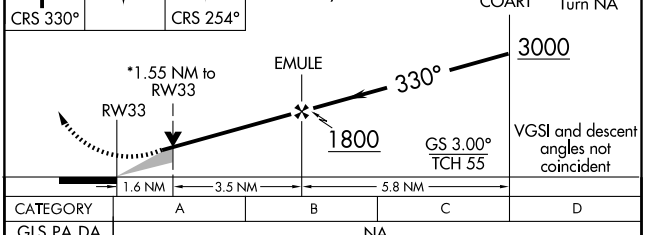
HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





2000	ORENT	SEALY
CRS 330°		CRS 254°

* VDP NA with George Bush Intercontinental/Houston altimeter setting. LNAV only.



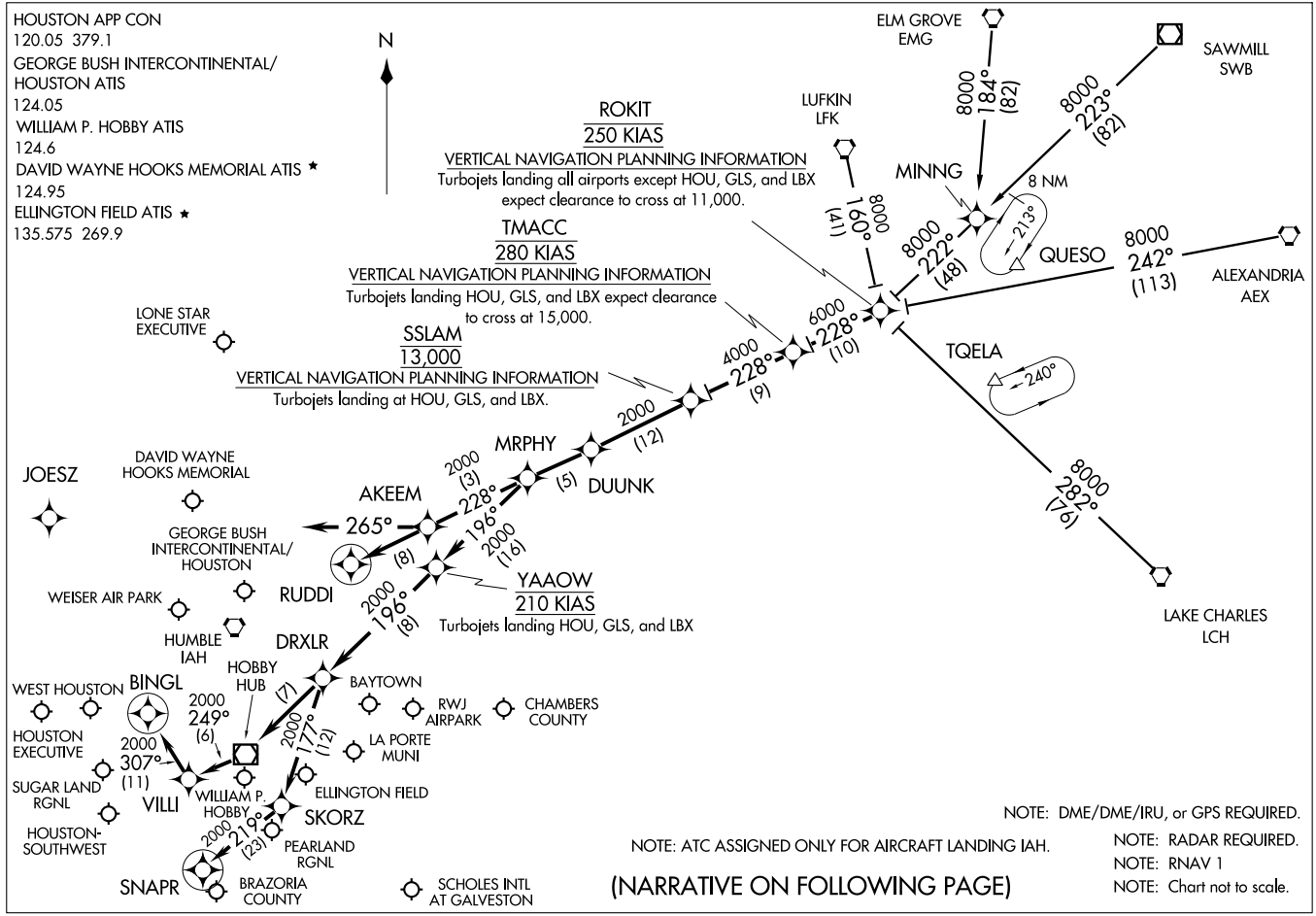
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	640-1 529 (600-1)		640-1½ 529 (600-1½)	NA
CIRCLING	640-1 529 (600-1)		640-1½ 529 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

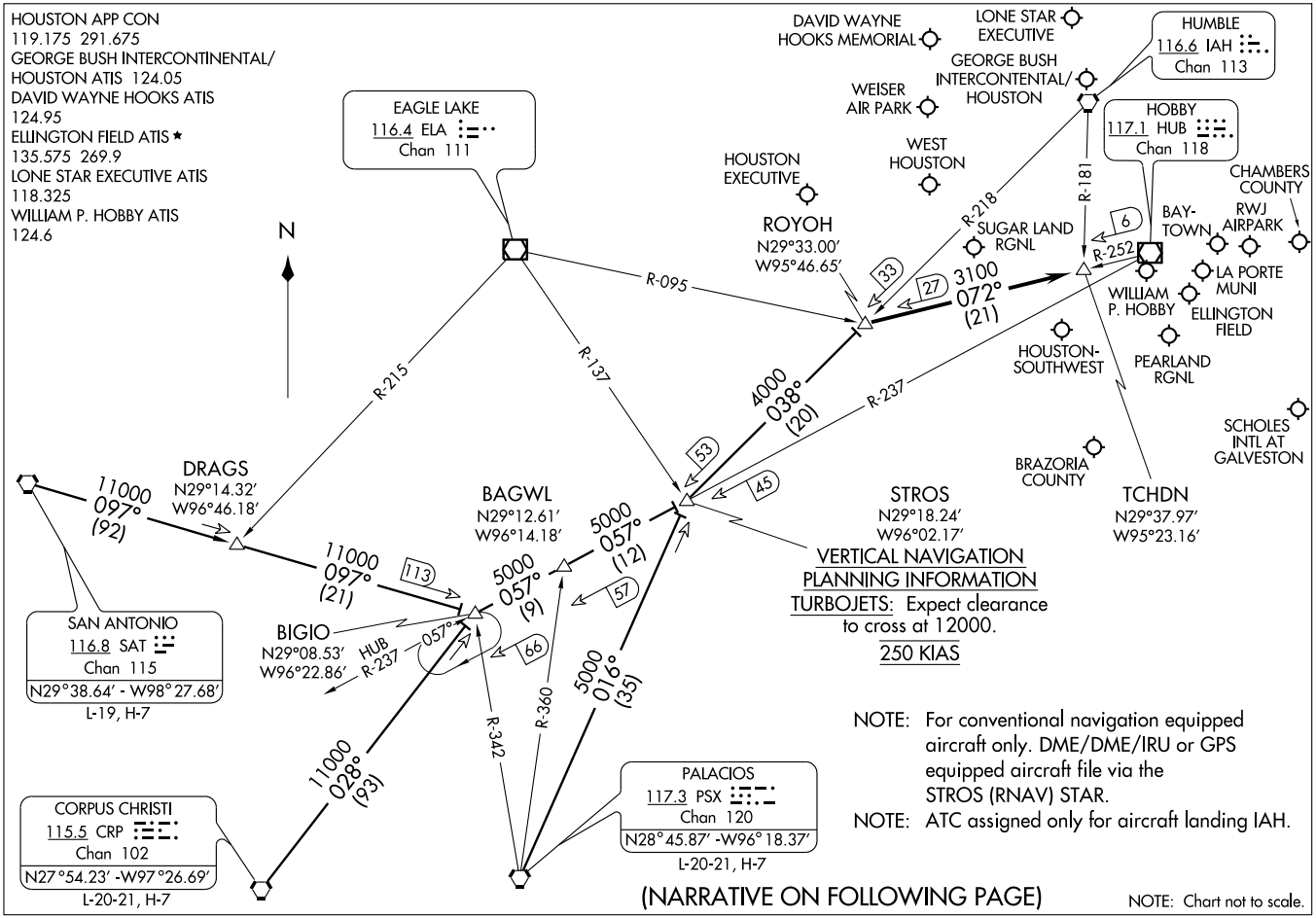
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/ WEST HOUSTON (IWS)

HOUSTON, TEXAS

SABINE PASS TWO DEPARTURE (RNAV)

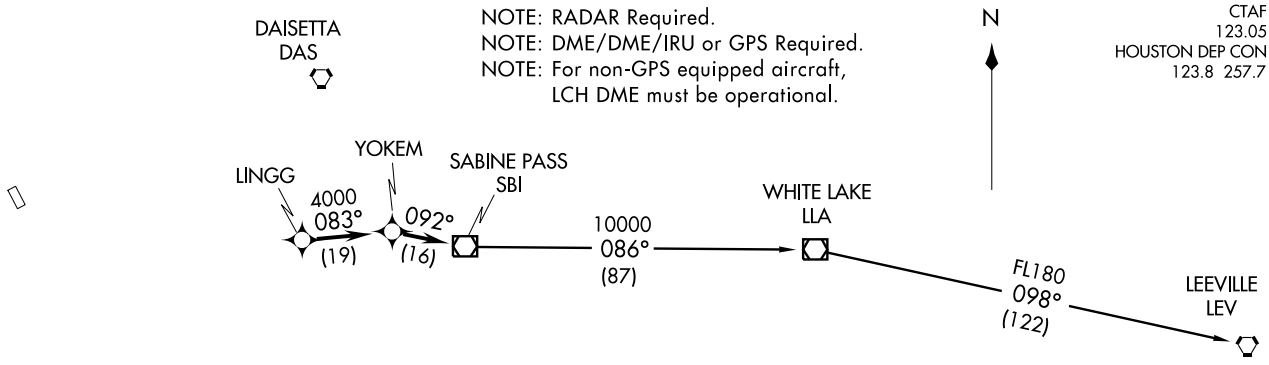
(SBI2.SBI) 10210

HOUSTON/ WEST HOUSTON (IWS)

HOUSTON, TEXAS

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

CLNC DEL 121.15
CTAF 123.05
HOUSTON DEP CON 123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard

NOTE: Chart not to scale.

SL-6079 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

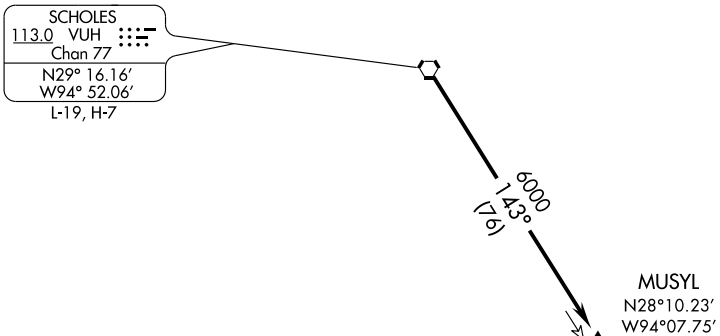
TAKE-OFF OBSTACLES:

Rwy 15: Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

Rwy 33: Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL

TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC IAH	APP CRS	Rwy Idg	NA
116.6	239°	TDZE	NA
Chan 113		Apt Elev	111

VOR-D

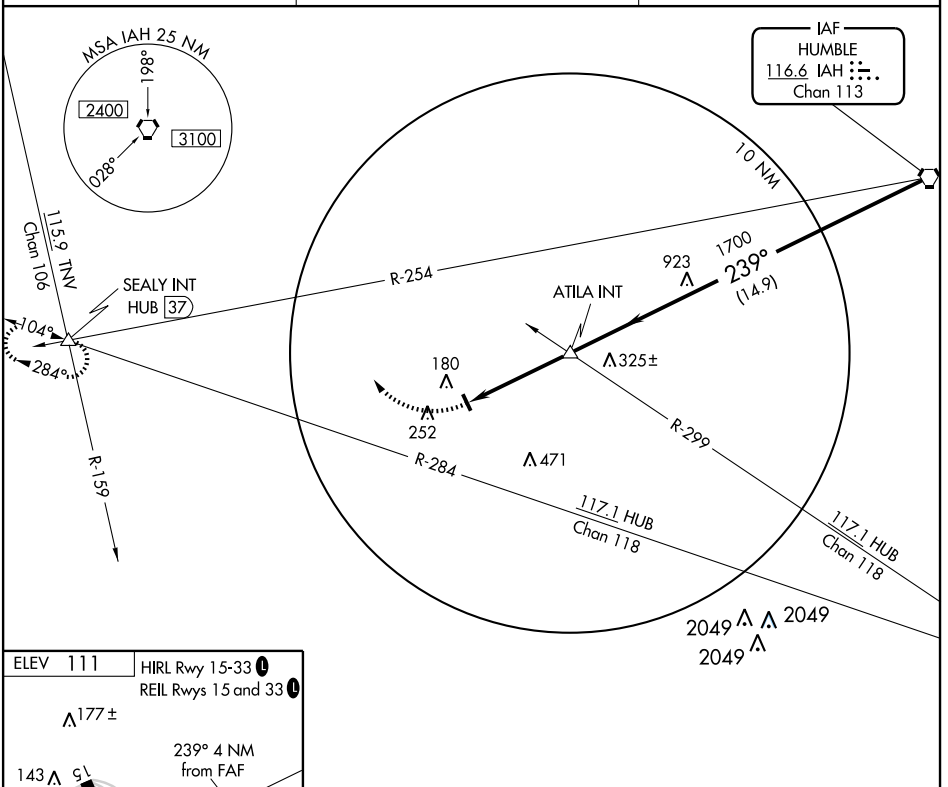
HOUSTON/ WEST HOUSTON (IWS)

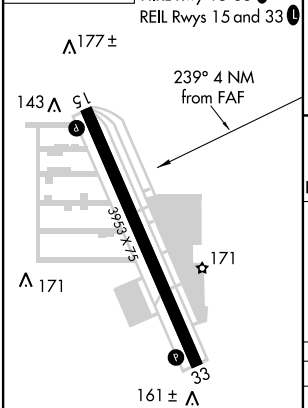
T
NA

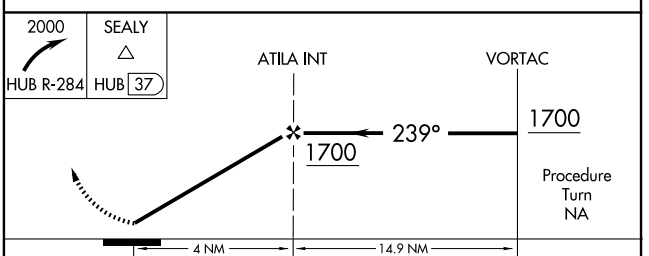
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via HUB VOR/DME R-284 to SEALY INT/HUB 37 DME and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-1 429 (500-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING				
CIRCLING	600-1 489 (500-1)		600-1½ 489 (500-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	150°	TDZE	111
Chan 113		Apt Elev	111

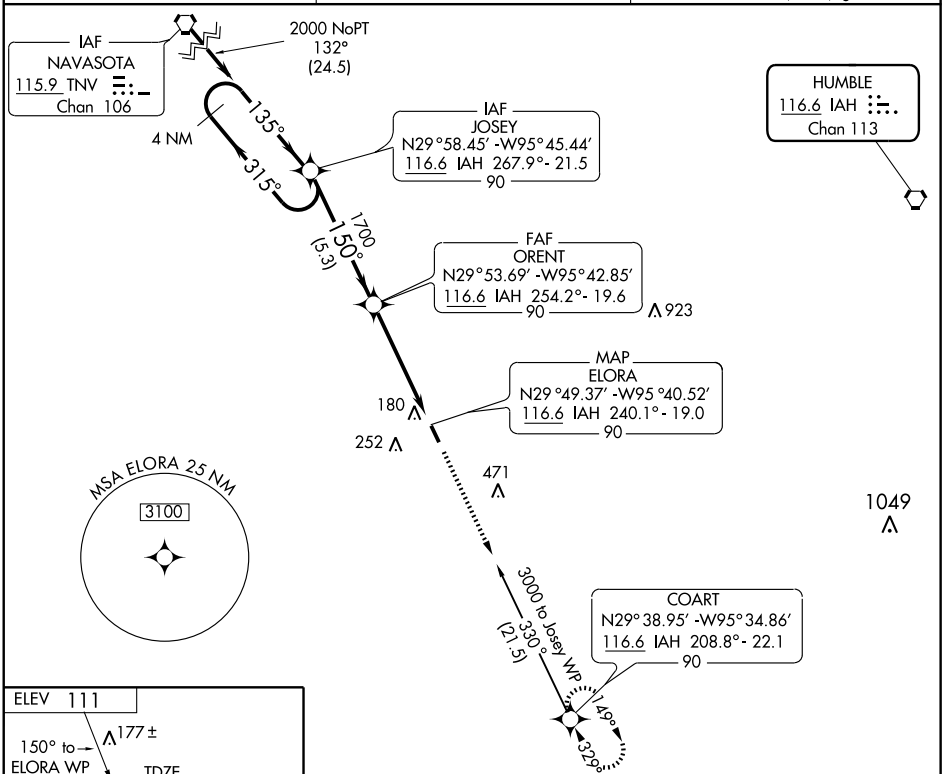
VOR/DME RNAV RWY 15

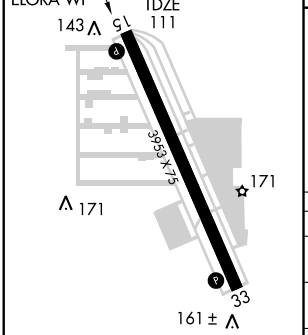
HOUSTON/ WEST HOUSTON (IWS)

T NA Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

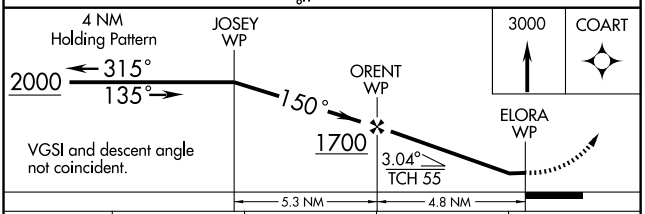
MISSED APPROACH: Climb to 3000 direct COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwys 15-33 L



CATEGORY	A	B	C	D
S-15	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-15	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA
CIRCLING	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC IAH 116.6 Chan 113	APP CRS 330°	Rwy Idg 3953 TDZE 111 Apt Elev 111

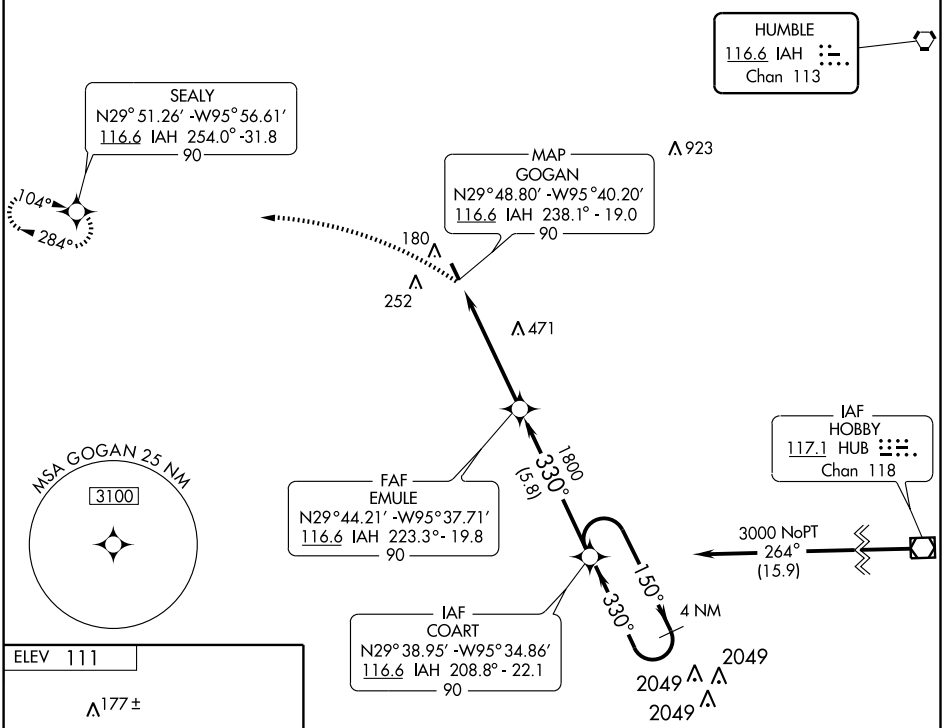
VOR/DME RNAV RWY 33

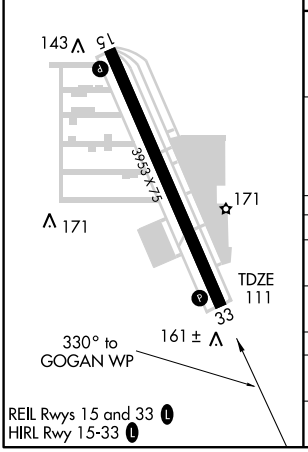
HOUSTON/ WEST HOUSTON (IWS)

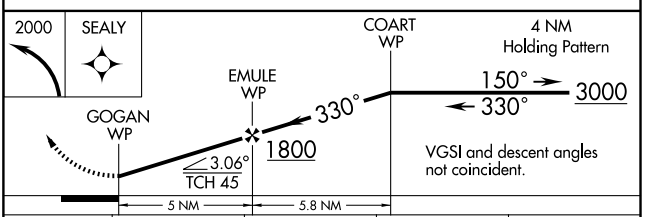
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-33	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
CIRCLING	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-33	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

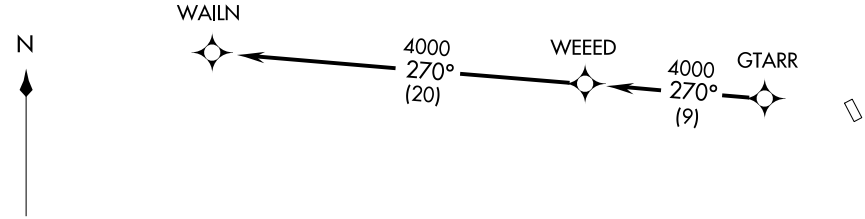
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CLNC DEL 121.15
CTAF 123.05
HOUSTON DEP CON 123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 15, 33, ATC climb gradient 213' per NM to 4000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.
Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-6079 (FAA)
HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

PEARLAND RGNL (LVJ) 17 S UTC−6(−5DT) N29°31.28′ W95°14.53′ **HOUSTON**
44 B S4 **FUEL** 100LL, JET A TPA—1044(1000) NOTAM FILE LVJ **COPTER**
RWY 14–32: H4313X75 (ASPH) S–8 MIRL **L–19E, 21A, GOMW**
RWY 14: REIL. Trees. **RWY 32:** REIL. Tree. **IAP**

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1800–2300Z‡. Lgtd oil derrick 116′ AGL, .65 NM southeast of arpt. Rwy 14 25′ lgtd poles in trees 520′ from thld. Banner towing SR–SS.

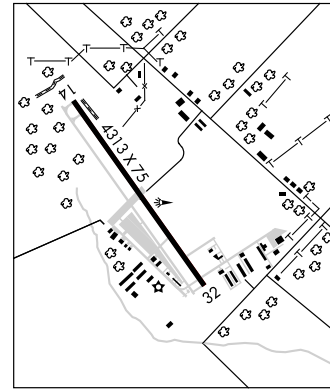
WEATHER DATA SOURCES: ASOS 118.525 (281) 992–1853.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON APP/DEP CON** 134.45 **CLNC DEL** 124.0

RADIO AIDS TO NAVIGATION: NOTAM FILE GLS.

SCHOLES (L) VORTACW 113.0 VUH Chan 77 N29°16.16′ W94°52.06′ 302° 24.8 NM to fld. 4/6E. Unmonitored.



SUGAR LAND RGNL (SGR) 17 SW UTC−6(−5DT) N29°37.34′ W95°39.39′ **HOUSTON**
82 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—(See Remarks) NOTAM FILE SGR **COPTER**
RWY 17–35: H8000X100 (CONC) S–80, D–120, 2S–152, 2D–200, 2D/2D2–600 HIRL **H–7C, L–19D, 21A, GOMW**
RWY 17: REIL. PAPI(P2R)—GA 3.5° TCH 52′. Thld dsplcd 380′. Trees. **IAP, AD**
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 1984′. Road.

AIRPORT REMARKS: Attended 1100–0500Z‡. 100LL avbl 24 hrs self serve. For JET A fuel after hrs call 281–275–2400 before 0500Z‡. Birds on and in vicinity of arpt. Nitrogen avbl during business hrs. Ramp fee for civil acft waived with fuel purchase. No touch and go landings nighttime. No intersection departures for multi-engine acft. Noise abatement procedure: Noise sensitive areas, information avbl at terminal. TPA—1000(918) single engine piston acft, TPA–1500(1418) for twin and turbojet acft, TPA–500(418) for helicopters within 2 NM. ACTIVATE HIRL Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.125 (281) 242–7605.

COMMUNICATIONS: CTAF 118.65 **UNICOM** 122.95

Ⓡ **HOUSTON APP/DEP CON** 123.8 **CLNC DEL** 119.25 (When twr clsd)
SUGAR LAND TOWER 118.65 (1200–0400Z‡) **CLNC DEL** 121.4
GND CON 121.4

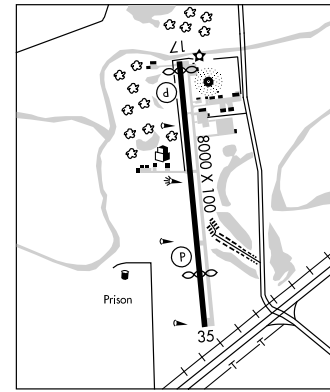
AIRSPACE: CLASS D 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.

HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 259° 20.0 NM to fld. 82/5E.

HULL NDB (HW) 388 SGR N29°37.95′ W95°39.36′ at fld. NOTAM FILE SGR.

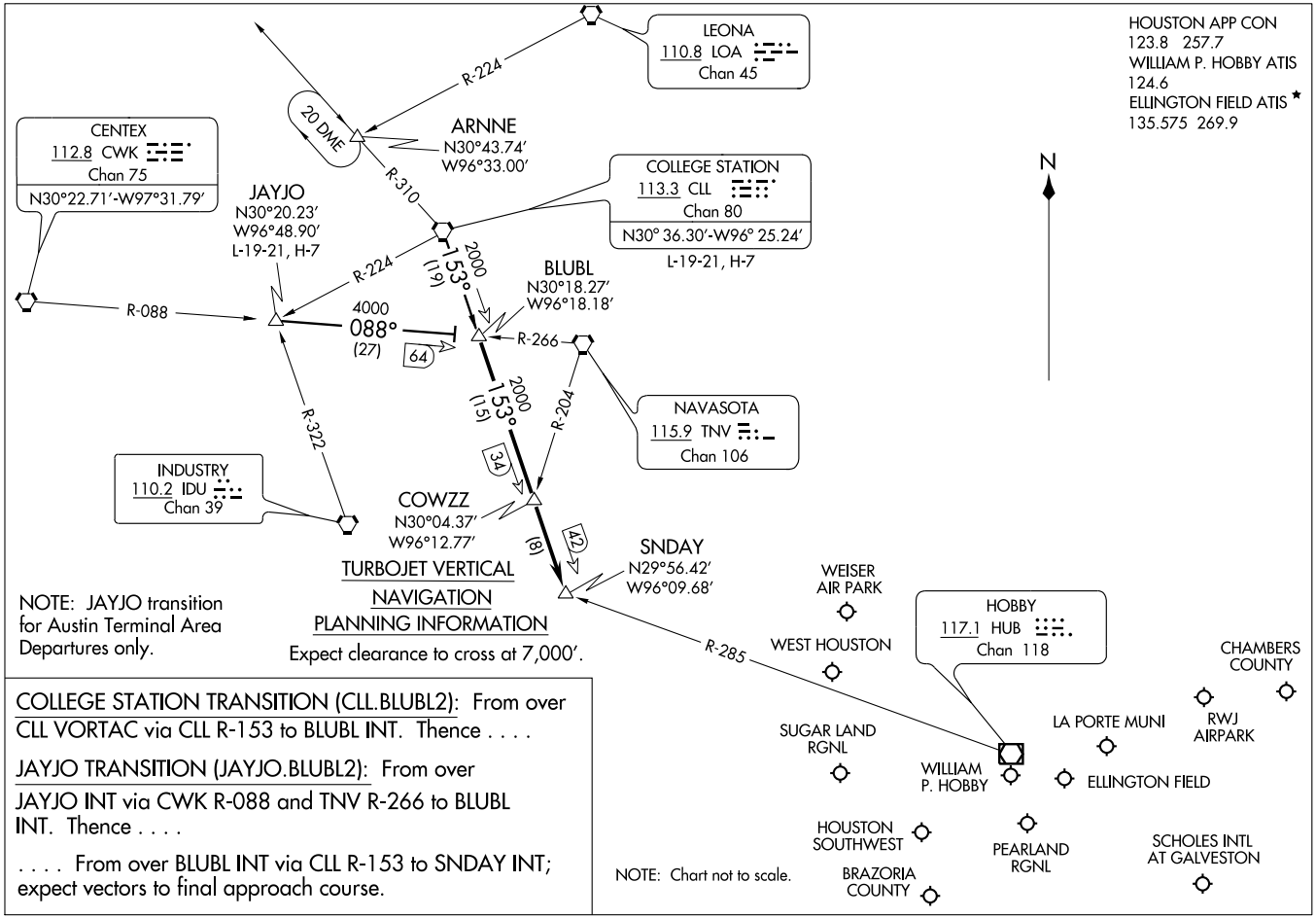
ILS/DME 110.7 I–TXH Chan 44 Rwy 35.



07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

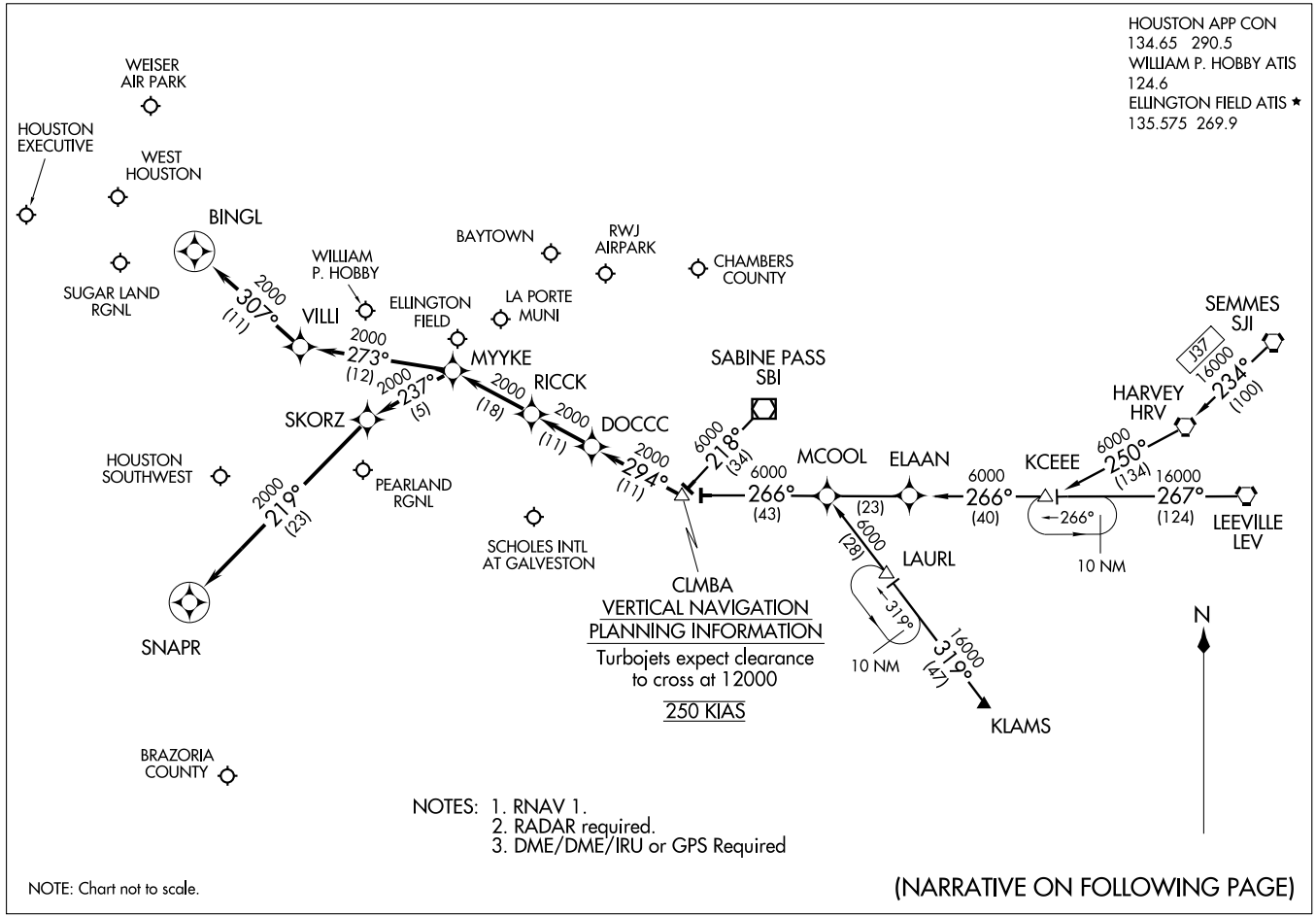
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

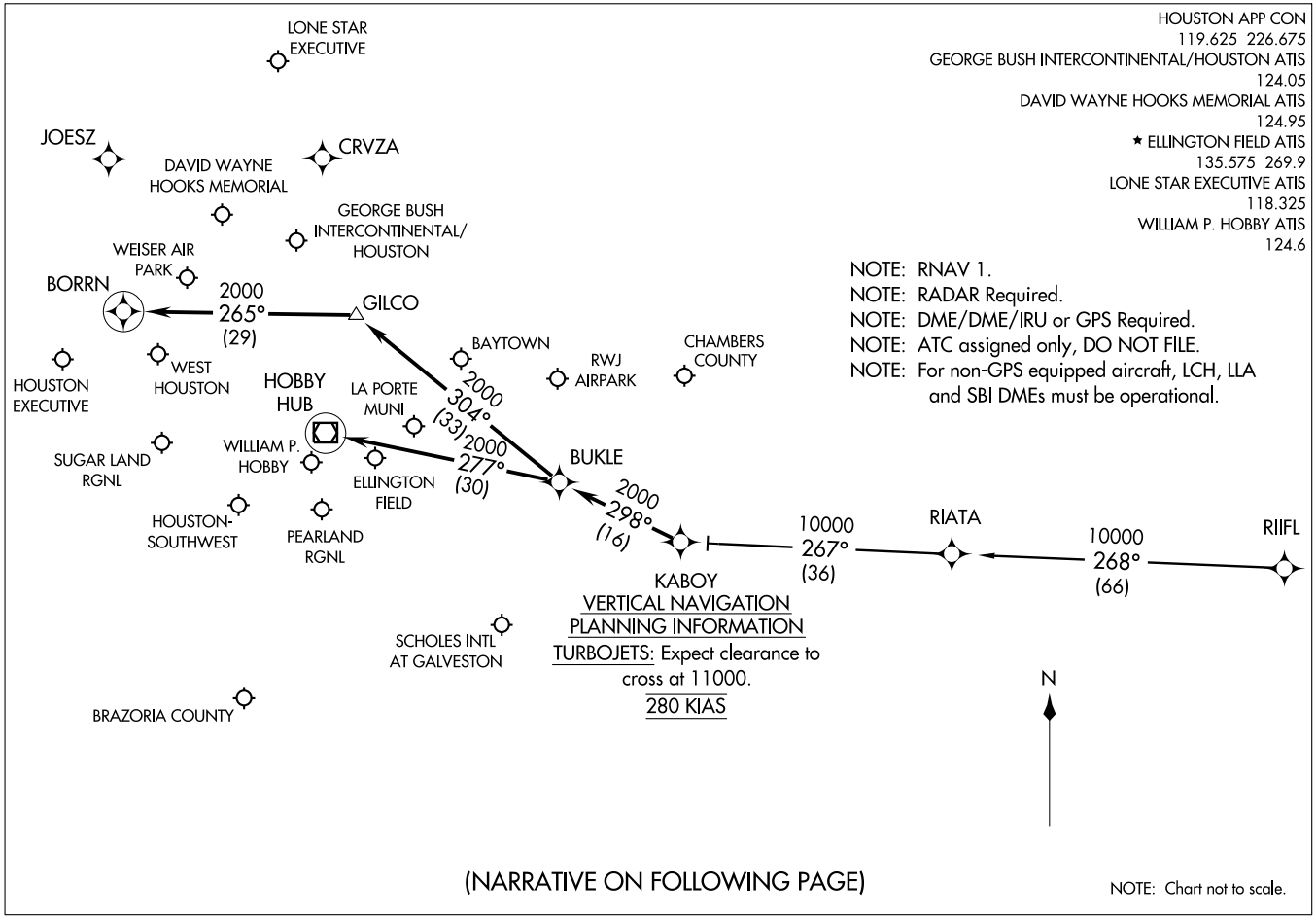
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

APP CRS	Rwy Idg	4313
309°	TDZE	43
	Apt Elev	44

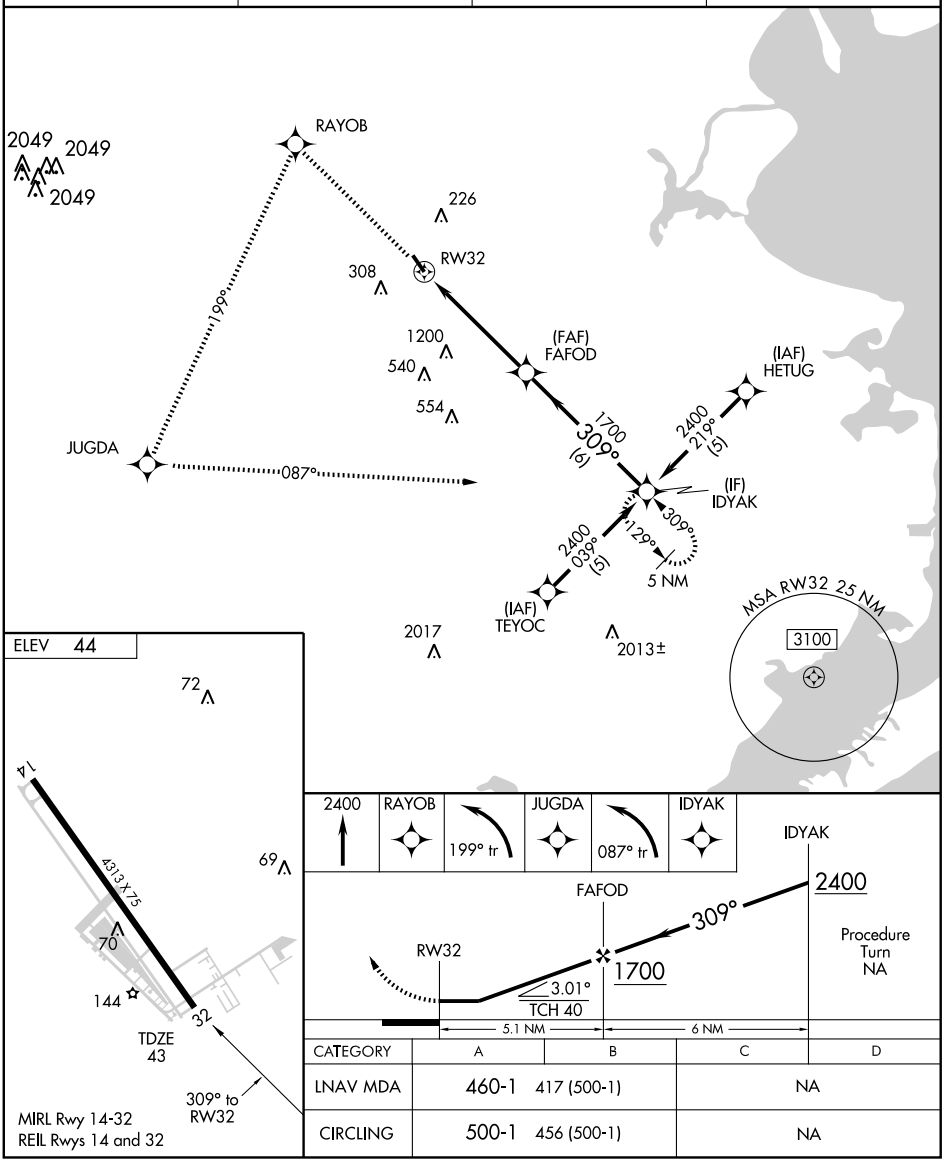
RNAV (GPS) RWY 32

HOUSTON/ PEARLAND RGNL (LVJ)

If local altimeter setting not received, use Houston/ William P. Hobby altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct RAYOB and left turn via 199° track to JUGDA and left turn via 087° track to IDYAK and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	NA	
CIRCLING	500-1	456 (500-1)	NA	

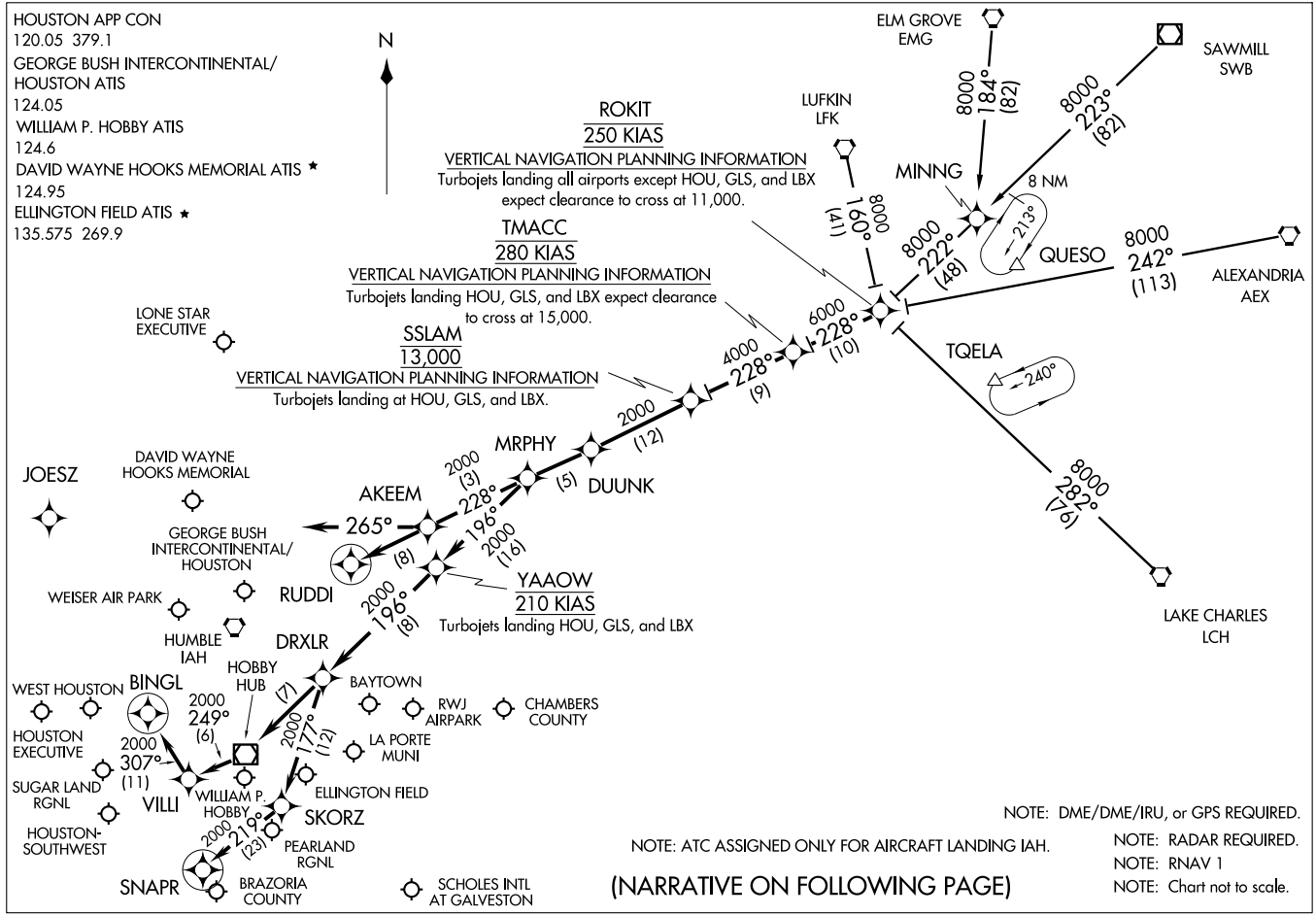
SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

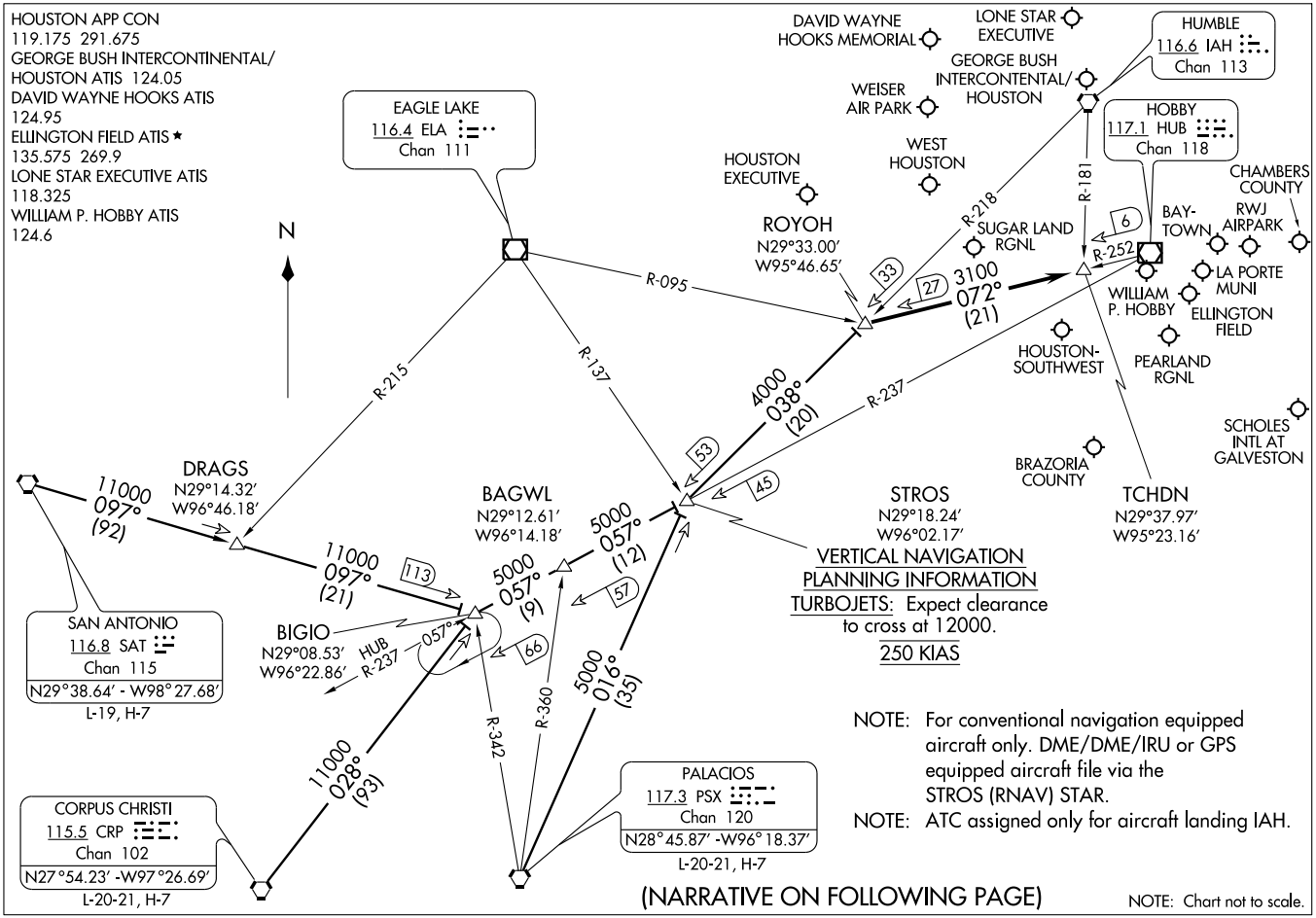
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME MHF	APP CRS	Rwy Idg	N/A
113.6	260°	TDZE	N/A
Chan 83		Apt Elev	44

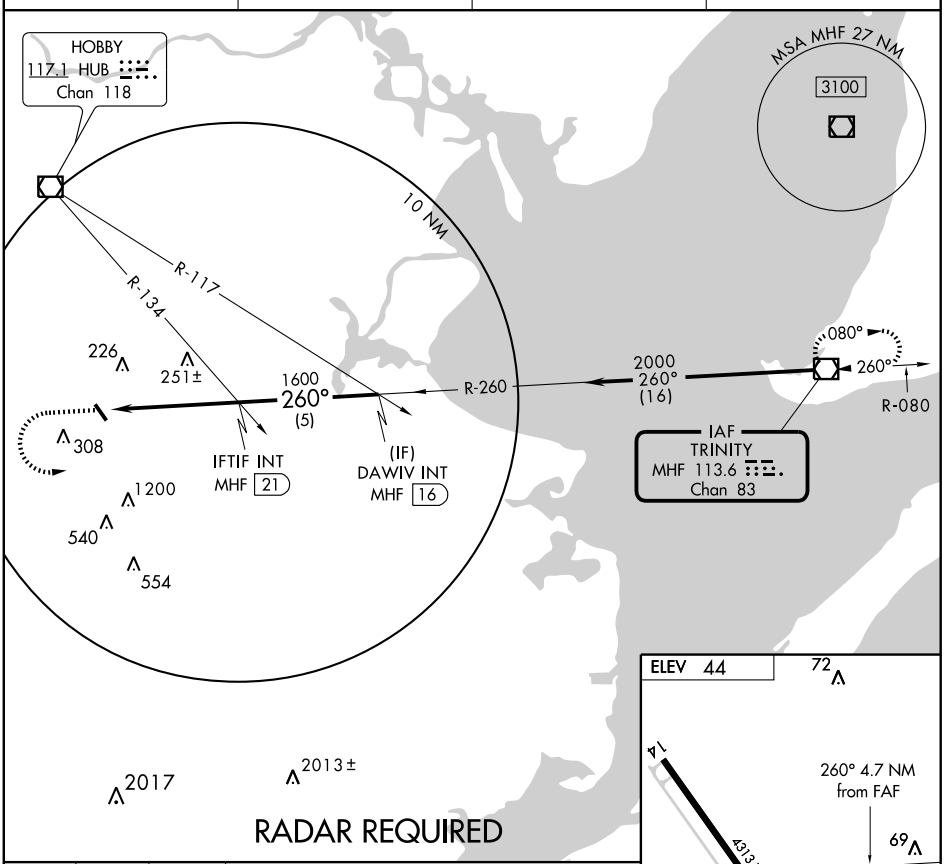
VOR-B

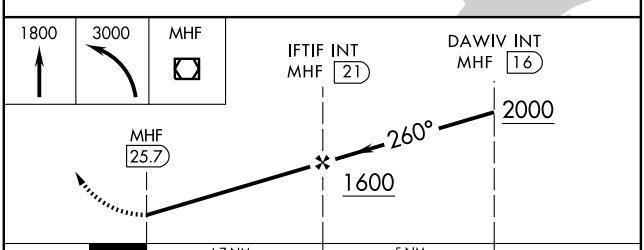
HOUSTON/ PEARLAND RGNL (LVJ)

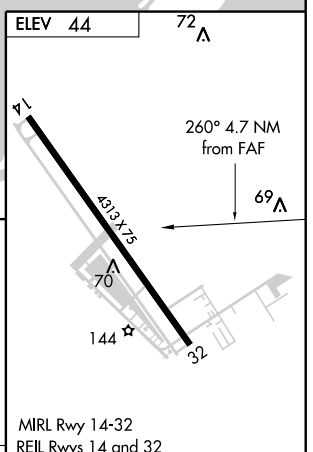
If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct MHF VOR/DME and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)





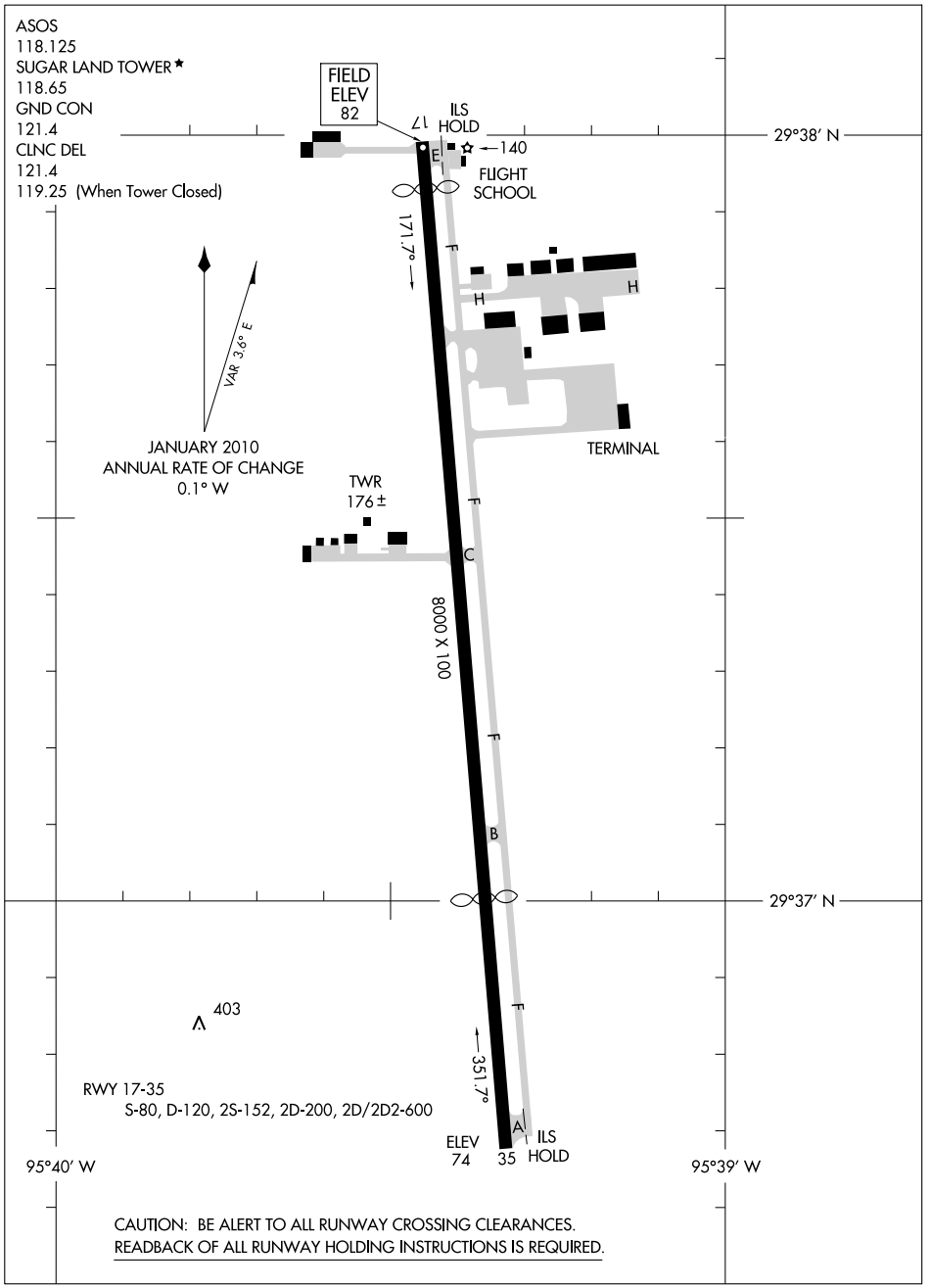


CATEGORY	A	B	C	D
CIRCLING	520-1 476 (500-1)	520-1¼ 476 (500-1¼)	NA	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010



SC-5, 26 AUG 2010 to 23 SEP 2010

PEARLAND RGNL (LVJ) 17 S UTC−6(−5DT) N29°31.28′ W95°14.53′ **HOUSTON**
44 B S4 **FUEL** 100LL, JET A TPA—1044(1000) NOTAM FILE LVJ **COPTER**
RWY 14–32: H4313X75 (ASPH) S–8 MIRL **L–19E, 21A, GOMW**
RWY 14: REIL. Trees. **RWY 32:** REIL. Tree. **IAP**

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1800–2300Z‡. Lgtd oil derrick 116′ AGL, .65 NM southeast of arpt. Rwy 14 25′ lgtd poles in trees 520′ from thld. Banner towing SR–SS.

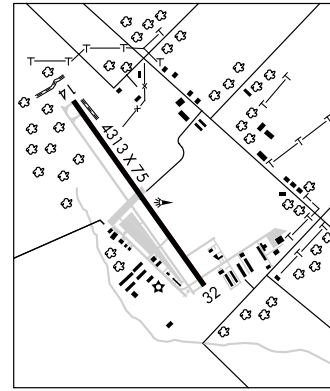
WEATHER DATA SOURCES: ASOS 118.525 (281) 992–1853.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON APP/DEP CON** 134.45 **CLNC DEL** 124.0

RADIO AIDS TO NAVIGATION: NOTAM FILE GLS.

SCHOLES (L) VORTACW 113.0 VUH Chan 77 N29°16.16′ W94°52.06′ 302° 24.8 NM to fld. 4/6E. Unmonitored.



SUGAR LAND RGNL (SGR) 17 SW UTC−6(−5DT) N29°37.34′ W95°39.39′ **HOUSTON**
82 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—(See Remarks) NOTAM FILE SGR **COPTER**
RWY 17–35: H8000X100 (CONC) S–80, D–120, 2S–152, 2D–200, 2D/2D2–600 HIRL **H–7C, L–19D, 21A, GOMW**
RWY 17: REIL. PAPI(P2R)—GA 3.5° TCH 52′. Thld dsplcd 380′. Trees. **IAP, AD**
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 1984′. Road.

AIRPORT REMARKS: Attended 1100–0500Z‡. 100LL avbl 24 hrs self serve. For JET A fuel after hrs call 281–275–2400 before 0500Z‡. Birds on and in vicinity of arpt. Nitrogen avbl during business hrs. Ramp fee for civil acft waived with fuel purchase. No touch and go landings nighttime. No intersection departures for multi-engine acft. Noise abatement procedure: Noise sensitive areas, information avbl at terminal. TPA—1000(918) single engine piston acft, TPA–1500(1418) for twin and turbojet acft, TPA–500(418) for helicopters within 2 NM. ACTIVATE HIRL Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.125 (281) 242–7605.

COMMUNICATIONS: CTAF 118.65 **UNICOM** 122.95

Ⓡ **HOUSTON APP/DEP CON** 123.8 **CLNC DEL** 119.25 (When twr clsd)
SUGAR LAND TOWER 118.65 (1200–0400Z‡) **CLNC DEL** 121.4
GND CON 121.4

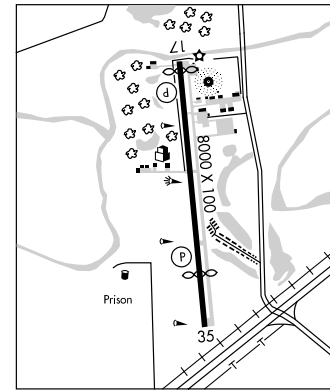
AIRSPACE: CLASS D 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.

HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 259° 20.0 NM to fld. 82/5E.

HULL NDB (HW) 388 SGR N29°37.95′ W95°39.36′ at fld. NOTAM FILE SGR.

ILS/DME 110.7 I–TXH Chan 44 Rwy 35.



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
GND CON
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212 R-265 V212 J50 R-266 J50 R-273 R-277

49 (49) 65 R-264

4000
*2000
085°
(115)

FL190
094°
(92)

FL190
094°
(95)

R-082 16

082°
(49)

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43 (111) R-325 R-299

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

J29 32 028° (23) R-254

9 R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(AEX5.AEX) 10210

ALEXANDRIA FIVE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111'MSL.

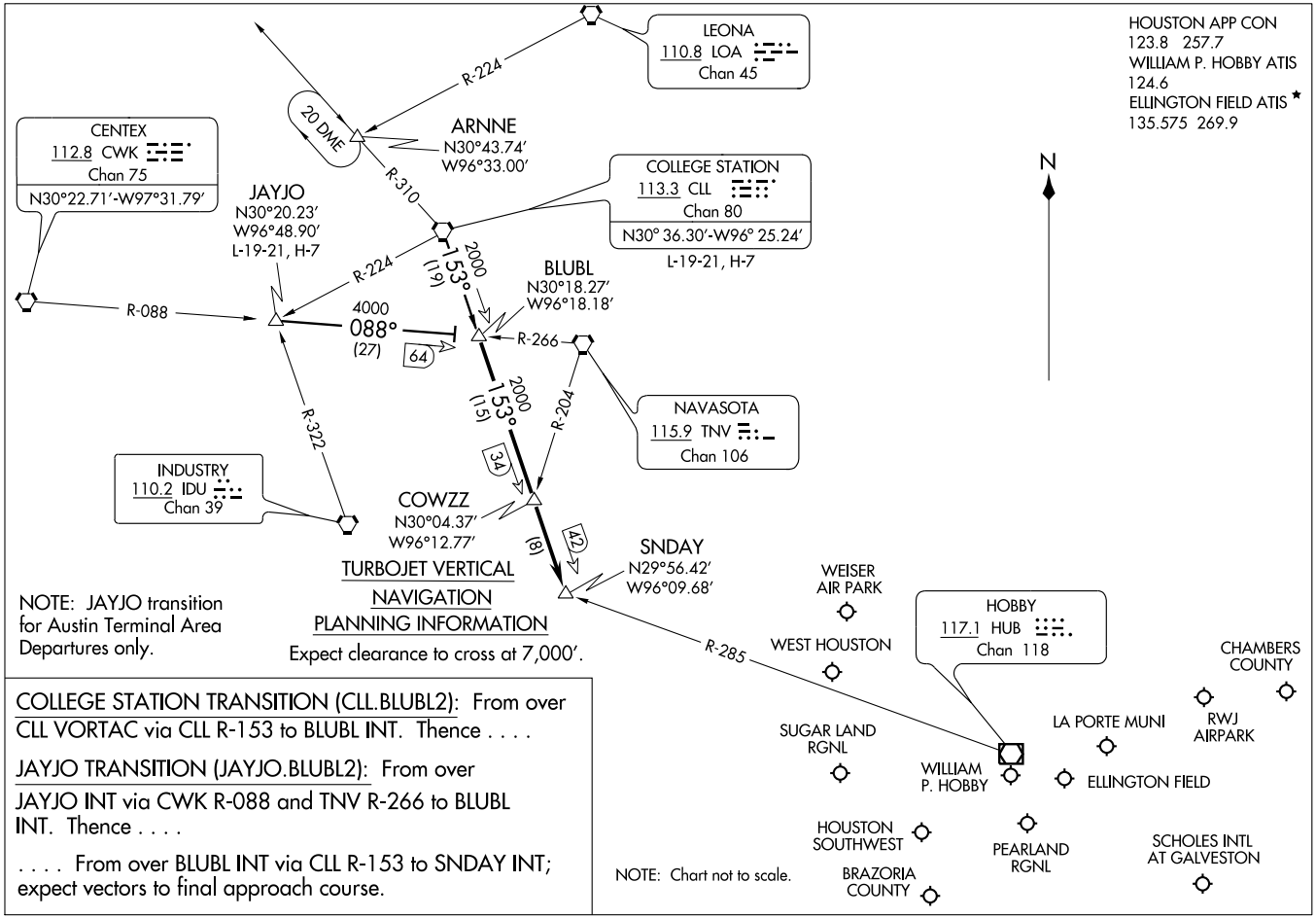
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerlline, up to 81' AGL/ 164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

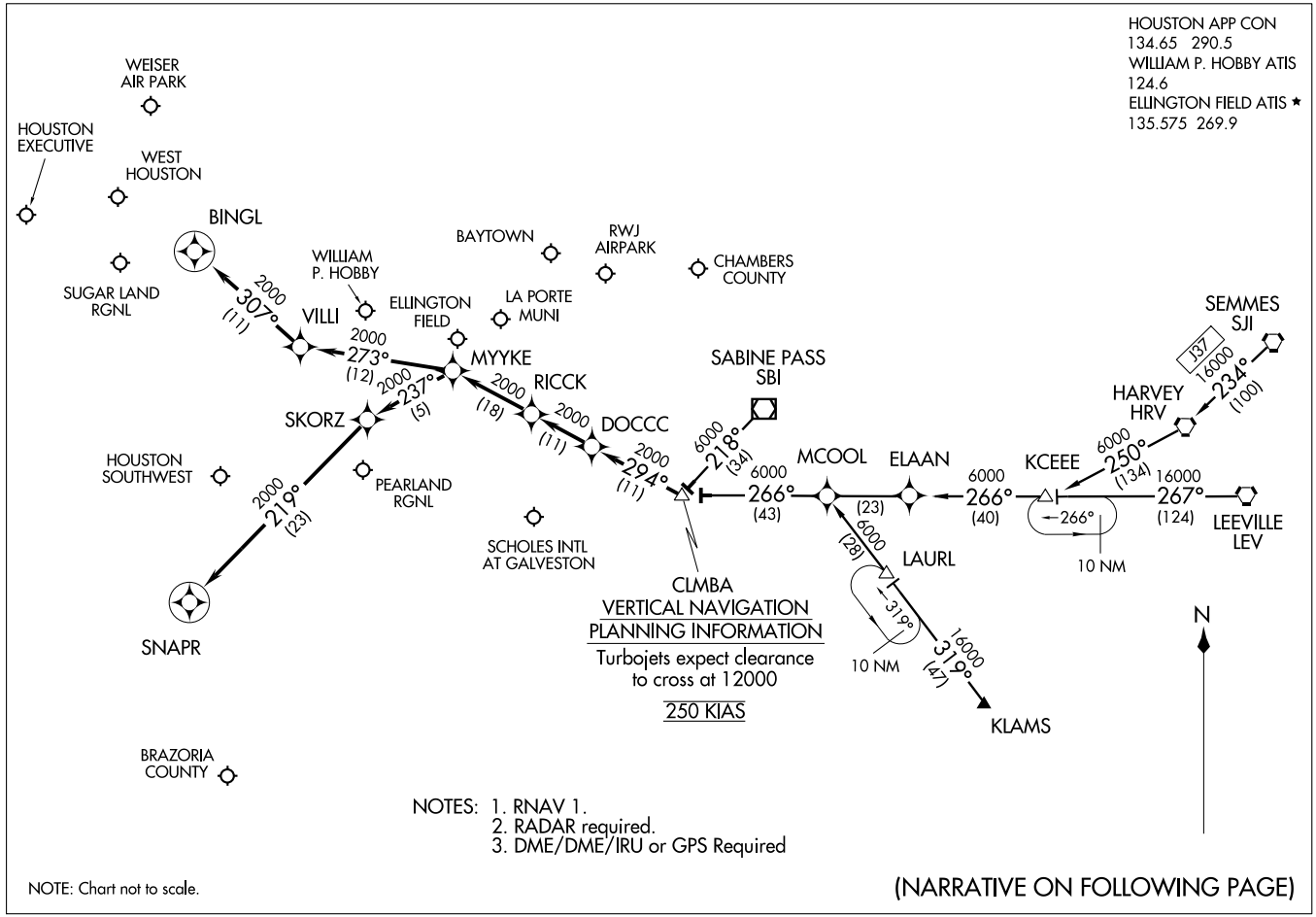
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

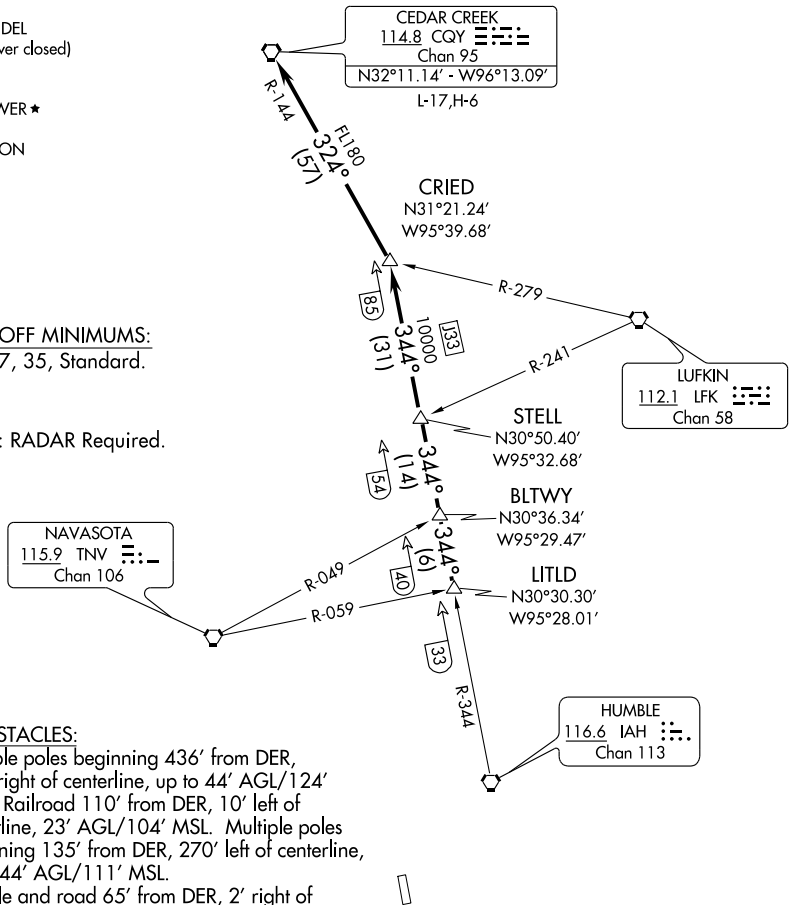
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: RADAR Required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

95
(7)

ENJOY
N31°16.73′
W94°19.82′

88

MUSIQ
N30°33.16′
W94°53.53′

VELCO
N31°10.67′
W94°24.55′

028° (45)

DARTR
N30°24.19′
W95°00.41′

43
(11)

R-325

RAECN
N30°05.08′
W95°14.95′

32

4000
028° (23)

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

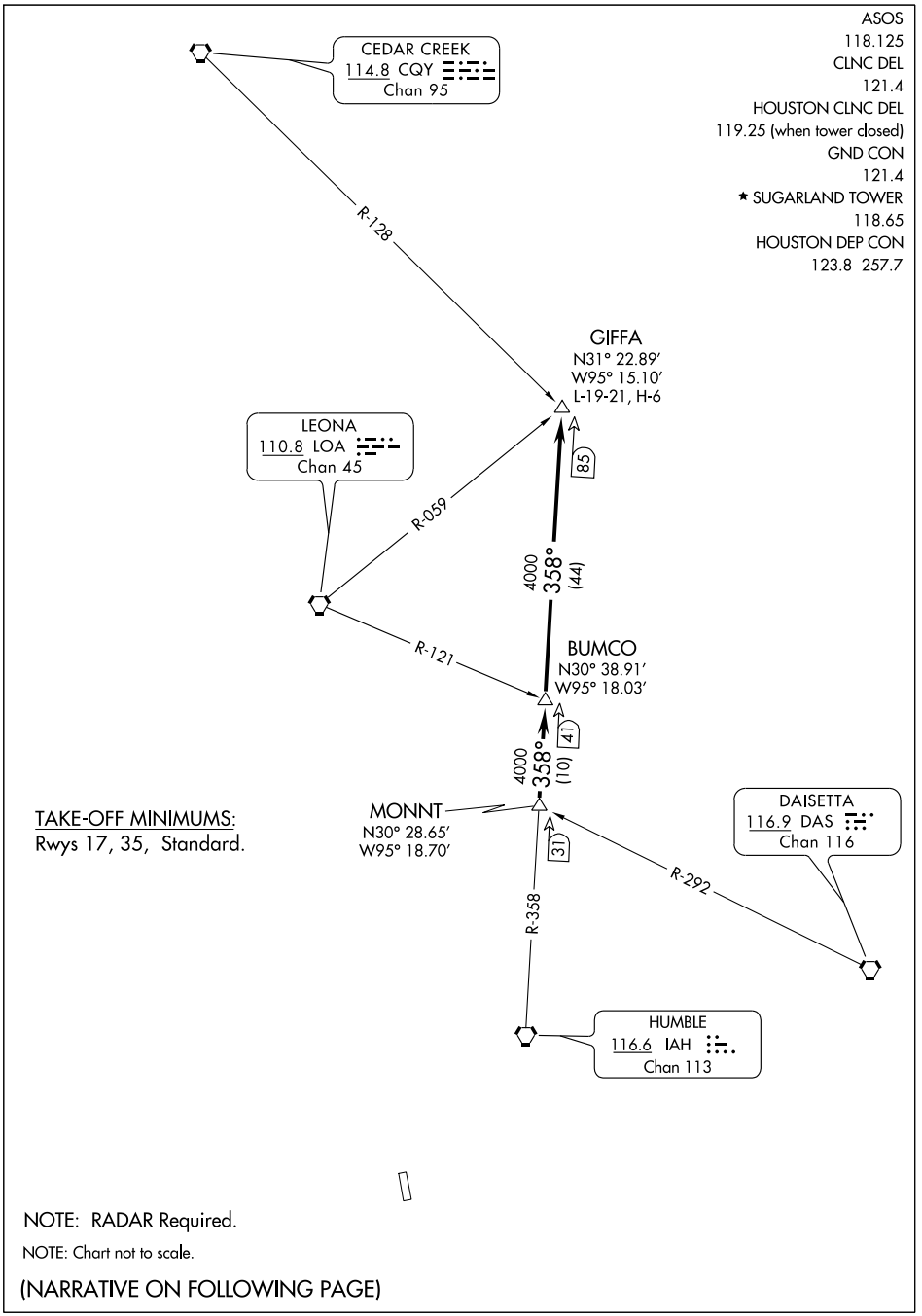
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC I-TXH 110.7 Chan 44	APP CRS 350°	Rwy Idg 6016 TDZE 79 Apt Elev 82

ILS RWY 35

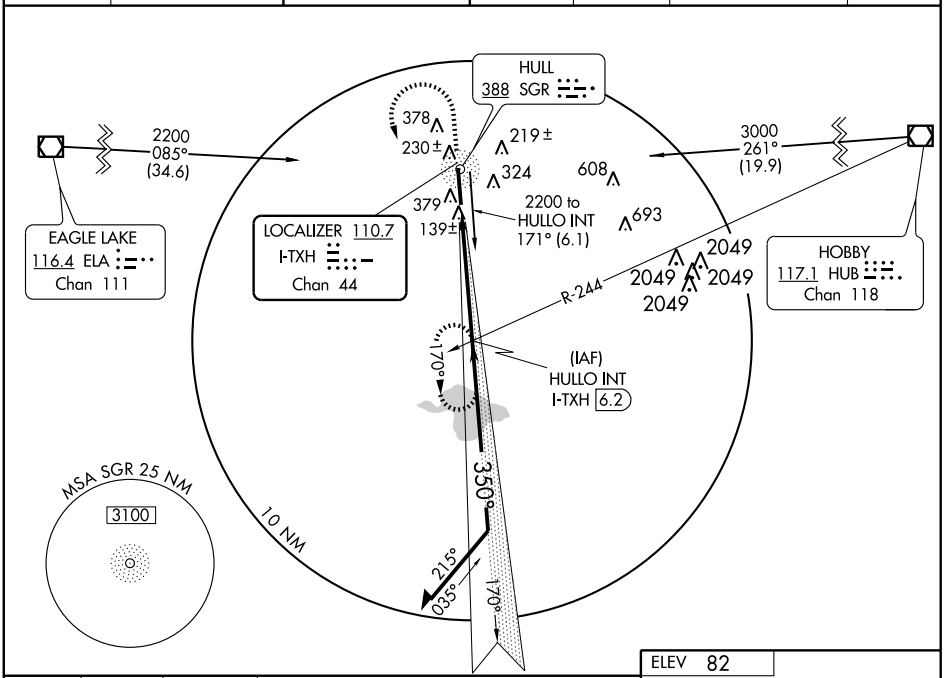
HOUSTON/ SUGAR LAND RGNL (SGR)

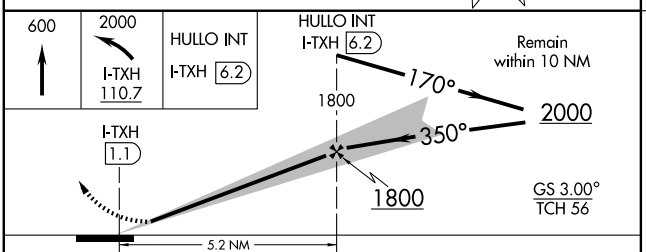
When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

NA

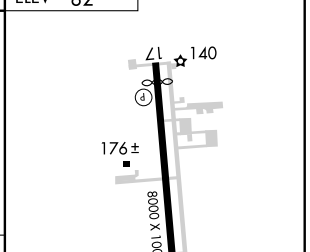
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via I-TXH south course to HULLO Int/I-TXH 6.2 DME and hold.

ASOS 118.125	HOUSTON APP CON 123.8 257.7	SUGAR LAND TOWER★ 118.65 (CTAF) L	GND CON 121.4	CLNC DEL 121.4	HOUSTON CLNC DEL 119.25 (When tower closed)	UNICOM 122.95





CATEGORY	A	B	C	D
S-ILS 35	279-¾ 200 (200-¾)			
S-LOC 35	400-1 321 (400-1)			
CIRCLING	720-1 638 (700-1)		720-2 638 (700-2)	
HOUSTON, TX (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
S-ILS 35	330-¾ 251 (300-¾)			
S-LOC 35	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

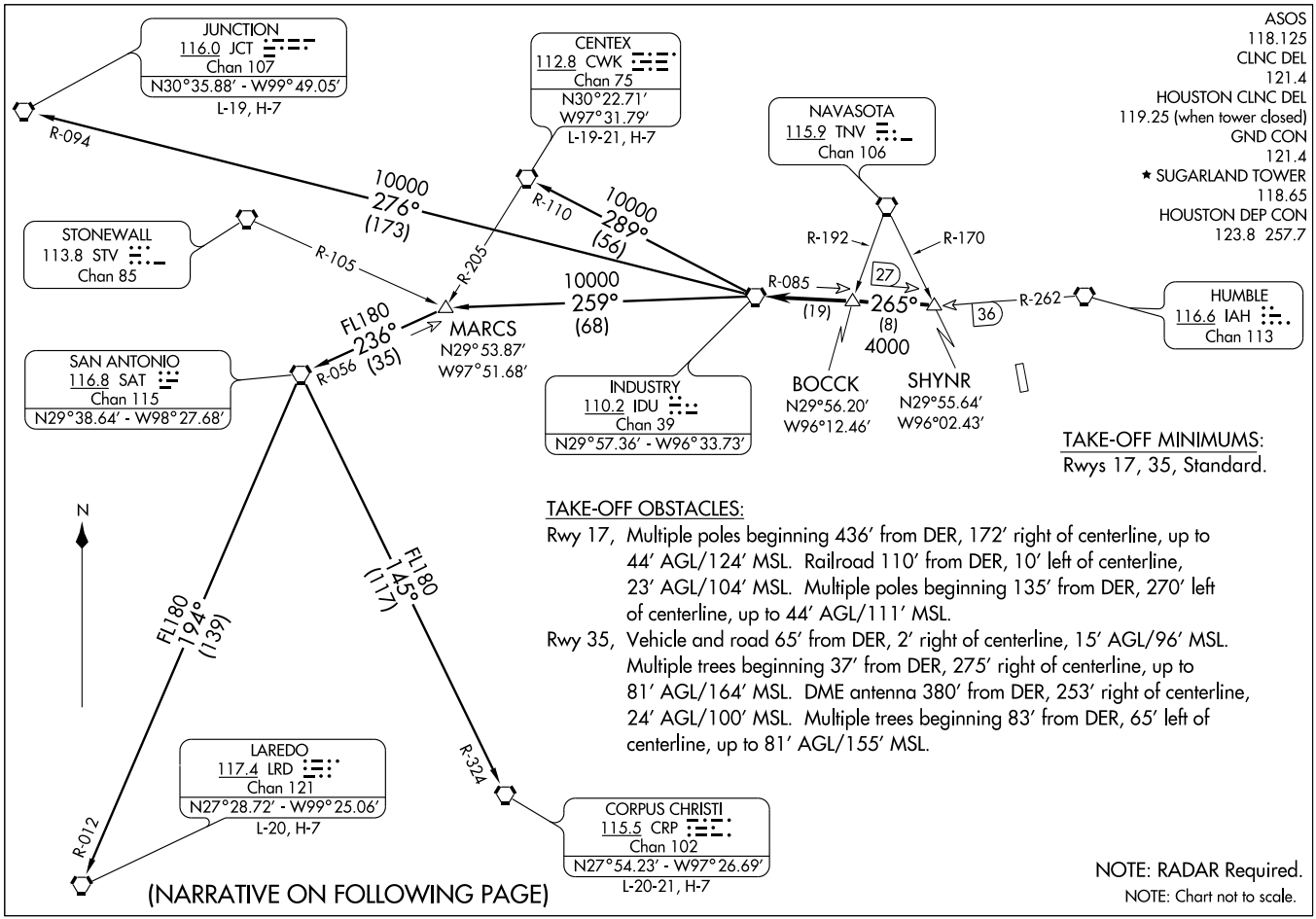
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/ SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/ SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

SL-5537 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

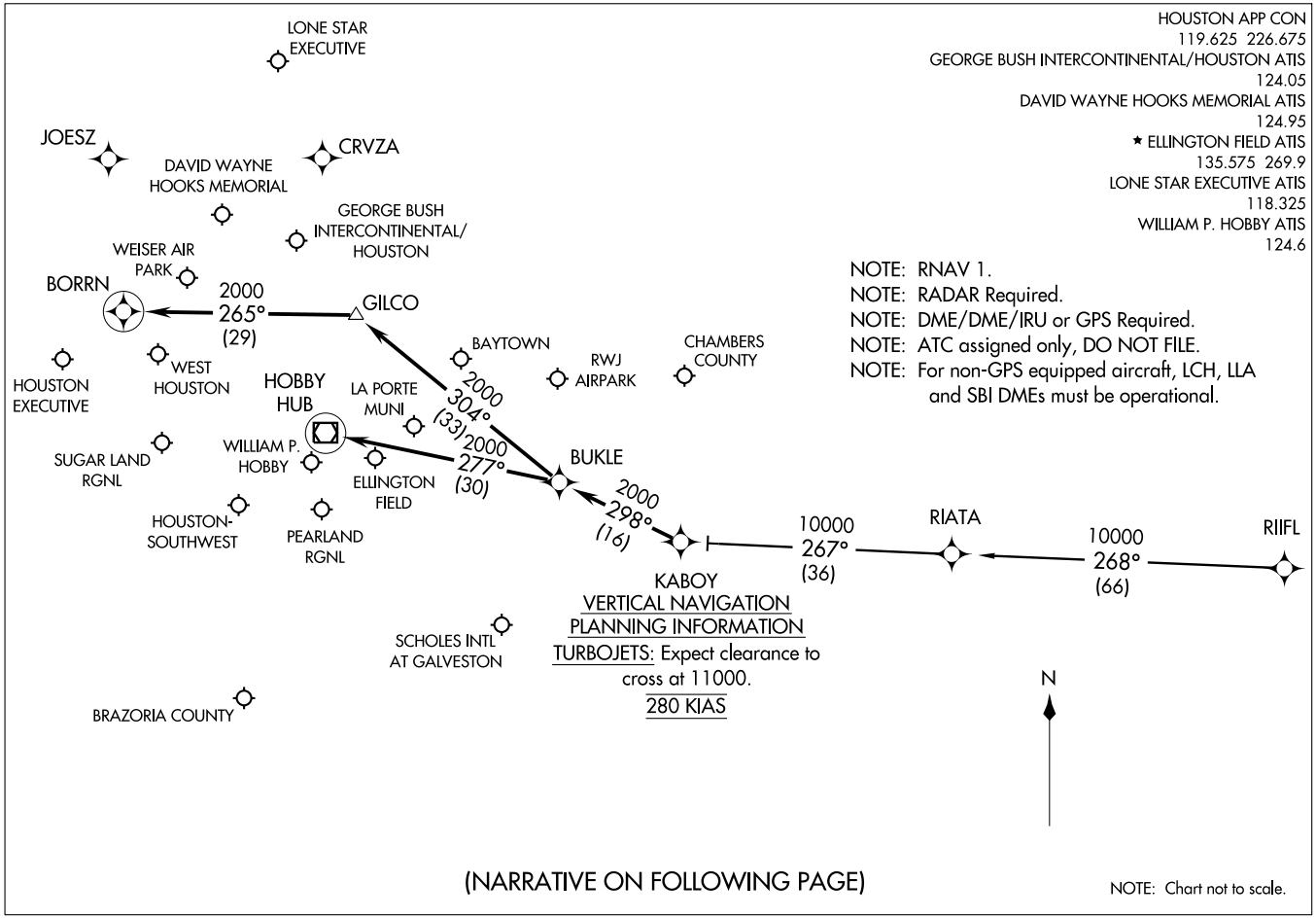
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

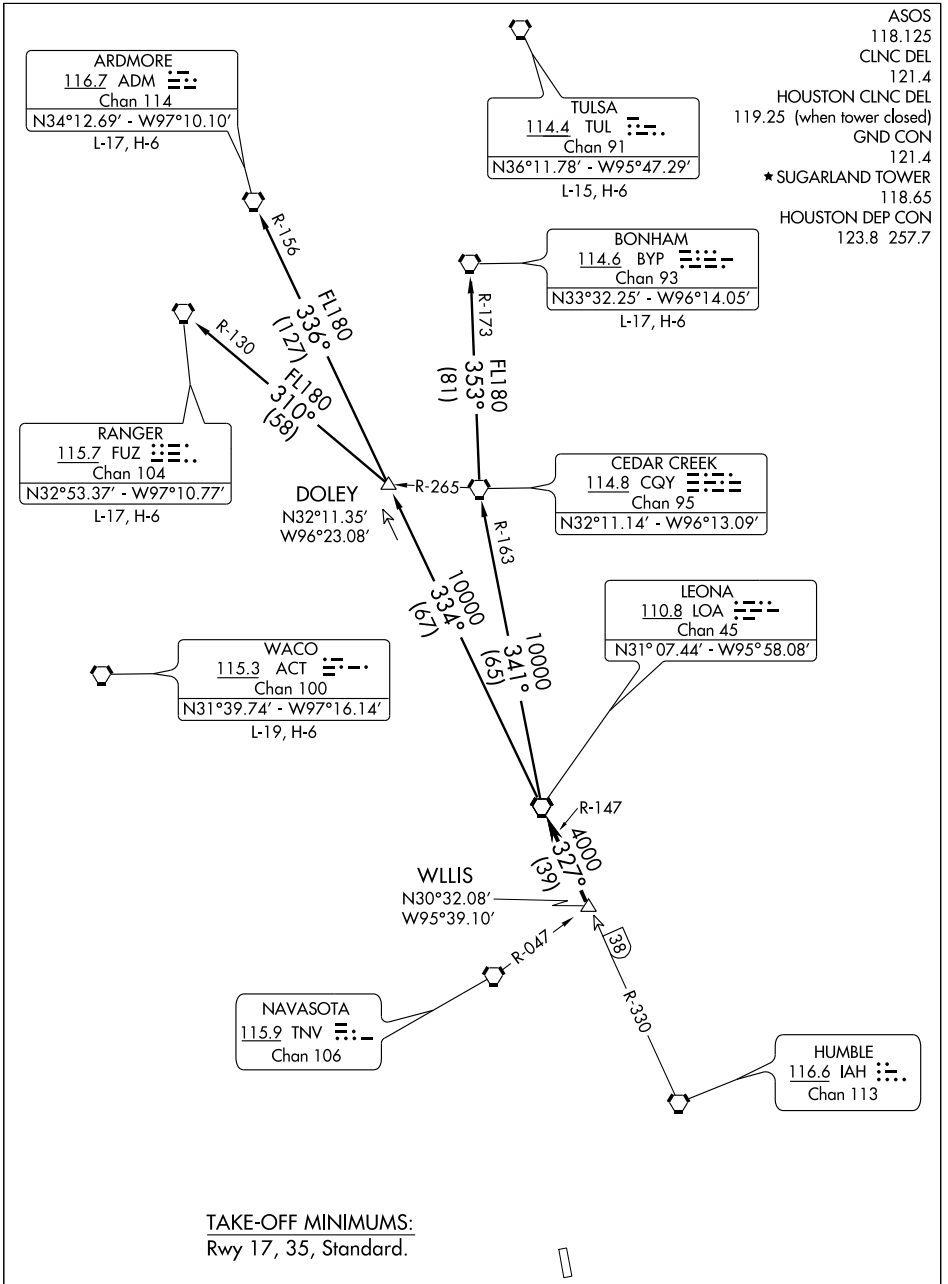
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

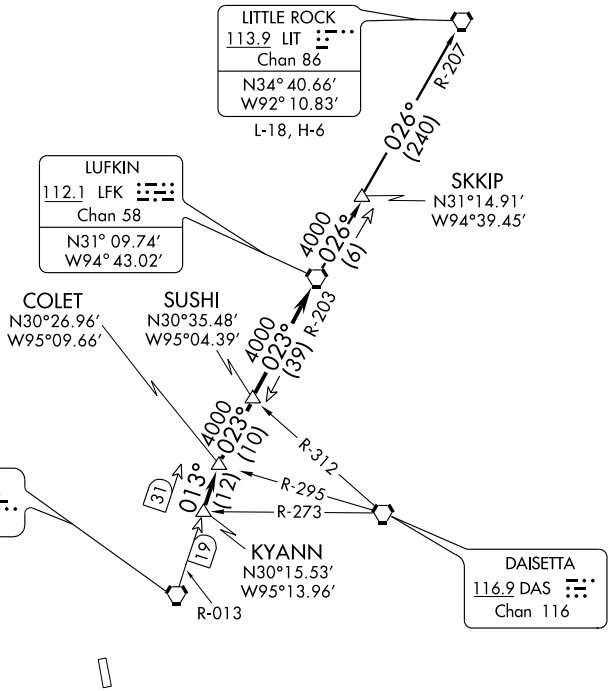
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25
(when Tower Closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

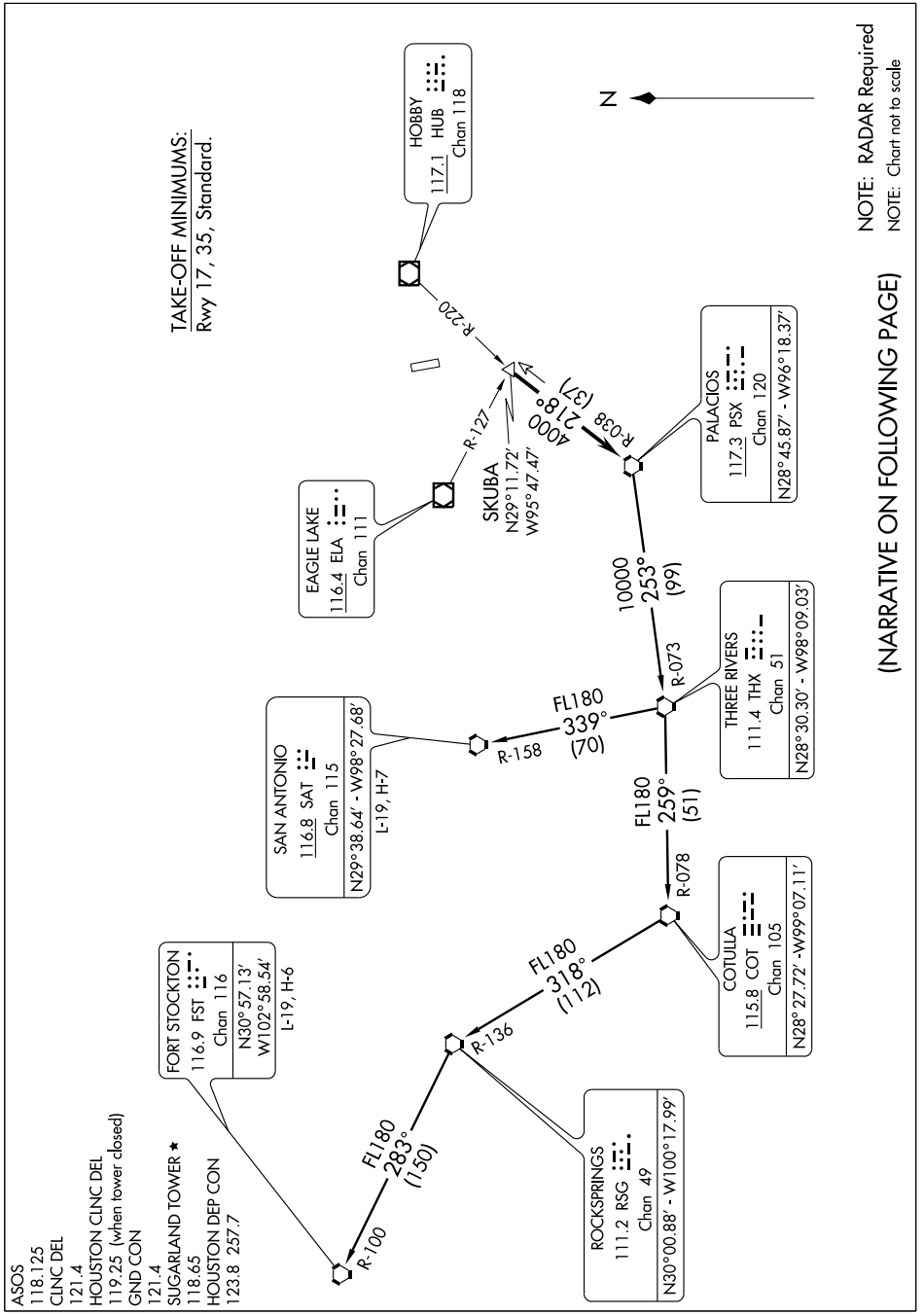
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

PALACIOS FOUR DEPARTURE

SL-5537 (FAA)



PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/ SUGAR LAND RGNL (SGR)
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7620
CH 82513	170°	TDZE	82
W17A		Apt Elev	82

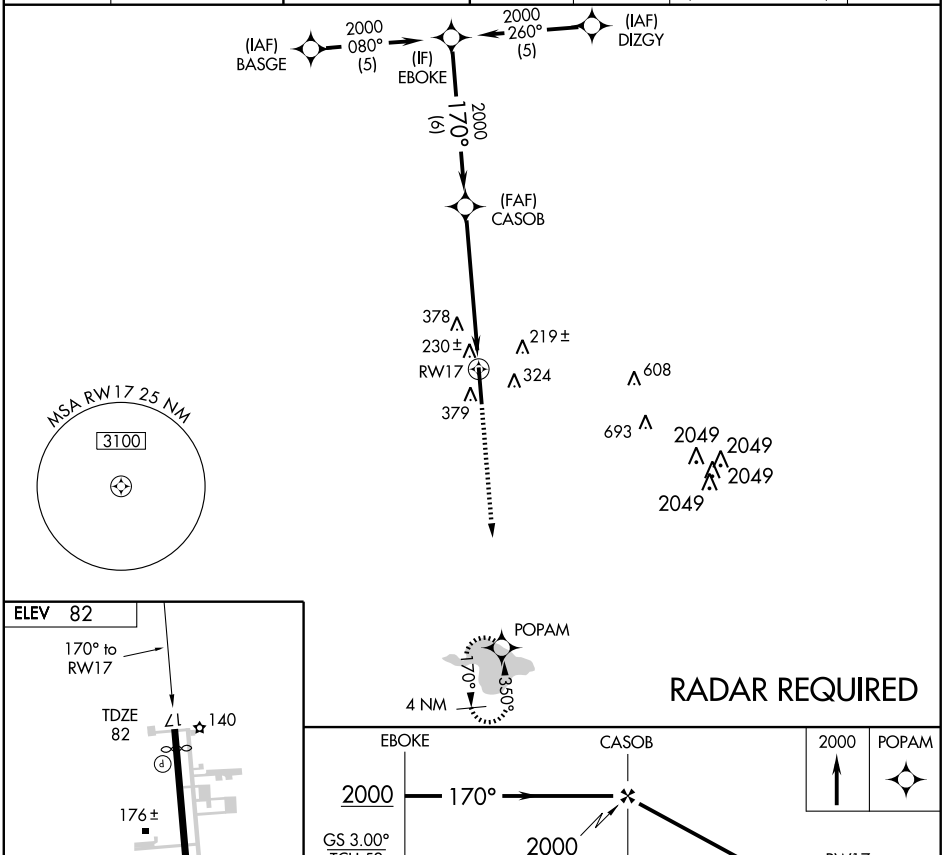
RNAV (GPS) RWY 17

HOUSTON/ SUGAR LAND RGNL (SGR)

Baro-VNAV NA when using Houston (William P. Hobby) altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct POPAM and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	398-1 316 (400-1)			
LNAV/VNAV DA	696-2 614 (700-2)			
LNAV MDA	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6016
CH 56219	350°	TDZE	79
W35A		Apt Elev	82

RNAV (GPS) RWY 35

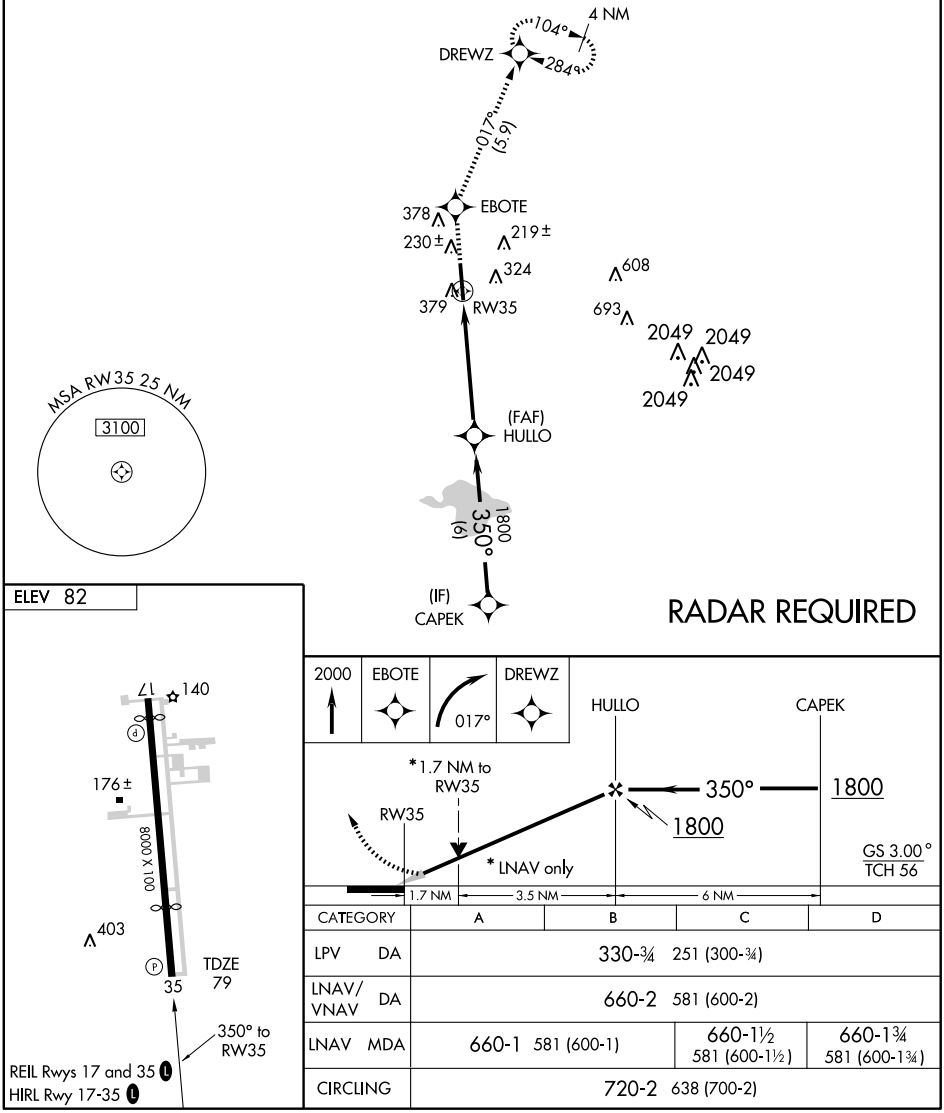
HOUSTON/ SUGAR LAND RGNL (SGR)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA below -15°C (5°F).
Baro-VNAV and VDP NA when using Houston (William P. Hobby) altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct EBOTE and right turn via 017° track to DREWZ and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER*	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



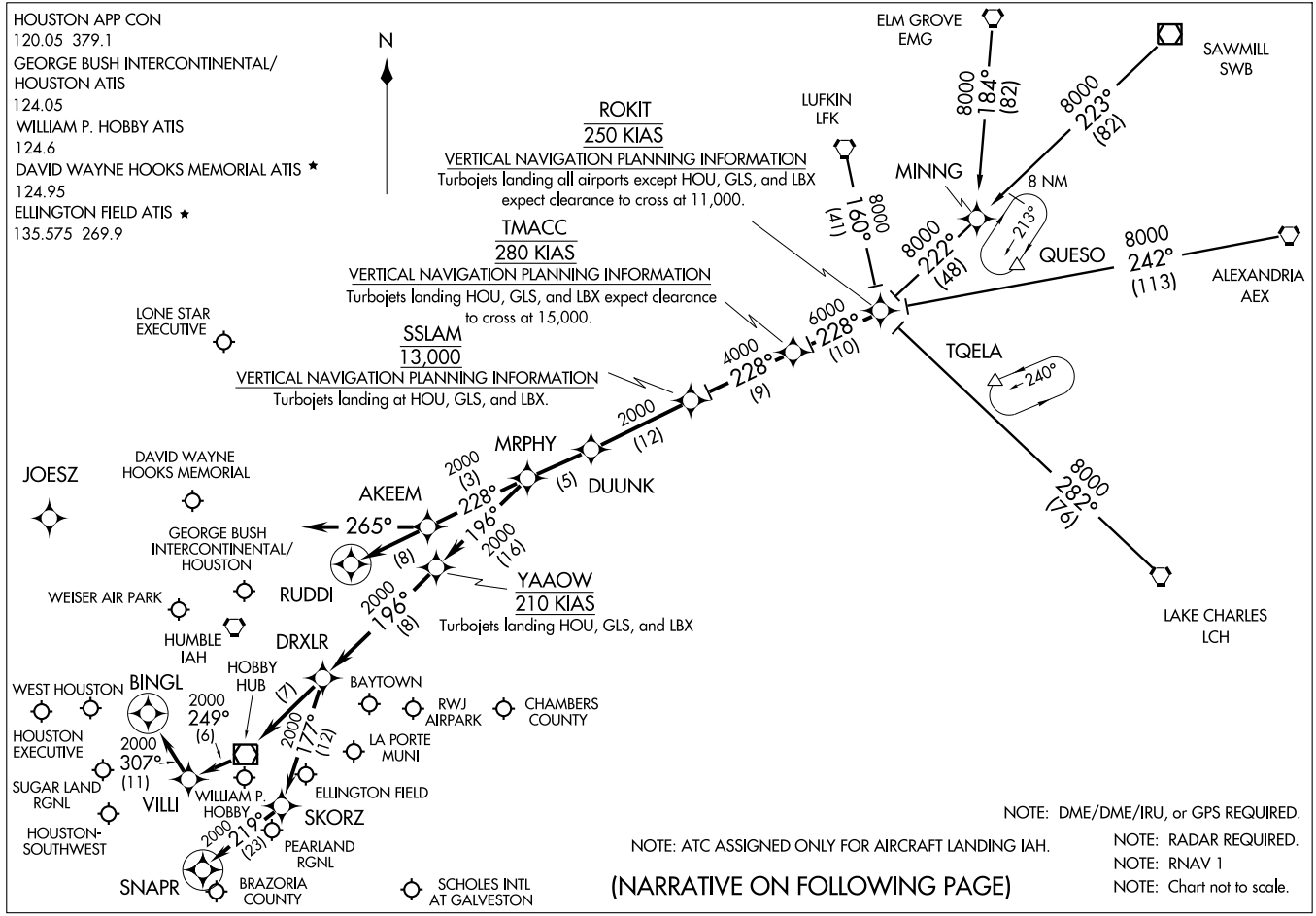
CATEGORY	A	B	C	D
LPV DA	330-¾ 251 (300-¾)			
LNAV/ VNAV DA	660-2 581 (600-2)			
LNAV MDA	660-1 581 (600-1)		660-1½ 581 (600-1½)	660-1¾ 581 (600-1¾)
CIRCLING	720-2 638 (700-2)			

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

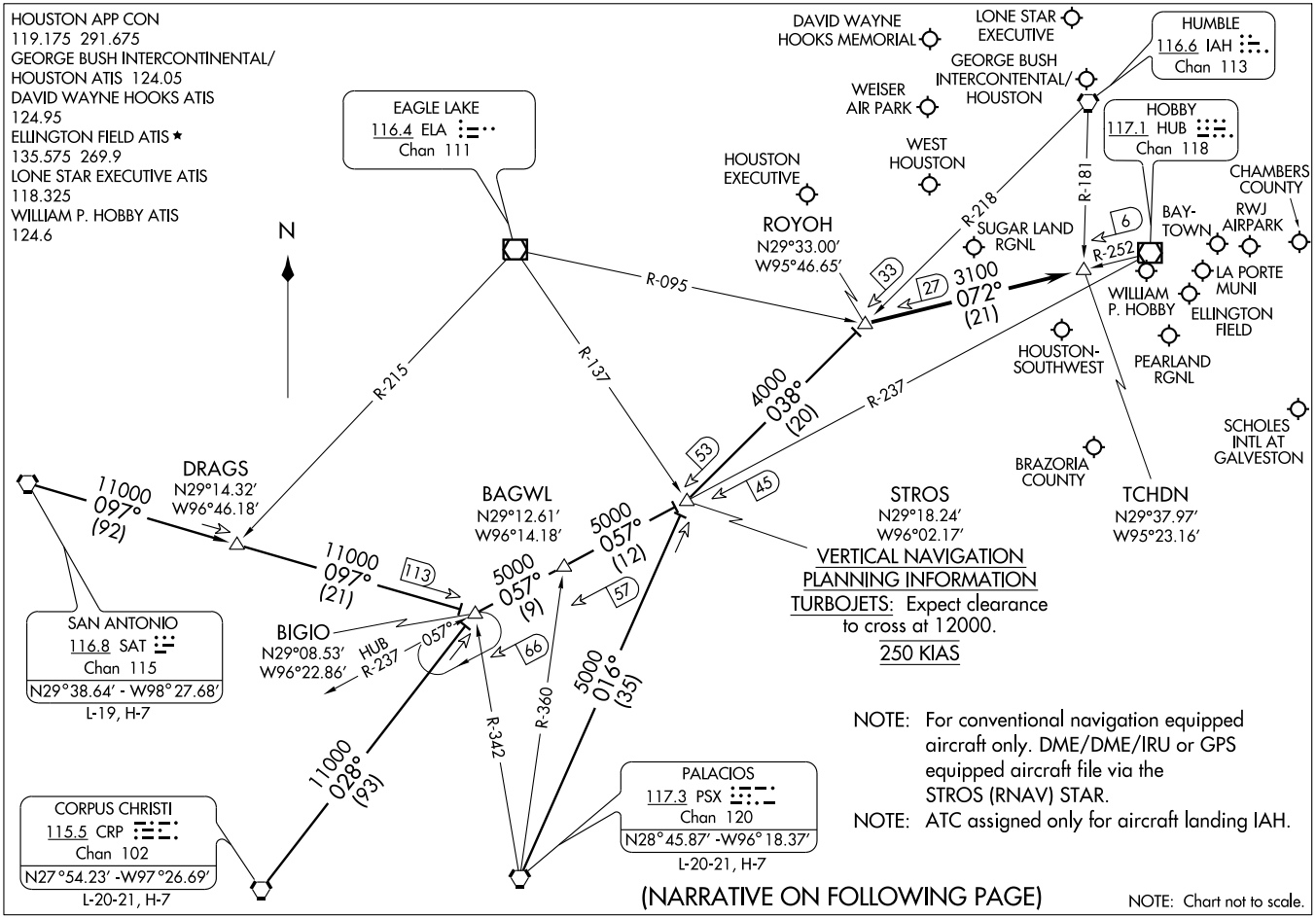
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

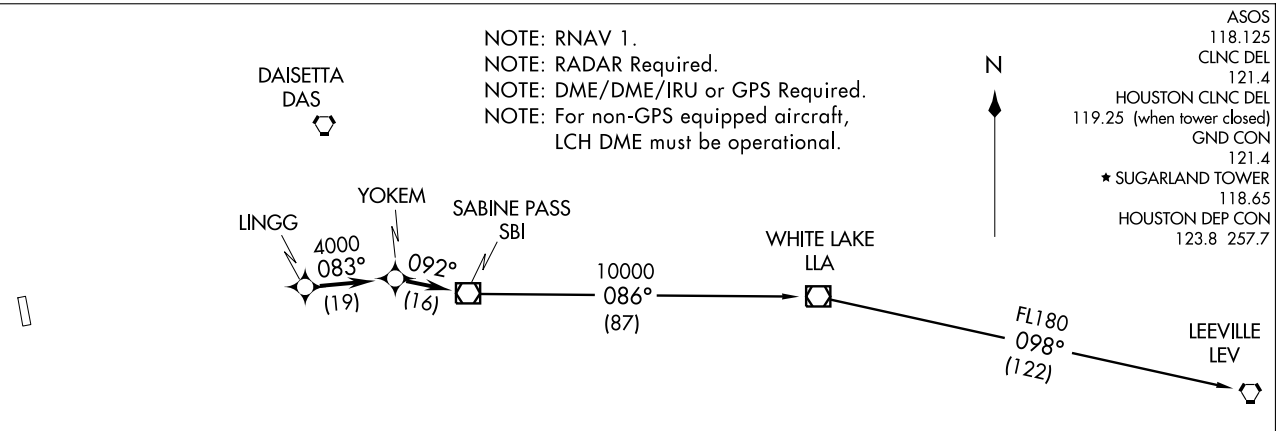
SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 17: Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′MSL.

Rwy 35: Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

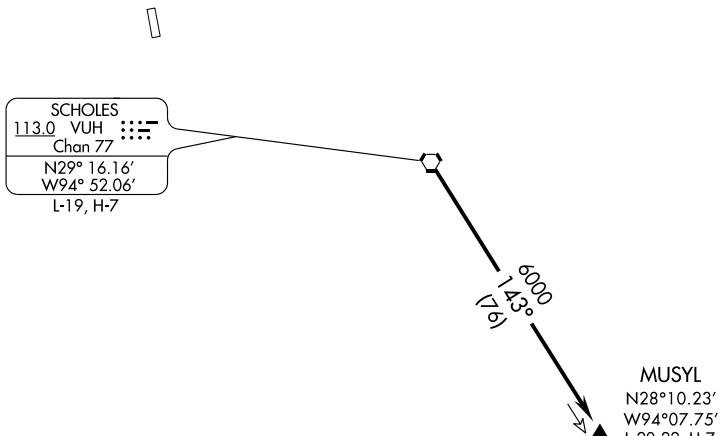
LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

SL-5537 (FAA)

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
★ SUGARLAND TOWER
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

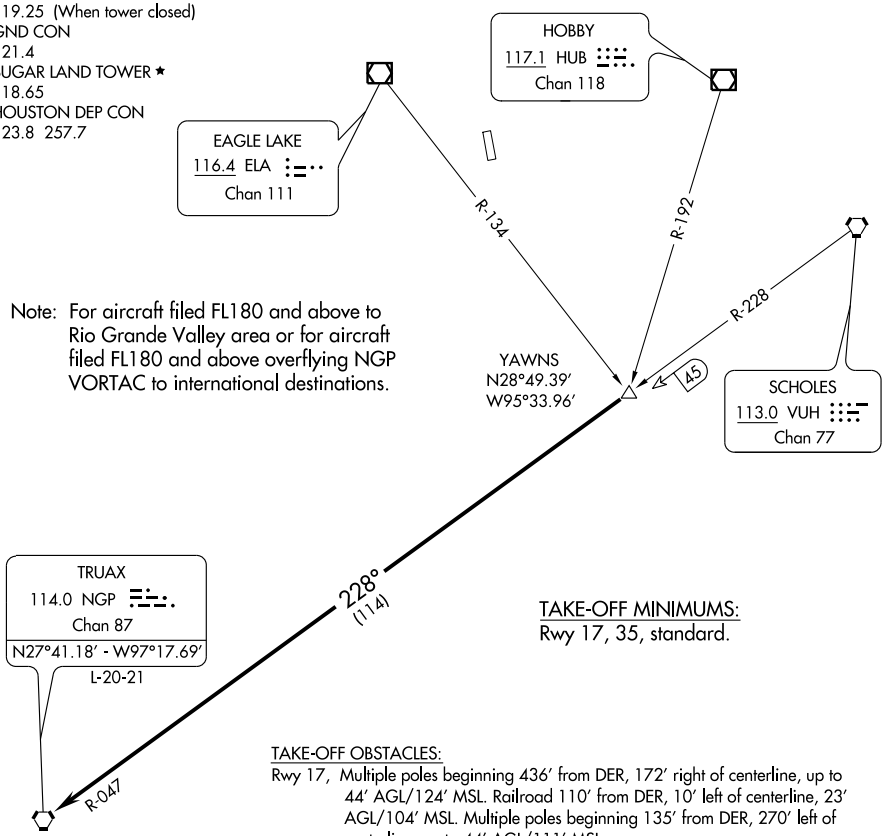
LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence....

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	080°	TDZE	N/A
Chan 118		Apt Elev	82

VOR/DME-A

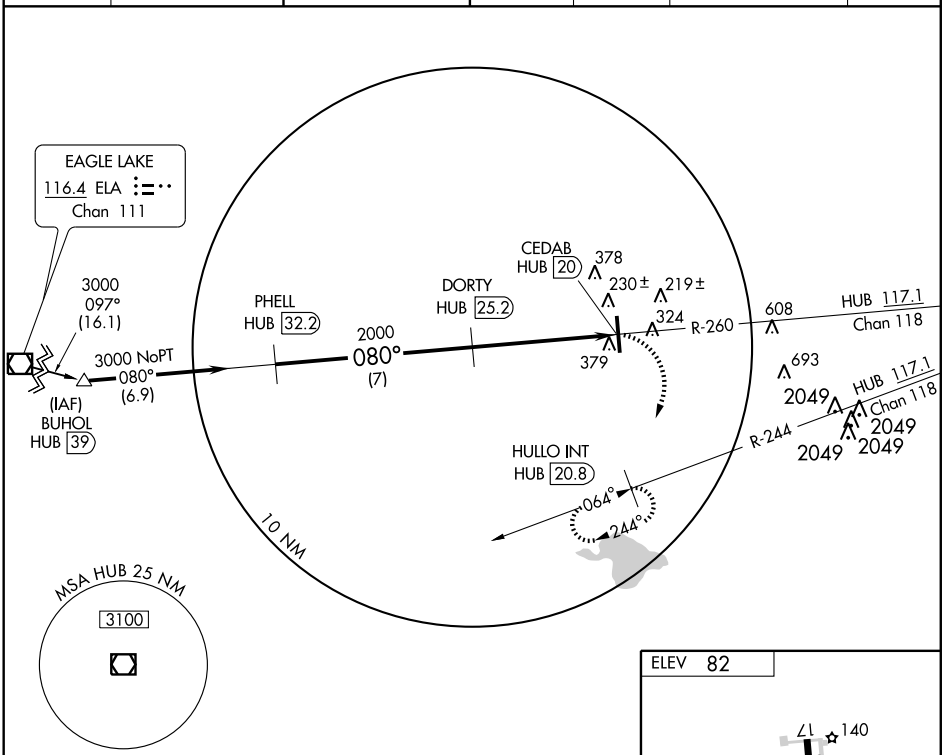
HOUSTON/ SUGAR LAND RGNL (SGR)

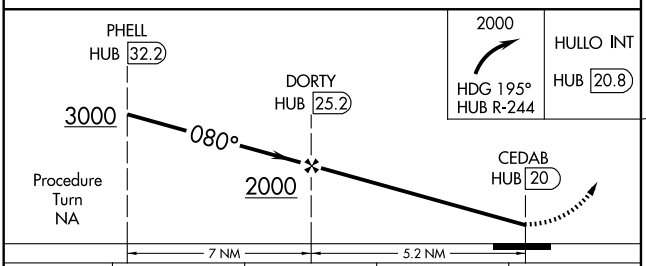
When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

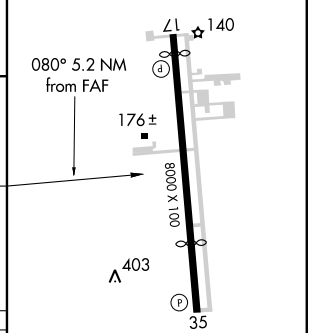
NA

MISSED APPROACH: Climbing right turn to 2000 via heading 195° and HUB R-244 to HULLO Int/HUB 20.8 DME and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95







CATEGORY	A	B	C	D
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L

HIRL Rwy 17-35 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

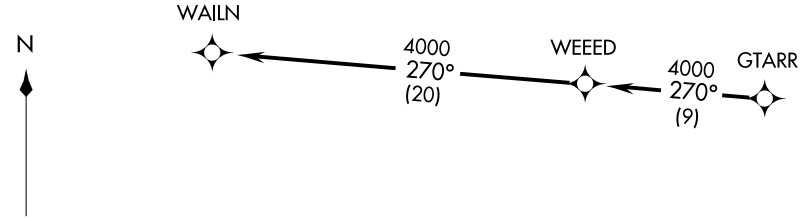
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
★ SUGARLAND TOWER
118.65
HOUSTON DEP CON
123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

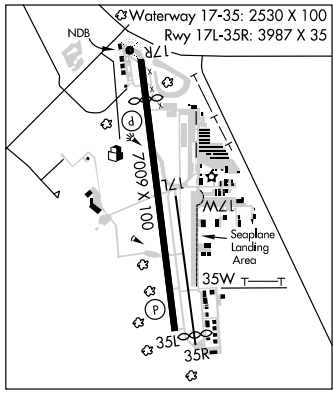
TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-5537 (FAA)
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

HOUSTON

DAN JONES INTL (T51) 22 NW UTC−6(−5DT) N30°02.57′ W95°40.03′ **HOUSTON**
166 B **FUEL** 100LL NOTAM FILE CXO **COPTER**
RWY 17–35: 3440X50 (ASPH–TURF) LIRL (NSTD) **L–19D, 21A, GOMW**
RWY 17: Thld dsplcd 255′. Tree. **RWY 35:** Thld dsplcd 400′. P-line. **IAP**
AIRPORT REMARKS: Attended dawn to 0600Z‡. Arpt CLOSED midnight to dawn. Arpt CLOSED to helicopter operations. Deer on rwys. Cattle invof rwy. Rwy 17–35 NSTD LIRL, single thld lgt each rwy end. 2240′ of rwy usable for ngt ops. Rwy 17 thld relocated 300′ for ngt ops, Rwy 35 thld relocated 900′ for ngt ops. Rwy 17–35 N end 1904′ X 30′ asph. Rwy 17 thld dsplcd 255′ days only. Rwy 35 thld dsplcd 400′ days only. 2240′ of rwy usable for ngt ops. Rwy 17–35 4′ fence 53′ E of centerline. LIRL Rwy 17–35 ops dusk–0600Z‡, for rotating bcn call 936–521–9887. Left hand tfc 500′ and 1000′ MSL. N–S transitional acft W of fld. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON APP/DEP CON** 119.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
NAVASOTA (H) VORTACW 115.9 TNV Chan 106 N30°17.31′ W96°03.49′ 118° 25.1 NM to fld. 230/8E.
VORTAC unmonitored.

DAVID WAYNE HOOKS MEM (DWH) 17 NW UTC−6(−5DT) N30°03.71′ W95°33.17′ **HOUSTON**
152 B S4 **FUEL** 100LL, JET A OX 2 TPA–1152(1000) NOTAM FILE DWH **COPTER**
RWY 17R–35L: H7009X100 (ASPH) S–30, D–85 HIRL **H–7C, L–19D, 21A, GOMW**
RWY 17R: REIL. PAPI(P4R). Thld dsplcd 1007′. Road. **IAP, AD**
RWY 35L: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 17L–35R: H3987X35 (ASPH) S–4
RWY 35R: Thld dsplcd 208′. Trees. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17R: TORA–7009 TODA–7009 ASDA–7009 LDA–6012
RWY 35L: TORA–6700 TODA–6700 ASDA–6700 LDA–6700
AIRPORT REMARKS: Attended 1200–0400Z‡. After hrs svc avbl, prior notice required during attended hrs ctc 1–800–624–7394, 281–376–5436. Noise Sensitive Area southwest of arpt. All military acft dep Rwy 17R climb rwy heading 650′ MSL prior to turns or rejoin. Helicopter practice area west of twr at or below 600 ft. Twys A and B clsd east of Rwy 17R indef. Acft 12,499 lbs and over are rstd to Twys C, P, Twy E (Btn Twy P and G), Twy G (North of Twy E), Ramps A and C, and the Tomball Jet Center Ramp. Twy K restricted to piston acft only. Rwy 17R–35L lgtd signs OTS indef. Rwy 17R REIL OTS indef. Rwy 17R REIL located at dsplcd thld. Twys unlgtd. Twy H lgtd signs OTS indef. After sunset large acft use Taxiway P between Taxiways E and C. Four helicopter parking spots located east of Twy K. When twr clsd ACTIVATE HIRL Rwy 17R–35L and REIL Rwy 17R—118.4.



WEATHER DATA SOURCES: ASOS (281) 251–7853.
COMMUNICATIONS: CTAF 118.4 **ATIS** 124.95 **UNICOM** 122.95
Ⓡ **HOUSTON APP/DEP CON** 119.7
HOOKS TOWER 118.4 (West) 127.4 (East) (1300–0400Z‡) **GND CON** 121.8 **CLNC DEL** 119.45
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 295° 12.5 NM to fld. 90/5E.
HIWAS.
DAVID HOOKS NDB (MHW) 521 DWH N30°07.53′ W95°33.95′ 165° 3.9 NM to fld. NOTAM FILE DWH.
Unmonitored.
ILS/DME 110.5 I–HEW Chan 42 Rwy 17R. LOC only. DME unmonitored.

• • • •

VORTAC TNV 115.9 Chan 106	APP CRS 118°	Rwy Idg N/A TDZE N/A Apt Elev 166

VOR/DME-C

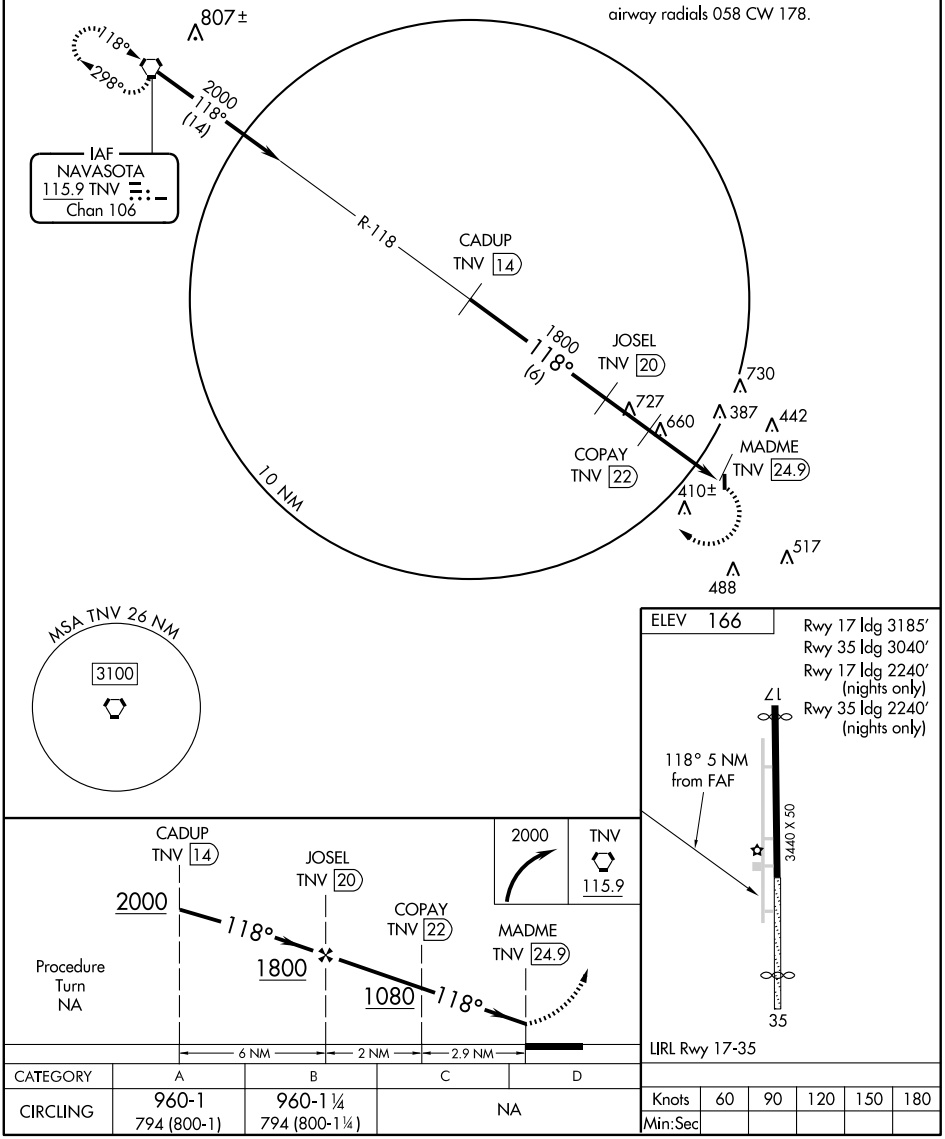
HOUSTON/DAN JONES INTL (T51)

⚠ NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct to TNV VORTAC and hold.

HOUSTON APP CON	UNICOM
119.7 281.4	122.8 (CTAF)

SC-5, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
CIRCLING	960-1 794 (800-1)	960-1¼ 794 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

CONTINUED FROM PRECEDING PAGE

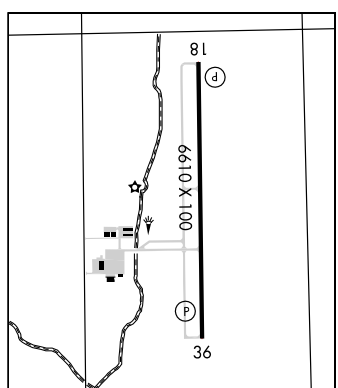
WEATHER DATA SOURCES: ASOS (281) 443–6397. **HIWAS** 116.6 IAH. TDWR.
COMMUNICATIONS: D–ATIS 124.05 (281) 443–1744 **UNICOM** 122.95
RCO 122.4 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON APP CON** 124.35 (West) 120.05 (East)
Ⓡ **HOUSTON DEP CON** 123.8 (West) 119.7 (North) 133.6 (East)
TOWER 135.15 127.3 125.35 120.725 **GND CON** 121.7 119.95 118.575 **CLNC DEL** 128.1
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAH.
HUMBLE (H) VORTACW 116.6 IAH Chan 113 N29°57.41′ W95°20.74′ 003° 1.7 NM to fld. 90/5E. **HIWAS.**
NIXIN NDB (MHW) 326 BVP N29°59.60′ W95°12.90′ 260° 6.6 NM to fld.
ILS/DME 109.7 I–JYV Chan 34 Rwy 26L. Class IIIE.
ILS/DME 109.7 I–IAH Chan 34 Rwy 08R.
ILS/DME 111.55 I–BZU Chan 52(Y) Rwy 08L. Class III E.
ILS/DME 110.9 I–UYO Chan 34 Rwy 09.
ILS 111.15 I–LKM Rwy 15R. Class IE. LOC unusable byd 30° right of course.
ILS/DME 111.55 I–OND Chan 52(Y) Rwy 26R. Class III E.
ILS/DME 110.9 I–GHI Chan 46 Rwy 27. Class IIIE.
ILS 111.9 I–CDG Rwy 33R.

HAPPY LANDINGS (2H5) 33 SW UTC−6(−5DT) N29°30.30′ W095°54.01′ HOUSTON

105 NOTAM FILE CXO Not insp.
RWY 17–35: 4400X100 (TURF)
RWY 17: Trees. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

HOUSTON EXECUTIVE (TME) 28 W UTC−6(−5DT) N29°48.50′ W095°53.87′ HOUSTON

166 B **FUEL** 100LL, JET A NOTAM FILE CXO H–7C, L–19D, 21A, GOMW
RWY 18–36: H6610X100 (ASPH) D–101 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Noise sensitive area east of arpt in effect, avoid housing area. Touch and go landings prohibited. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and REIL Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525. (281) 945–5451 or 713–932–8437.
COMMUNICATIONS: CTAF/AUNICOM 122.975
Ⓡ **HOUSTON APP/DEP CON** 123.8
GCO 121.725 (IAH CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
EAGLE LAKE (H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 061° 23.5NM to fld. 190/8E.

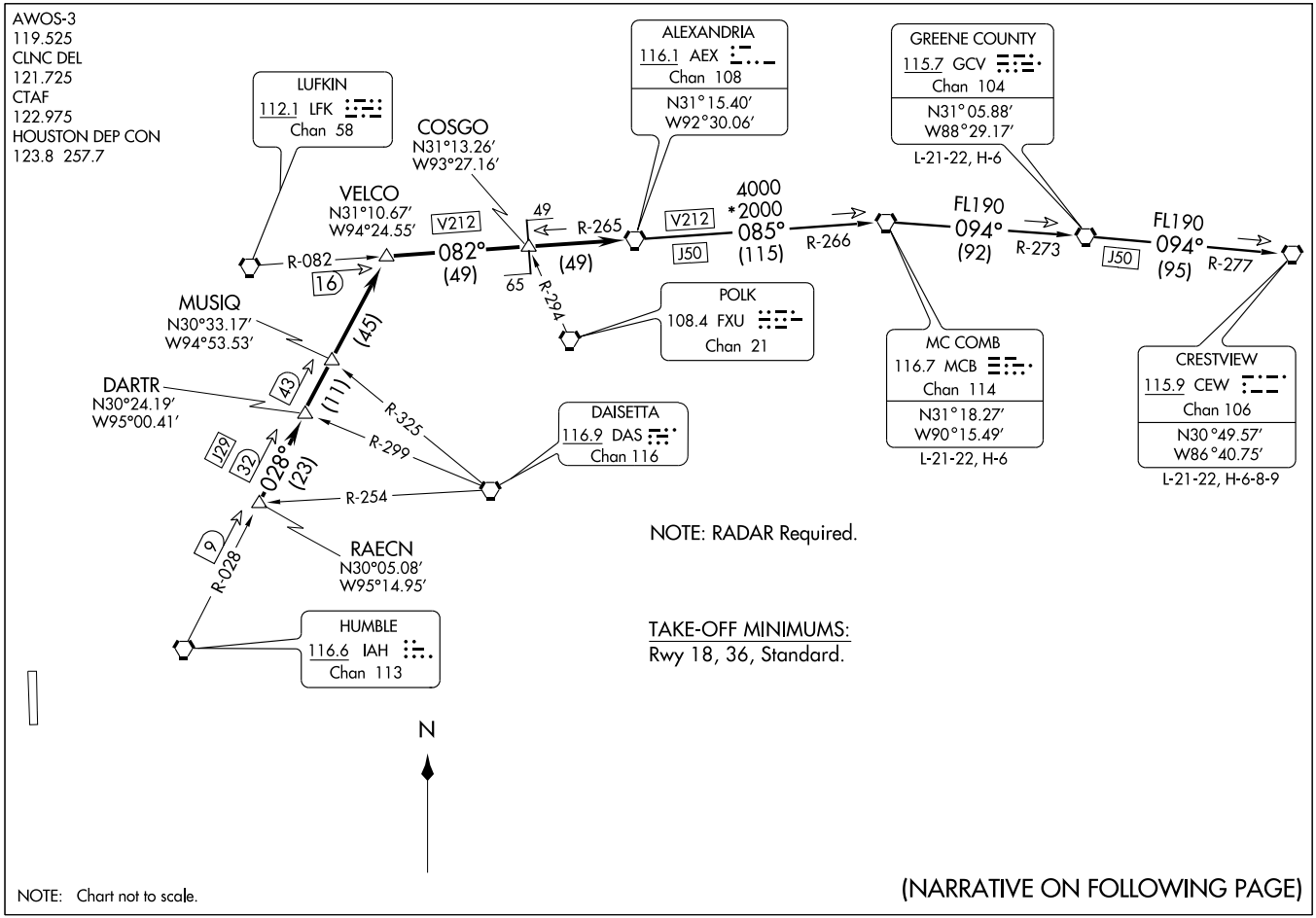


ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS

HOUSTON EXECUTIVE (TME)



ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

SL-10328 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

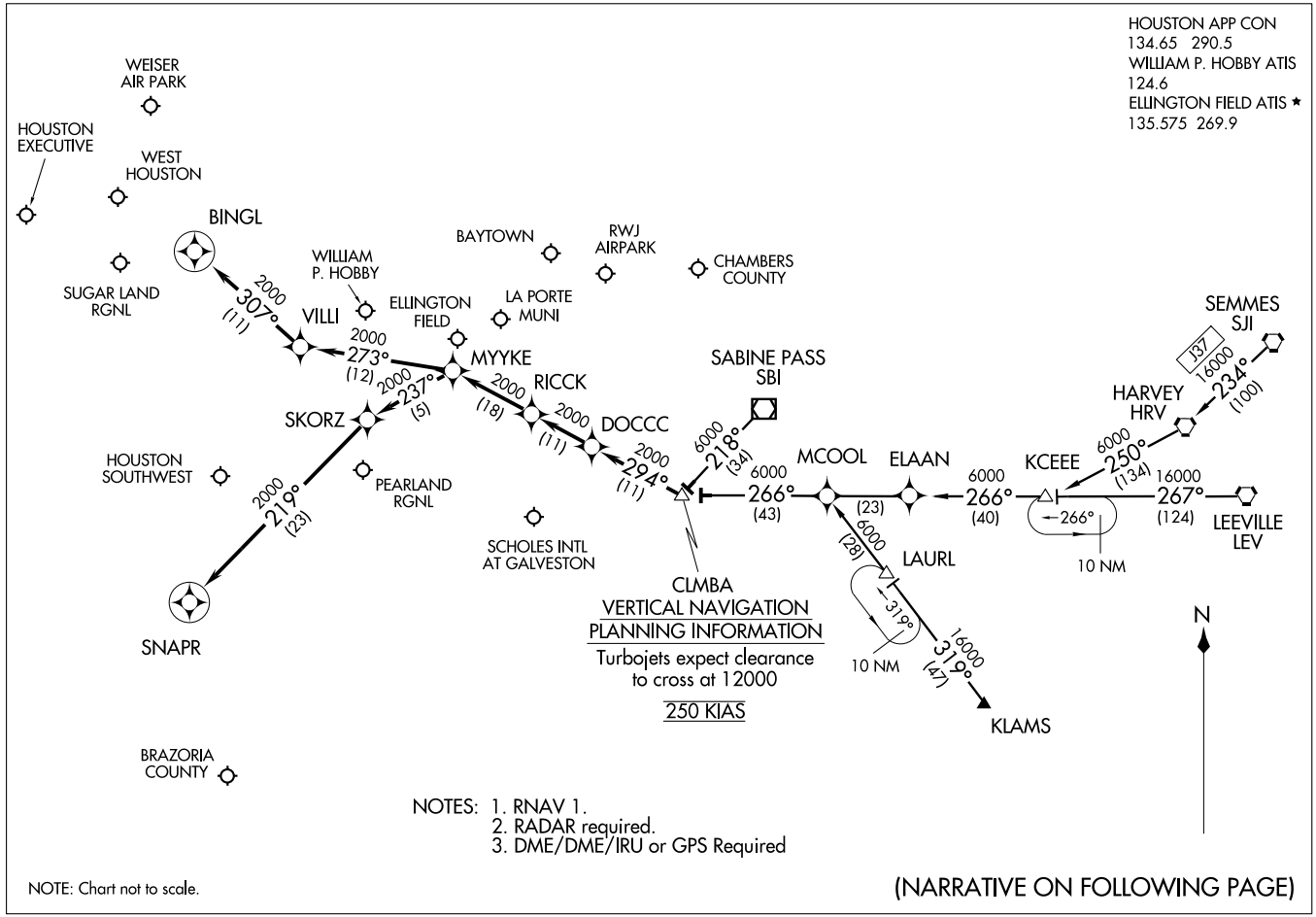
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

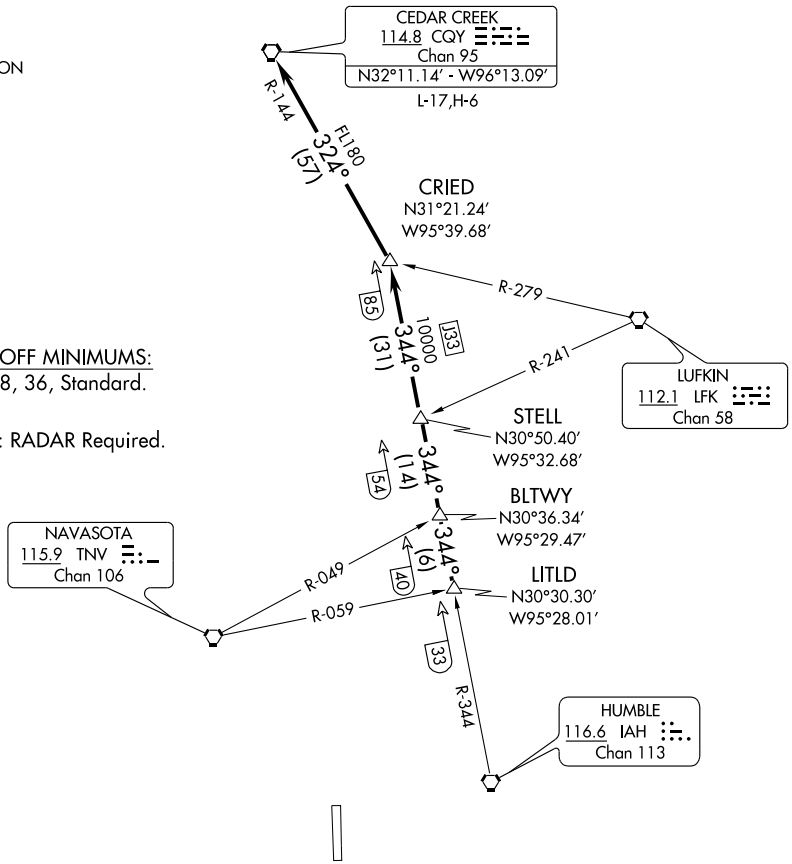
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CRIED FOUR DEPARTURE

SL-10328 (FAA)

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

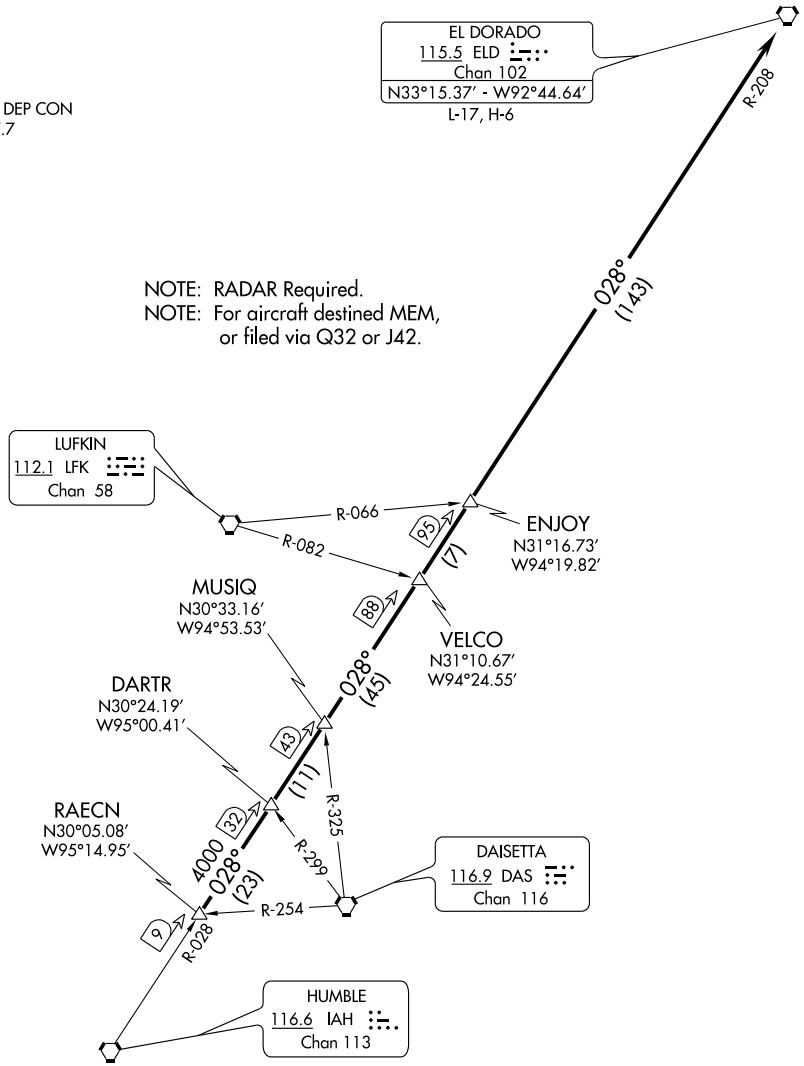
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-10328 (FAA)

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

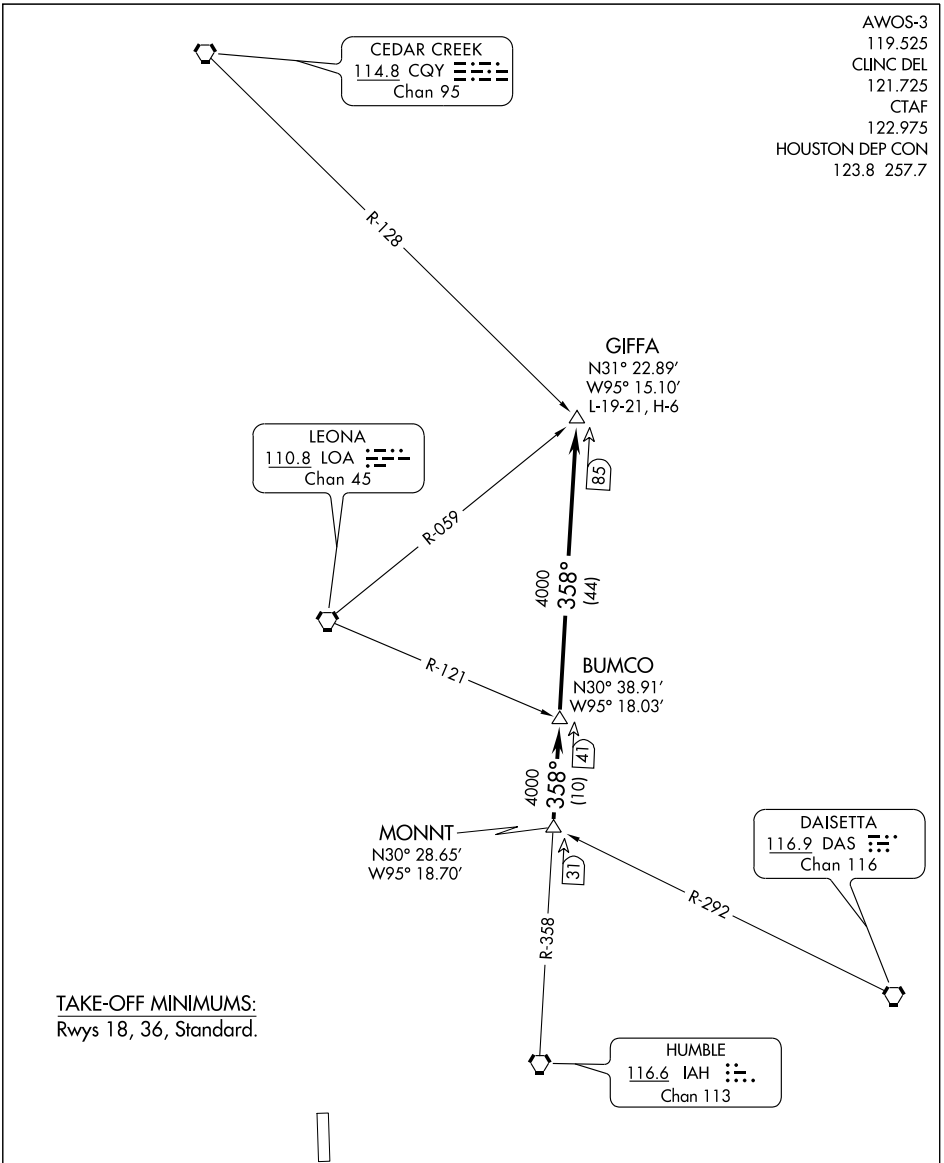
When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

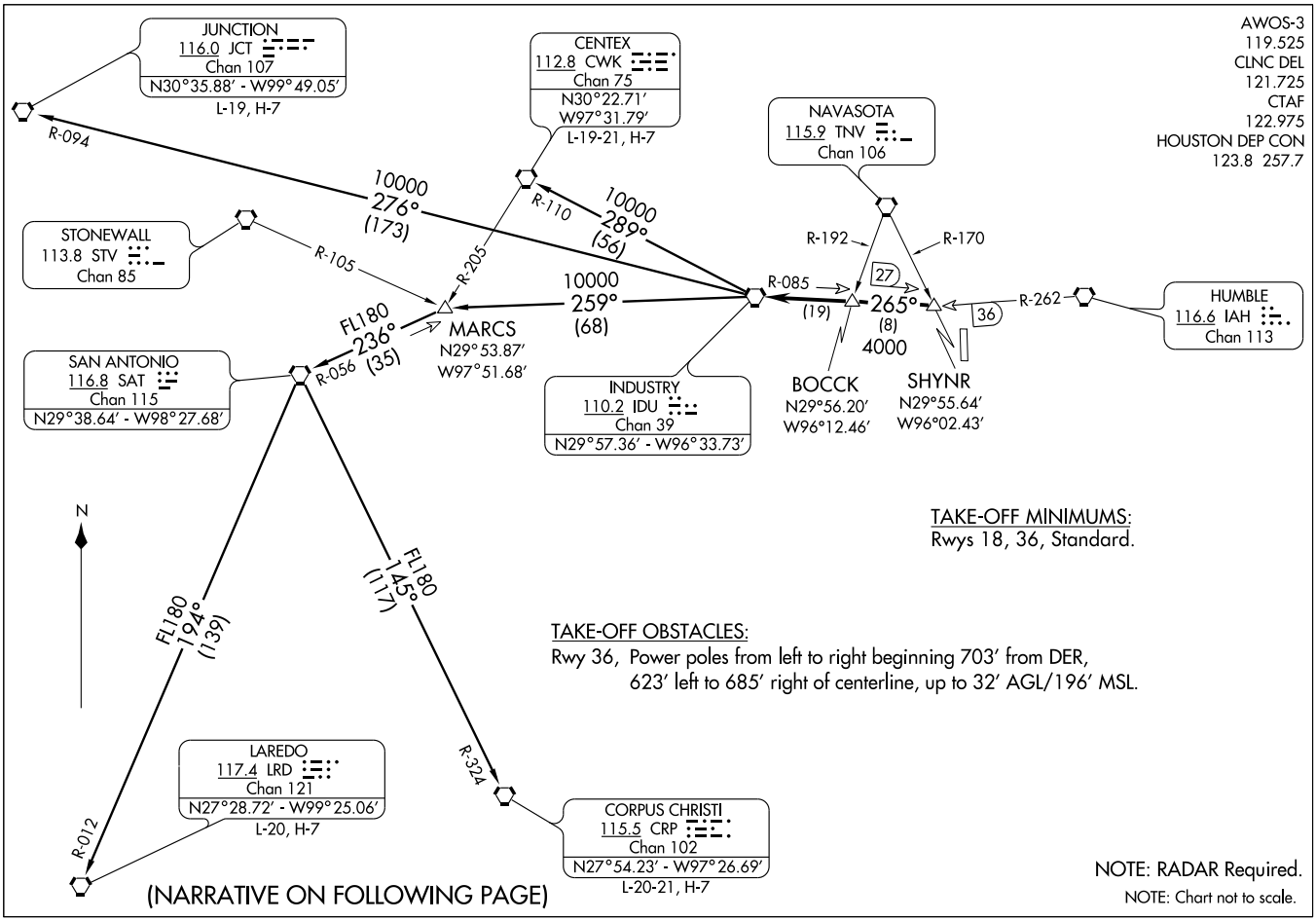
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

SL-10328 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

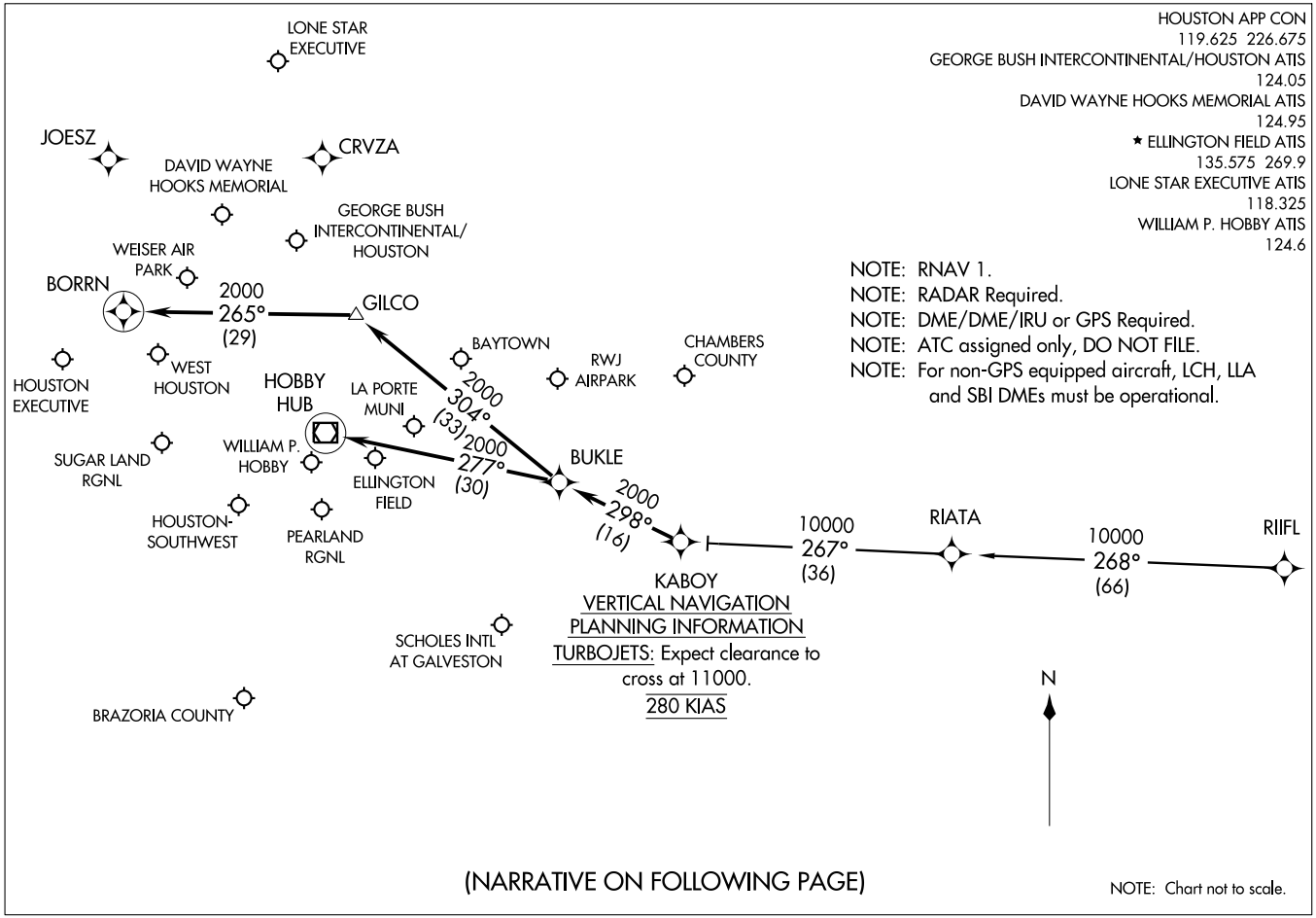
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

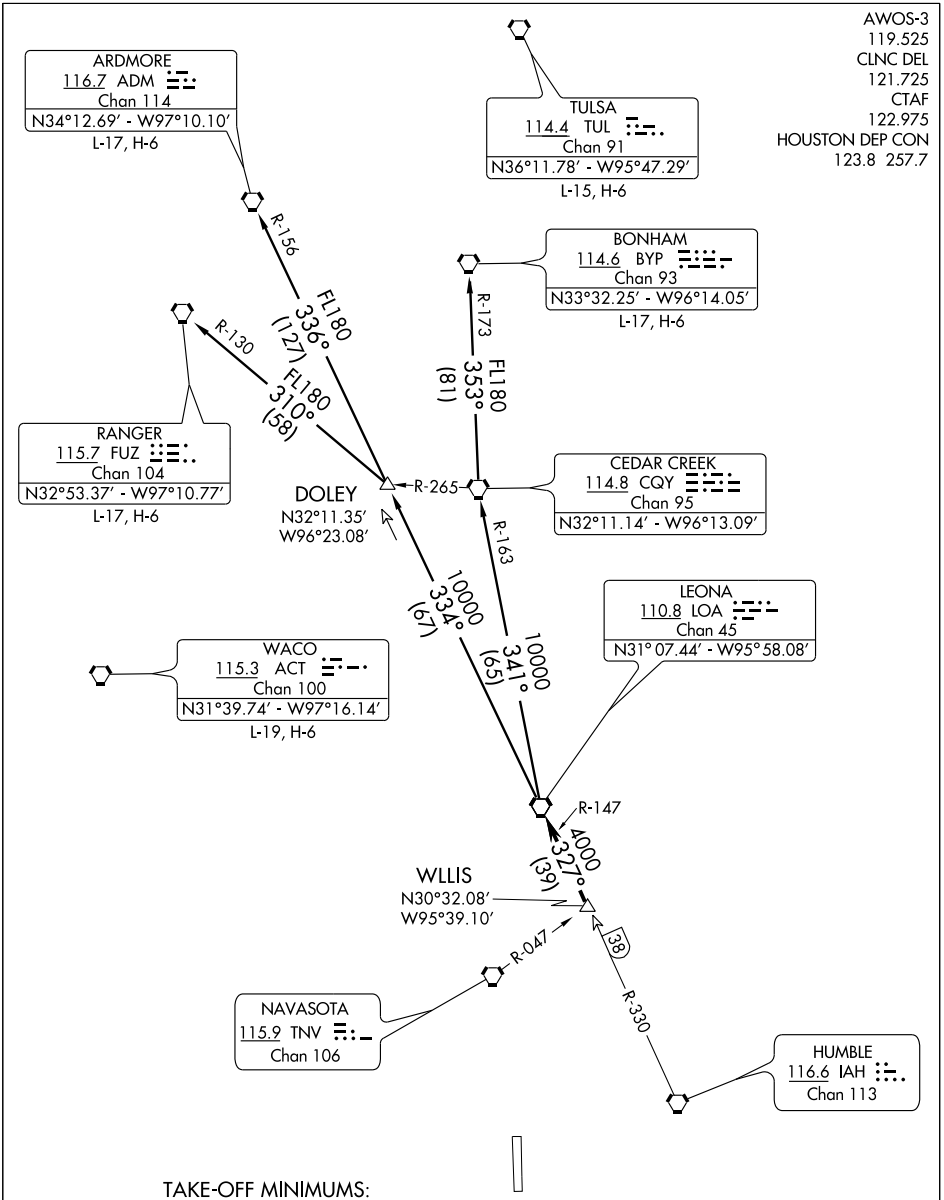
ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

LEONA SEVEN DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LEONA SEVEN DEPARTURE
(LOA7.LOA) 10210

HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

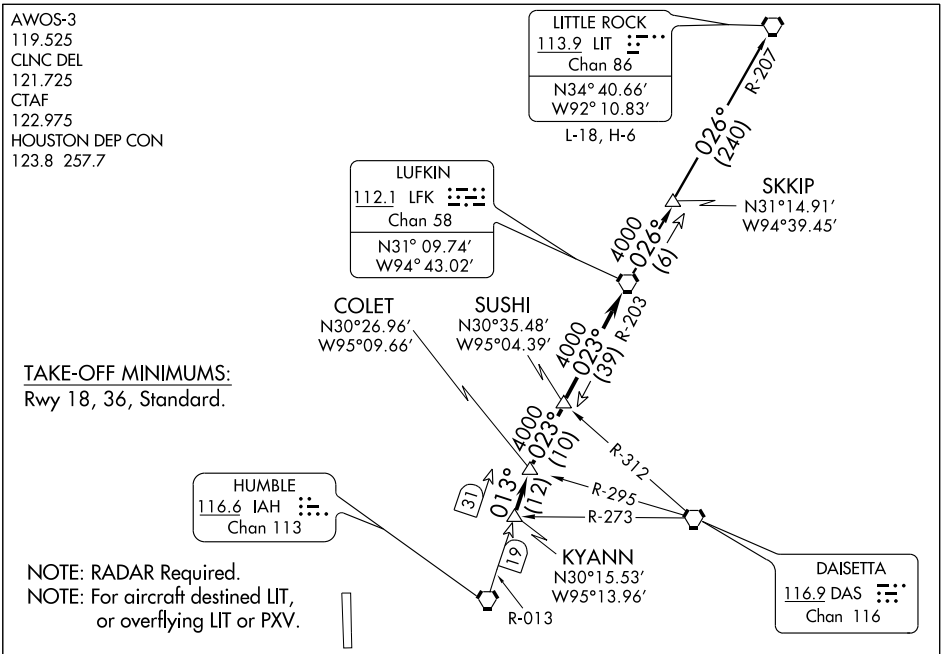
TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS



TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 6610
CH 49004	175°	TDZE 168
W18A		Apt Elev 168

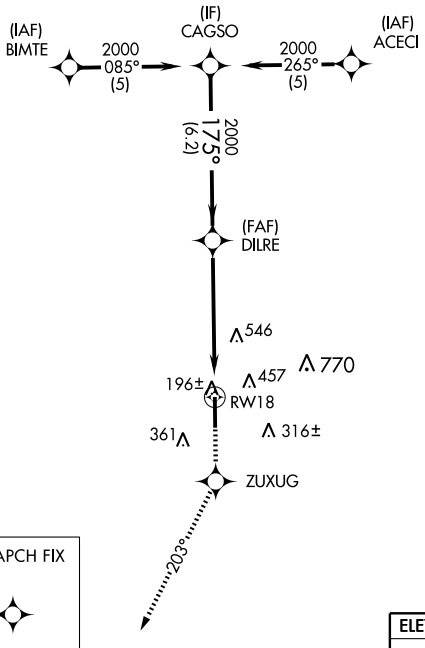
RNAV (GPS) RWY 18
HOUSTON EXECUTIVE (TME)

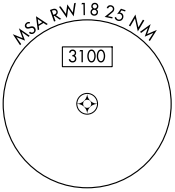
NA

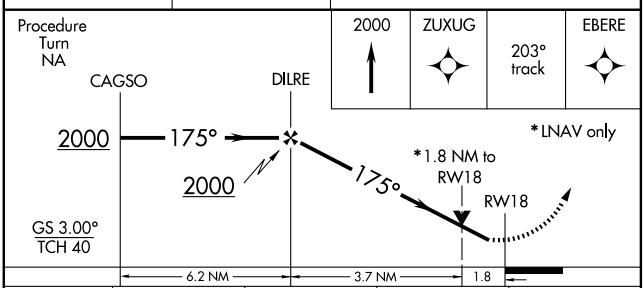
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. If local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 475 feet, LNAV/VNAV DA to 950 feet; increase all MDAs 60 feet.

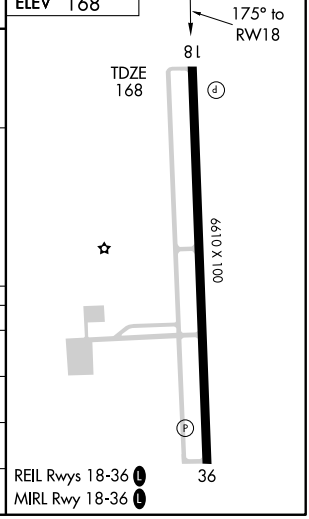
MISSED APPROACH: Climb to 2000 direct ZUXUG and via 203° track to EBERE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725









CATEGORY	A	B	C	D
LPV DA	418-1 250 (300-1)			
LNAV/VNAV DA	708-2 540 (600-2)			
LNAV MDA	780-1 612 (700-1)		780-1¾ 612 (700-1¾)	780-2 612 (700-2)
CIRCLING	820-1 652 (700-1)		820-1¾ 652 (700-1¾)	860-2¼ 692 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS CH 97504 W36A	APP CRS 355°	Rwy Idg 6610 TDZE 164 Apt Elev 166

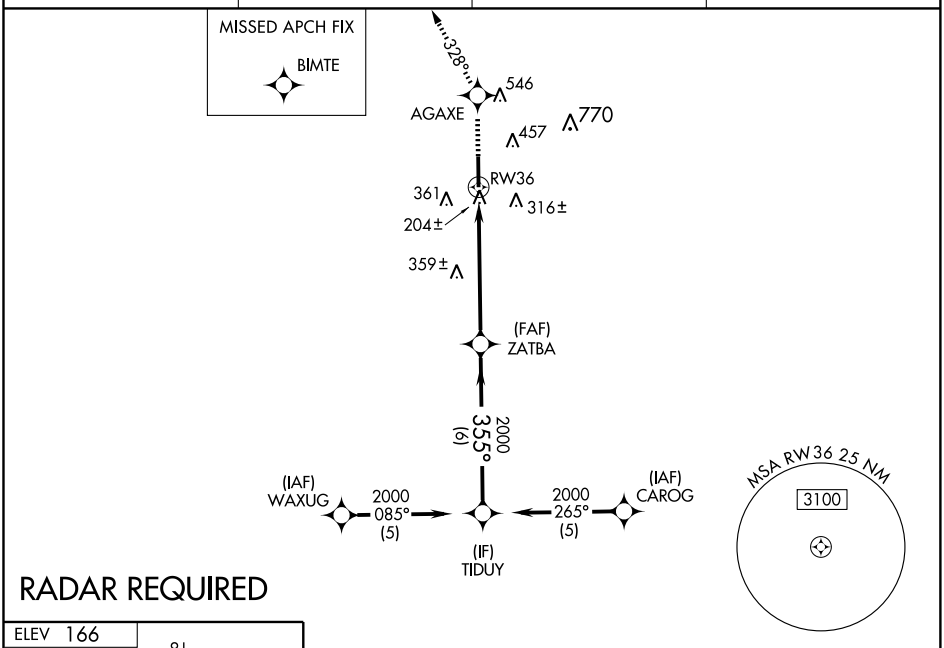
RNAV (GPS) RWY 36
HOUSTON EXECUTIVE (TME)

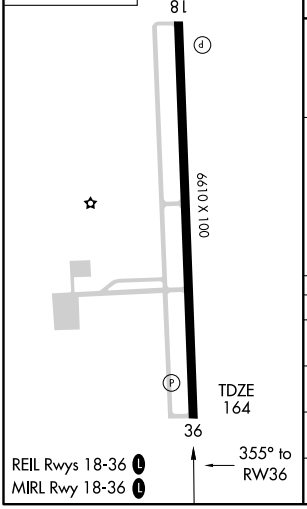
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 471 feet, LNAV/VNAV DA to 719 feet; increase all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C/D ¼ mile.

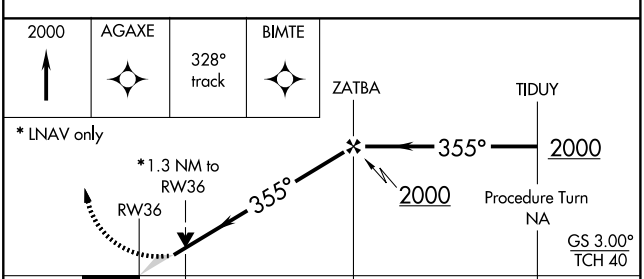
NA

MISSED APPROACH: Climb to 2000 direct AGAXE and via 328° track to BIMTE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725







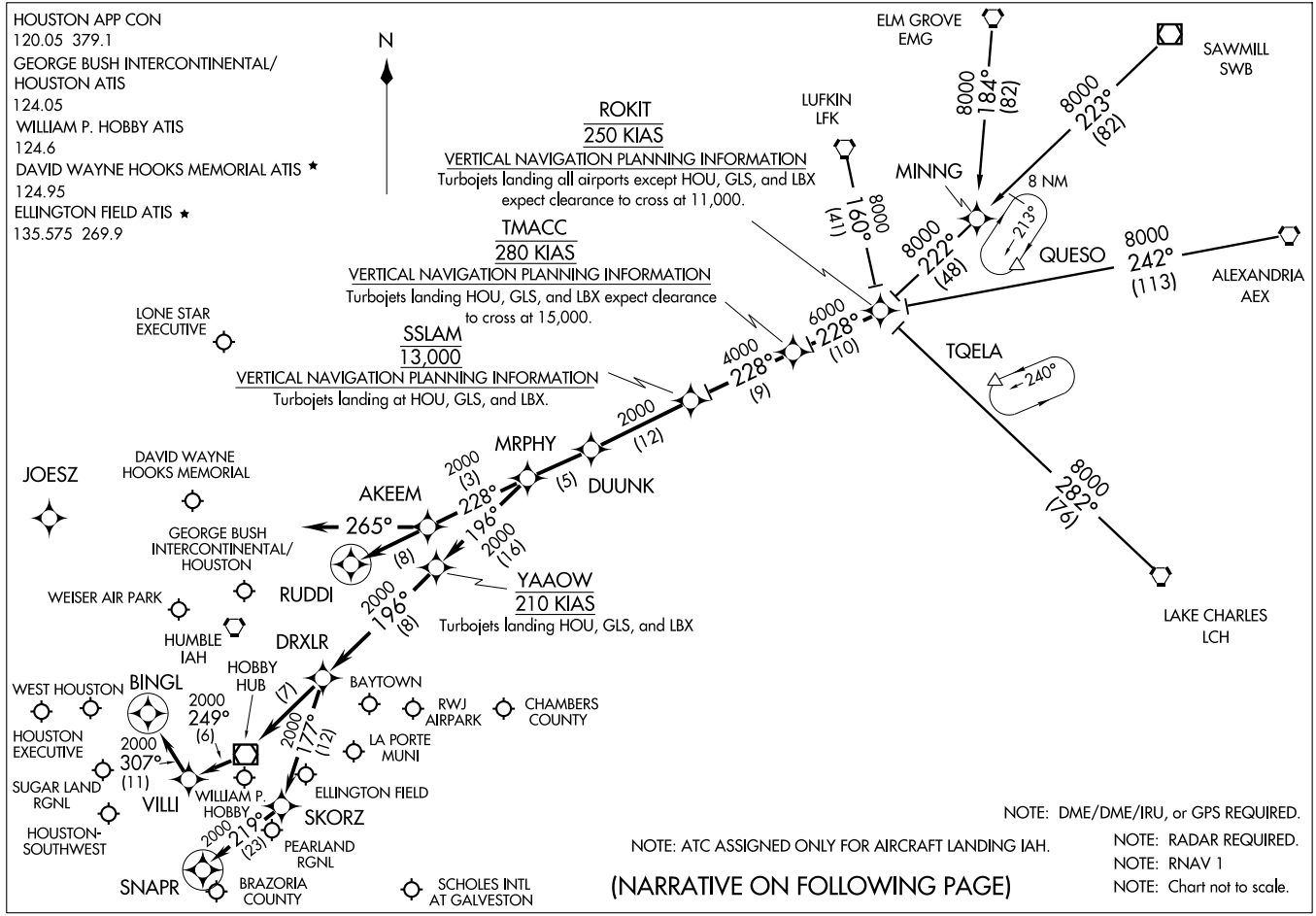
CATEGORY	A	B	C	D
LPV DA	414-1	250 (300-1)		
LNAV/VNAV DA	662-1¾	498 (500-1¾)		
LNAV MDA	620-1	456 (500-1)	620-1¼ 456 (500-1¼)	620-1½ 456 (500-1½)
CIRCLING	820-1	654 (700-1)	820-1¾ 654 (700-1¾)	860-2¼ 694 (700-2¼)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

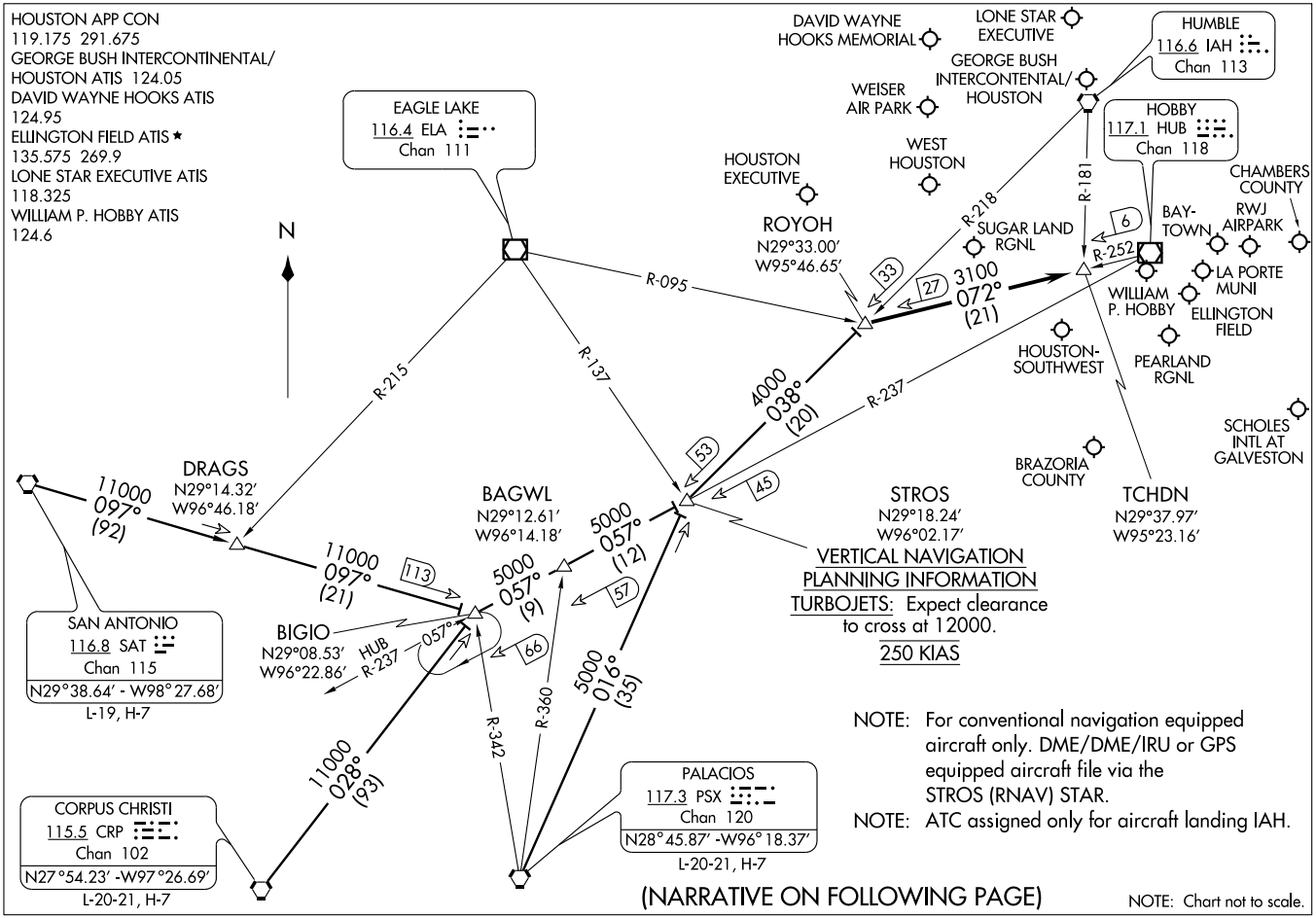
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

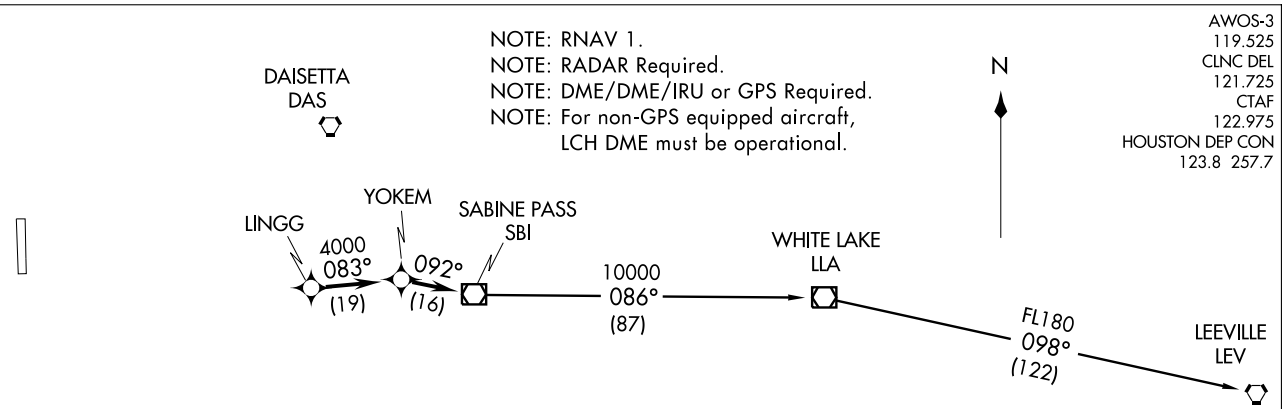
. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 18, 36, Standard.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)

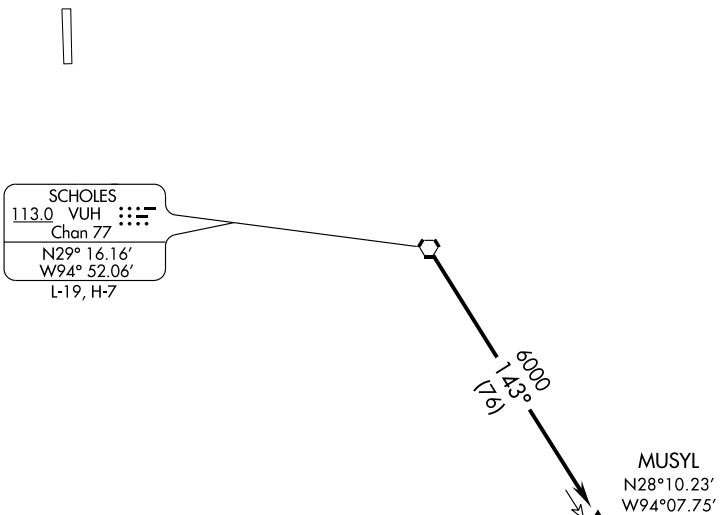
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)

SL-10328 (FAA)

TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON, TEXAS

HOUSTON EXECUTIVE (TME)

(WAILN1.WAILN) 10210

WAILN ONE DEPARTURE (RNAV) SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)

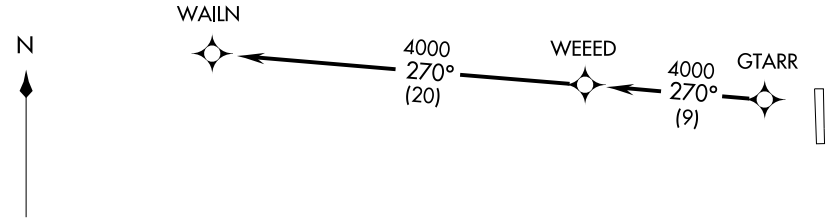
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

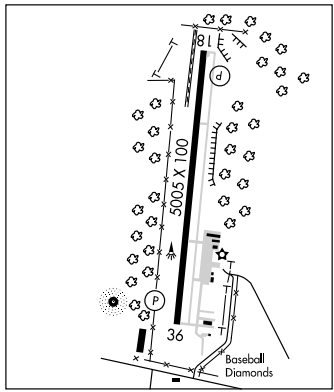
TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HULL N29°37.95′ W95°39.36′ NOTAM FILE SGR. HOUSTON
NDB(HW) 388 SGR at Sugar Land Rgnl. COPTER
L–19D, 21A, GOMW

HUMBLE N29°57.41′ W95°20.74′ NOTAM FILE IAH. HOUSTON
(H) VORTACW 116.6 IAH Chan 113 003° 1.7 NM to George Bush Intercontinental/Houston. COPTER
90/5E. **HIWAS.** H–7C, L–19E, 21A, GOMW

HUNT (See PORTLAND)

HUNTSVILLE MUNI (UTS) 2 NW UTC−6(−5DT) N30°44.81′ W95°35.23′ HOUSTON
363 B S4 **FUEL** 100LL, JET A NOTAM FILE UTS H–7C, L–19D, 21A
RWY 18–36: H5005X100 (ASPH) S–27 MIRL 1.3% up S. IAP
RWY 18: REIL. PAPI(P4L)Trees.
RWY 36: REIL. PAPI(P4L)—GA 2.8° TCH 40′. Pole.
AIRPORT REMARKS: Attended dawn–dusk. LIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 119.425 (936) 291–7997.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
LEONA (L) VORTACW 110.8 LOA Chan 45 N31°07.44′ W95°58.08′ 131° 29.9 NM to fld. 350/8E.
NDB (MHW) 308 UTS N30°44.44′ W95°35.45′ at fld. NOTAM FILE UTS.



HUTCHINSON CO (See BORGER)

INDOO N32°24.95′ W95°28.18′ NOTAM FILE TYR. DALLAS–FT WORTH
NDB (LOM) 320 TY 131° 5.0 NM to Tyler Pounds Rgnl.

INDUSTRY N29°57.36′ W96°33.73′ NOTAM FILE CXO. HOUSTON
(L) VORTACW 110.2 IDU Chan 39 165° 19.0 NM to Robert R. Wells Jr. 419/8E. H–7C, L–19D, 21A, GOMW

INGLESIDE

T P MC CAMPBELL (TFP) 2N UTC −6(−5DT) N27°54.78′ W97°12.69′ BROWNSVILLE
18 B **FUEL** 100LL, JET A NOTAM FILE SJT H–7C, L–20I, 21A, GOMW
RWY 13–31: H5000X75 (ASPH) MIRL IAP
RWY 13: PAPI (P2L)—GA 3.0° TCH 38′. **RWY 31:** PAPI (P2L)—GA 3.0° TCH 31′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel self–svc. Ground adjacent to Rwy 13–31 and Twy A (SE end) more than 1½″ below rwy. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—123.0.
WEATHER DATA SOURCES: AWOS–3 118.775 (361) 758–8961.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CORPUS APP CON** 120.9
CORPUS DEP CON 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 078° 12.0 NM to fld. 60/9E.
HIWAS.

NDB UTS 308	APP CRS 187°	Rwy Idg 5005 TDZE 338 Apt Elev 363

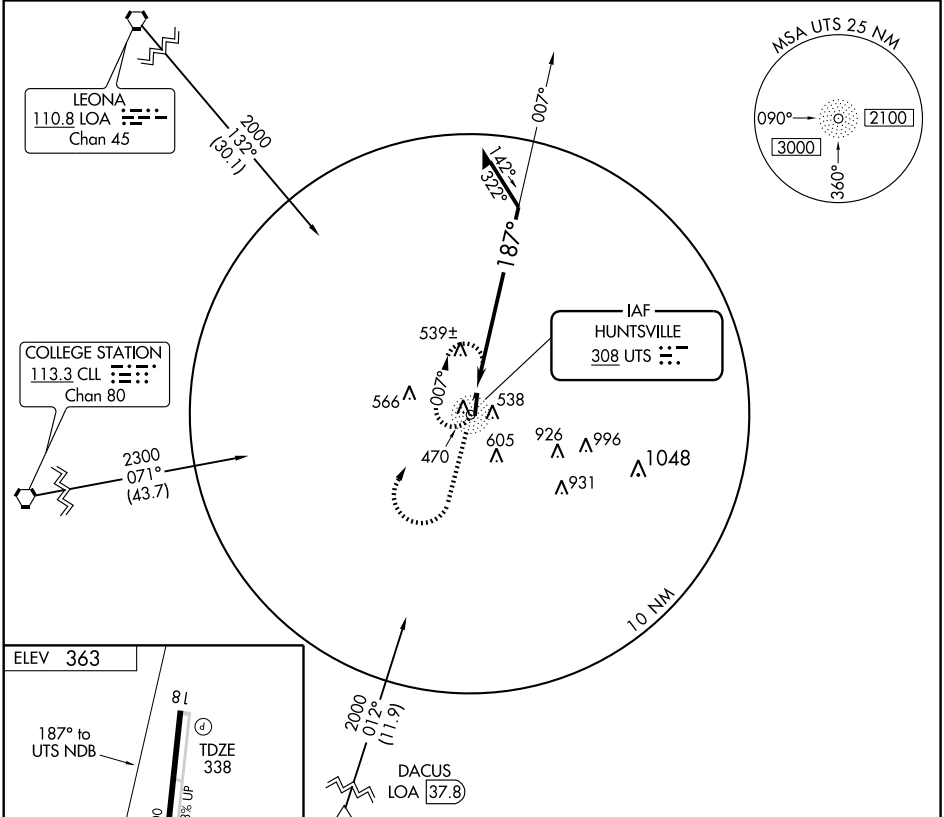
NDB RWY 18
HUNTSVILLE MUNI (UTS)

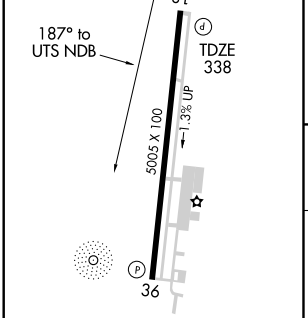
Visibility reduction by helicopters NA. When local altimeter setting not received use Lone Star Executive altimeter setting and increase all MDA 80 feet, increase S-18 and Circling Cat C visibility ¼ mile.

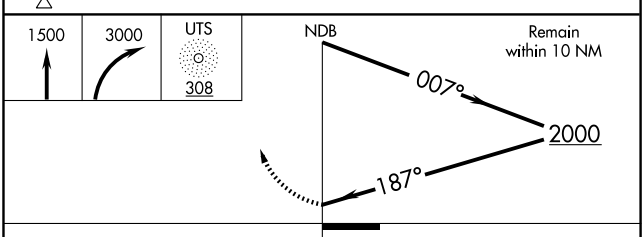
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct UTS NDB and hold, continue climb-in-hold to 3000.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	960-1	622 (700-1)	960-1¾ 622 (700-1¾)	NA
CIRCLING	960-1	597 (600-1)	960-1¾ 597 (600-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5005
CH 72811	180°	TDZE	338
W18A		Apt Elev	363

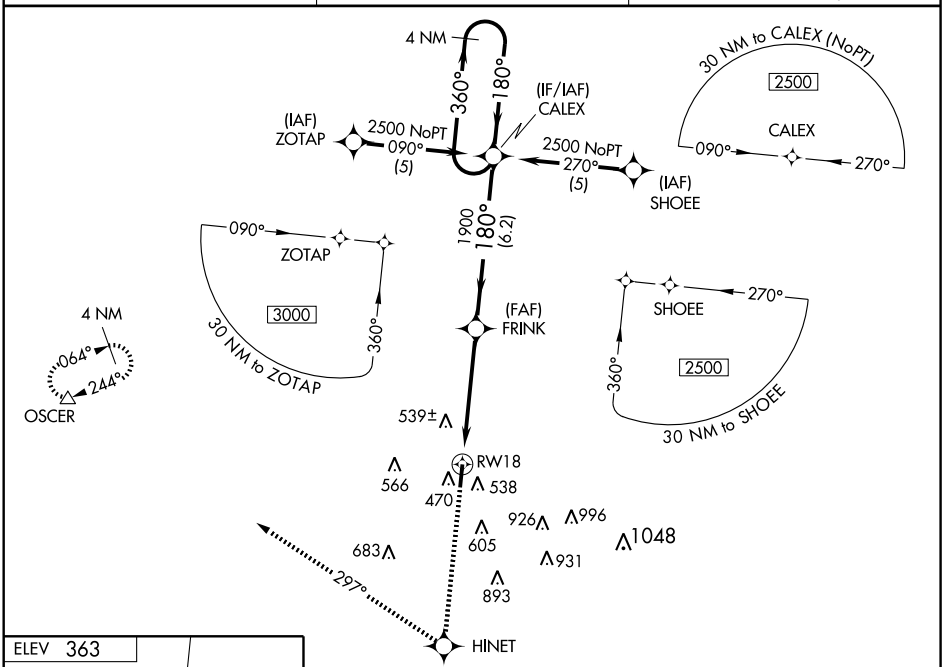
RNAV (GPS) RWY 18

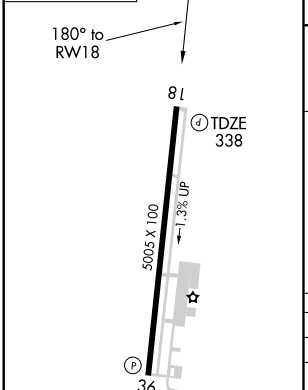
HUNTSVILLE MUNI (UTS)

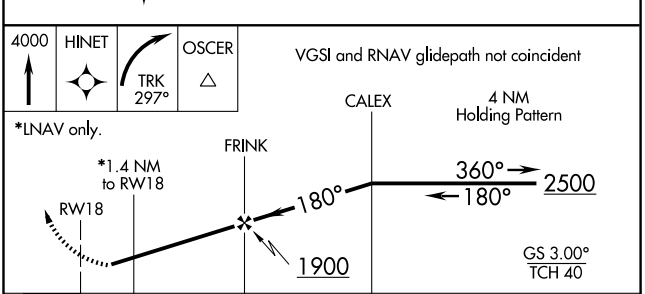
Baro-VNAV NA when using Lone Star Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Lone Star Executive altimeter setting. When local altimeter setting not received, use Lone Star Executive altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HINET and right turn via track 297° to OSCER and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	588-1 250 (300-1)			NA
LNAV/VNAV DA	886-2 548 (600-2)			NA
LNAV MDA	840-1 502 (500-1)		840-1½ 502 (500-1½)	NA
CIRCLING	900-1 537 (600-1)		900-1½ 537 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR LOA 110.8 Chan 45	APP CRS 131°	Rwy Idg NA TDZE NA Apt Elev 363

VOR/DME-A

HUNTSVILLE MUNI (UTS)

When local altimeter setting not received, use Lone Star Executive altimeter setting and increase MDA 80 feet, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via LOA VORTAC R-131 to KASHE/25 DME and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L

1044

Procedure NA for arrivals at LOA VORTAC via V477 northwest bound.

IAF LEONA 110.8 LOA Chan 45

2000 131° (19)

10 NM

R-177

R-131

(IF) AMBEE LOA 19

2000 131° (6)

KASHE LOA 25

(IAF) OXITY LOA 19

2000 LOA 19 Arc

311°

131°

539±

596

566

470

538

926

996

605

683

931

MAFAP LOA 29.7

MSA LOA 25 NM

2100

ELEV 363

8L

5005 X 100

1.3% UP

131° 4.7 NM from FAF

36

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

AMBEE LOA 19

KASHE LOA 25

2000

131°

2000

Procedure Turn NA

6 NM

4.7 NM

2000 LOA R-131

KASHE LOA 25

MAFAP LOA 29.7

CATEGORY	A	B	C	D
CIRCLING	1000-1 637 (700-1)	1000-1¼ 637 (700-1¼)	1000-1¾ 637 (700-1¾)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

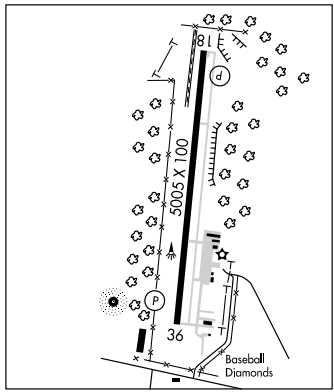
SC-5, 26 AUG 2010 to 23 SEP 2010

HULL N29°37.95′ W95°39.36′ NOTAM FILE SGR. HOUSTON
NDB(HW) 388 SGR at Sugar Land Rgnl. COPTER
L–19D, 21A, GOMW

HUMBLE N29°57.41′ W95°20.74′ NOTAM FILE IAH. HOUSTON
(H) VORTACW 116.6 IAH Chan 113 003° 1.7 NM to George Bush Intercontinental/Houston. COPTER
90/5E. **HIWAS.** H–7C, L–19E, 21A, GOMW

HUNT (See PORTLAND)

HUNTSVILLE MUNI (UTS) 2 NW UTC−6(−5DT) N30°44.81′ W95°35.23′ HOUSTON
363 B S4 **FUEL** 100LL, JET A NOTAM FILE UTS H–7C, L–19D, 21A
RWY 18–36: H5005X100 (ASPH) S–27 MIRL 1.3% up S. IAP
RWY 18: REIL. PAPI(P4L)Trees.
RWY 36: REIL. PAPI(P4L)—GA 2.8° TCH 40′. Pole.
AIRPORT REMARKS: Attended dawn–dusk. LIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 119.425 (936) 291–7997.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (MONTGOMERY COUNTY RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
LEONA (L) VORTACW 110.8 LOA Chan 45 N31°07.44′ W95°58.08′ 131° 29.9 NM to fld. 350/8E.
NDB (MHW) 308 UTS N30°44.44′ W95°35.45′ at fld. NOTAM FILE UTS.



HUTCHINSON CO (See BORGER)

INDOO N32°24.95′ W95°28.18′ NOTAM FILE TYR. DALLAS–FT WORTH
NDB (LOM) 320 TY 131° 5.0 NM to Tyler Pounds Rgnl.

INDUSTRY N29°57.36′ W96°33.73′ NOTAM FILE CXO. HOUSTON
(L) VORTACW 110.2 IDU Chan 39 165° 19.0 NM to Robert R. Wells Jr. 419/8E. H–7C, L–19D, 21A, GOMW

INGLESIDE

T P MC CAMPBELL (TFP) 2N UTC −6(−5DT) N27°54.78′ W97°12.69′ BROWNSVILLE
18 B **FUEL** 100LL, JET A NOTAM FILE SJT H–7C, L–20I, 21A, GOMW
RWY 13–31: H5000X75 (ASPH) MIRL IAP
RWY 13: PAPI (P2L)—GA 3.0° TCH 38′. **RWY 31:** PAPI (P2L)—GA 3.0° TCH 31′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel self–svc. Ground adjacent to Rwy 13–31 and Twy A (SE end) more than 1½″ below rwy. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—123.0.
WEATHER DATA SOURCES: AWOS–3 118.775 (361) 758–8961.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CORPUS APP CON** 120.9
CORPUS DEP CON 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 078° 12.0 NM to fld. 60/9E.
HIWAS.

WAAS	APP CRS	Rwy Idg 5000
Ch 78301	133°	TDZE 18
W13A		Apt Elev 18

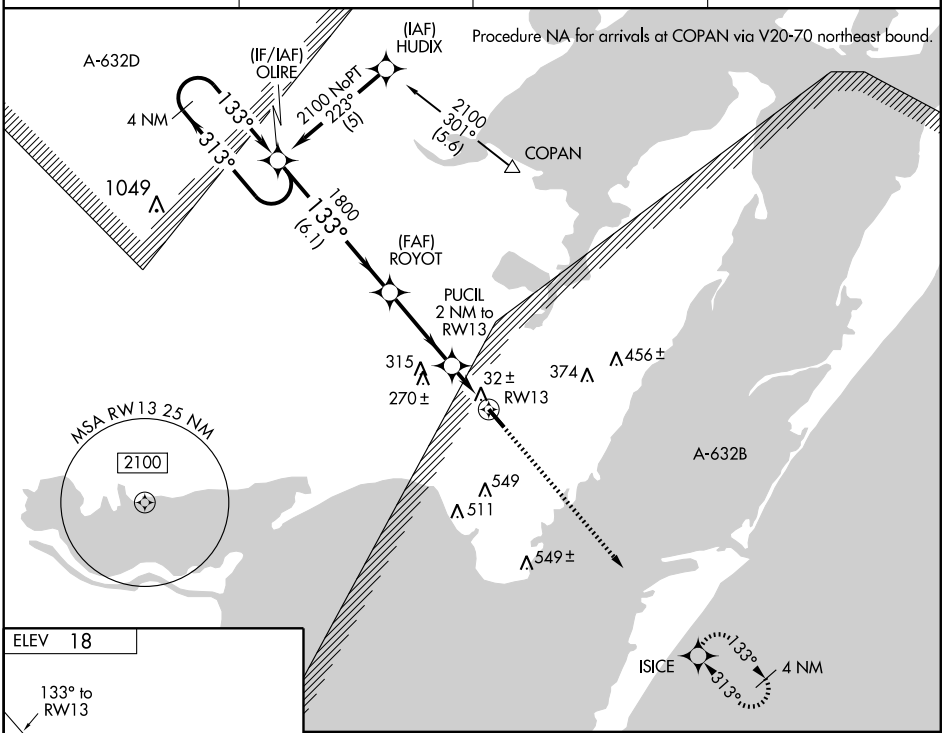
RNAV (GPS) RWY 13

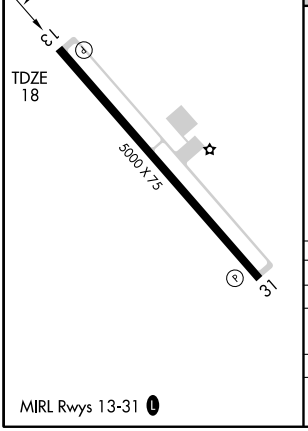
INGLESIDE/ T P MC CAMPBELL (TFP)

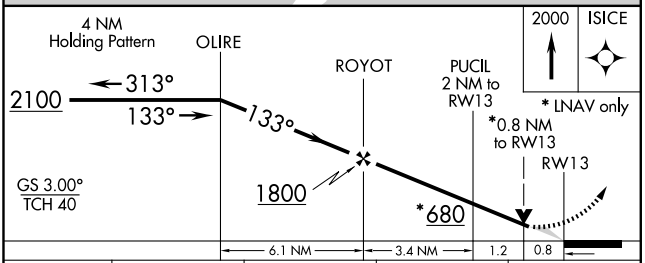
BARO-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISICE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	268-1	250 (300-1)		
LNAV/VNAV DA	286-1	268 (300-1)		
LNAV MDA	300-1	282 (300-1)		
CIRCLING	520-1 502 (600-1)		520-1½ 502 (600-1½)	580-2 562 (600-2)

MIRL Rwys 13-31 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 5000
Ch 82601	313°	TDZE 18
W31A		Apt Elev 18

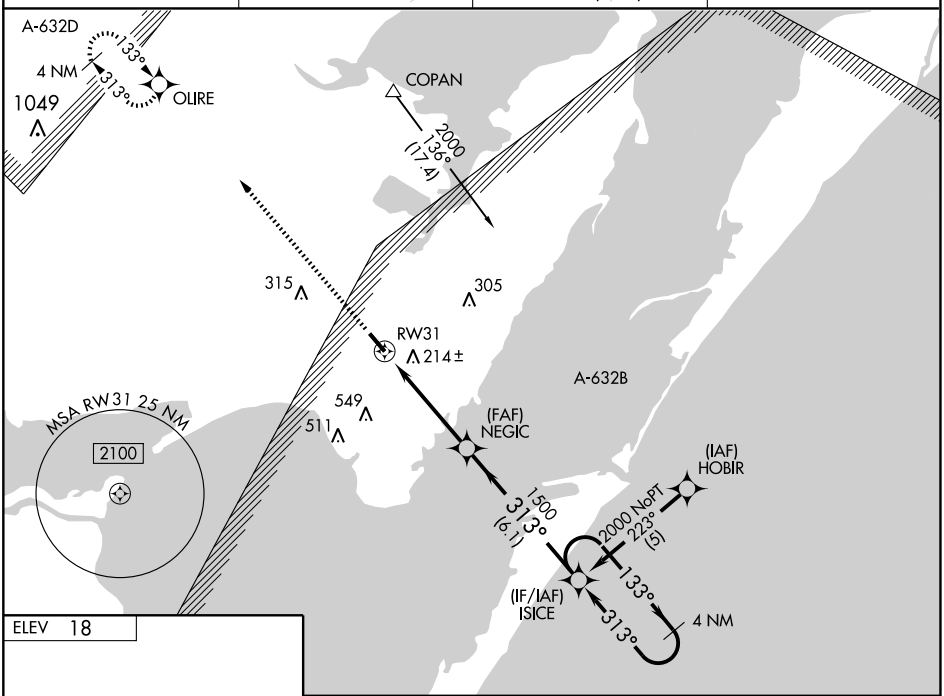
RNAV (GPS) RWY 31

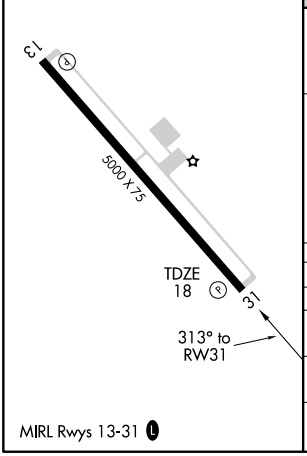
INGLESIDE/ T P MC CAMPBELL (TFP)

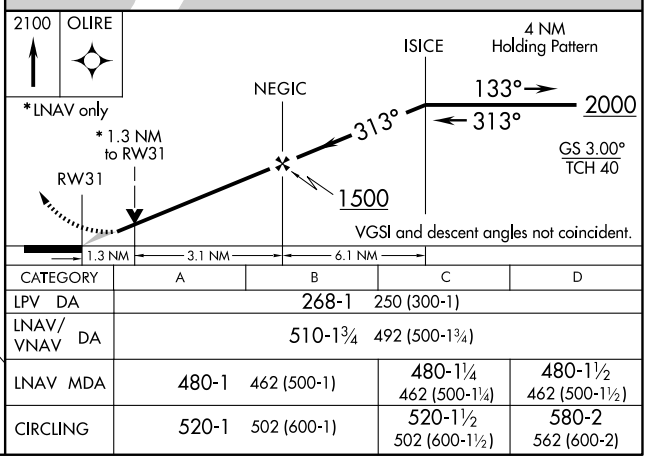
A BARO-VNAV NA when using Mustang Beach altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
W When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 533 feet; and all MDAs 40 feet; increase LNAV Cat C visibility ¼ mile. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct OLIRE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	268-1	250 (300-1)		
LNAV/VNAV DA	510-1¾	492 (500-1¾)		
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	520-1	502 (600-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

IRAAN MUNI (2FØ) 1 SE UTC−6(−5DT) N30°54.34′ W101°53.52′ — SAN ANTONIO L–19A
2200 B **FUEL** 100LL NOTAM FILE SJT
RWY 14–32: H4085X60 (ASPH) S–12.5 LIRL (NSTD)
RWY 14: Thld dsplcd 500′. P-line. **RWY 32:** Thld dsplcd 490′.
RWY 07–25: H2755X50 (ASPH) S–12.5
RWY 07: Brush. **RWY 25:** Brush.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rising terrain southwest and west of arpt. Rwy 25 15 ft marked p–line 420 ft from thld both sides of centerline with apch slope 14:1. Rwy 14–32 NSTD LIRL. Rwy 14 has no dsplcd thld lgts, Rwy 32 has single green dsplcd thld lgt. Rwy 14–32 dsplcd thlds painted yellow.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FST.
FORT STOCKTON (H) VORTAC 116.9 FST Chan 116 N30°57.13′ W102°58.54′ 082° 56.0 NM to fld. 2893/11E. **HIWAS.**

IRESH N31°01.44′ W97°42.48′ NOTAM FILE ILE. — SAN ANTONIO L–19C, 21A
NDB (LOM) 278 IL 010° 3.9 NM to Skylark Fld.

IRONHEAD (See SANGER)

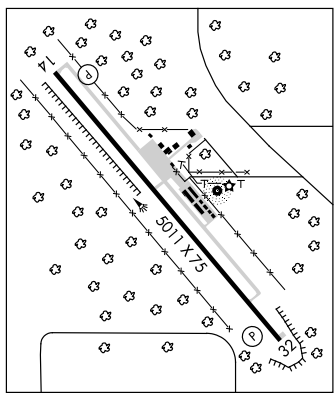
JACKSBORO MUNI (21F) 1 NE UTC−6(−5DT) N33°13.72′ W98°08.80′ — DALLAS–FT. WORTH L–17C
1055 B NOTAM FILE FTW
RWY 17–35: H3220X75 (ASPH) S–4 MIRL
RWY 17: Pole. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt access gate locked. Rwy 17–35 pavement cracked with weeds and grass growing thru cracks. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BOWIE (H) VORTACW 112.4 UKW Chan 71 N33°32.15′ W97°49.28′ 216° 24.6 NM to fld. 1100/6E. **HIWAS.**

JACKSBORO N33°06.76′ W98°07.25′ — DALLAS–FT WORTH L–17C
RCO 122.4 (FORT WORTH RADIO)

JACKSON CO (See EDNA)

JACKSONVILLE

CHEROKEE CO (JSO) 6 SE UTC−6(−5DT) N31°52.16′ W95°13.04′ — HOUSTON H–6I, L–19E IAP
677 B S2 **FUEL** 100LL, JET A NOTAM FILE JSO
RWY 14–32: H5011X75 (ASPH) S–30 MIRL 0.4% up NW
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 32: PAPI(P4L)—GA 3.0° TCH 28′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs self–serve. MIRL Rwy 14–32 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (903) 586–0124.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP 135.25 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
FRANKSTON (L) VORW/DME 111.4 FZT Chan 51 N32°04.48′ W95°31.85′ 121° 20.2 NM to fld. 305/6E.
NDB (MHW) 263 JSO N31°52.21′ W95°12.93′ at fld. NOTAM FILE JSO. SHUTDOWN.



APP CRS	Rwy Idg	5011
135°	TDZE	677
	Apt Elev	677

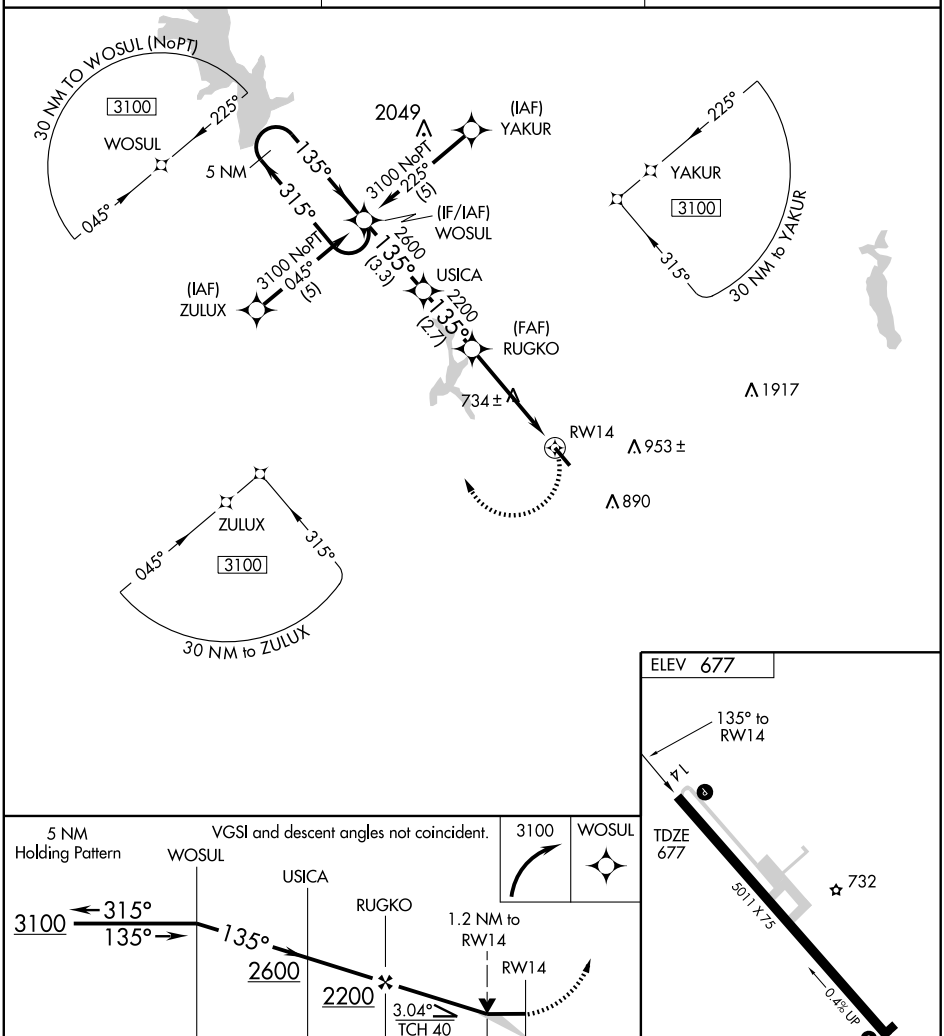
RNAV (GPS) RWY 14

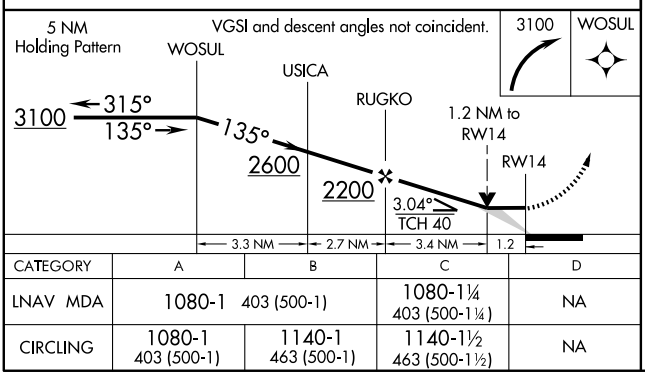
JACKSONVILLE/ CHEROKEE COUNTY (JSO)

If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Palestine Muni altimeter setting. DME/DME RNP-0.3 NA.

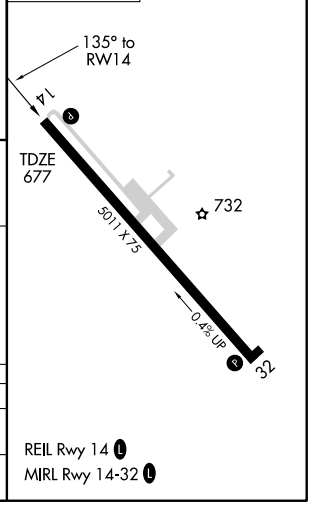
MISSED APPROACH: Climbing right turn to 3100 direct WOSUL and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR FZT	APP CRS	Rwy Idg	5011
111.4	121°	TDZE	677
Chan 51		Apt Elev	677

VOR/DME RWY 14

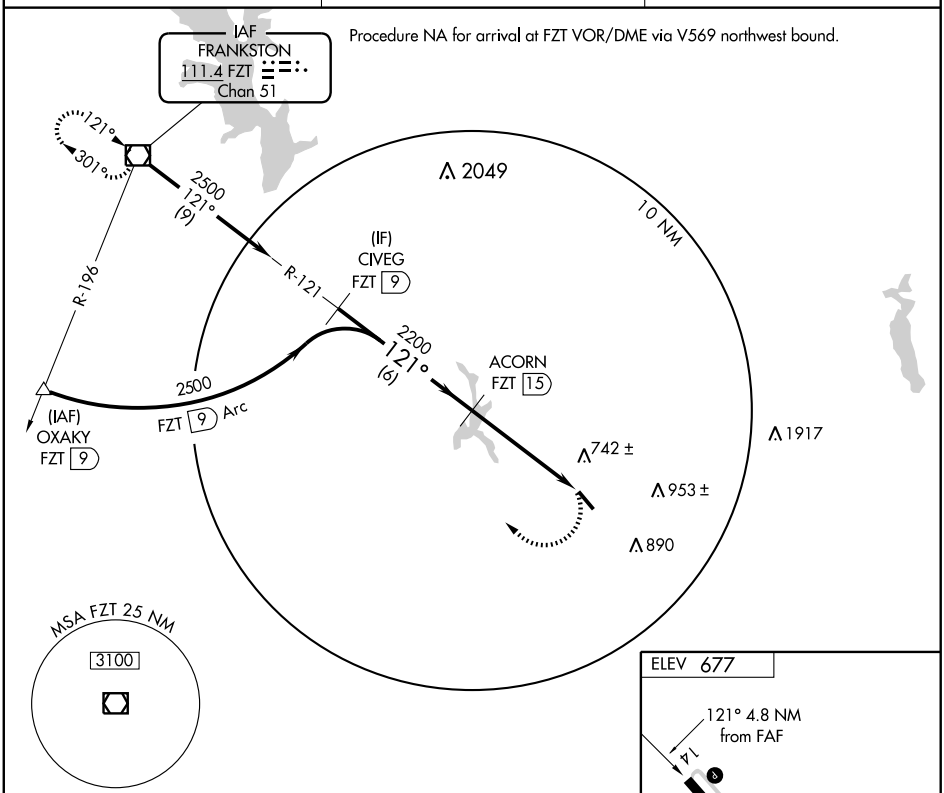
JACKSONVILLE/CHEROKEE COUNTY (JSO)

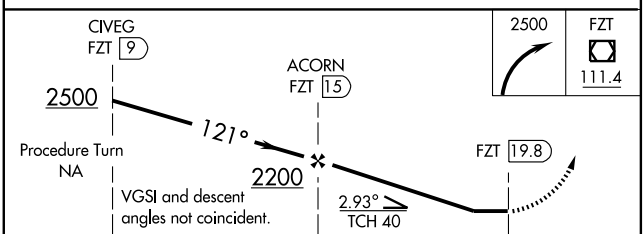
▼ If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet.

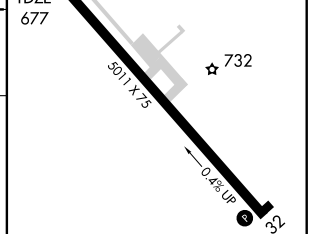
▲

MISSED APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L





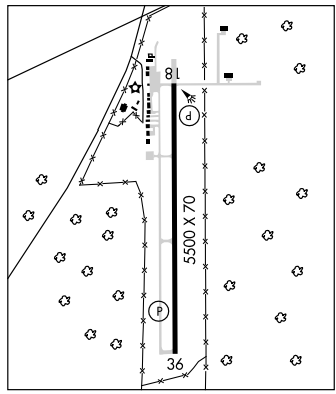


CATEGORY	A	B	C	D
S-14	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

JASPER CO–BELL FLD (JAS) 4 SW UTC−6(−5DT) N30°53.14′ W94°02.10′ **HOUSTON**
213 B S4 **FUEL** 100LL, JET A NOTAM FILE JAS **H–6I, L–19E, 21A**
RWY 18–36: H5500X70 (ASPH) S–21 MIRL 0.7% up N **IAP**
RWY 18: PAPI(P2L)—GA 3.0° TCH 41′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (409) 489–1603.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (MONTGOMERY COUNTY RADIO)
HOUSTON CENTER APP/DEP CON 126.95
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 110° 38.8 NM to fld. 200/5E. **HIWAS.**
NDB (MHW) 344 JAS N30°57.26′ W94°02.04′ 177° 4.1 NM to fld. NOTAM FILE JAS. SHUTDOWN.



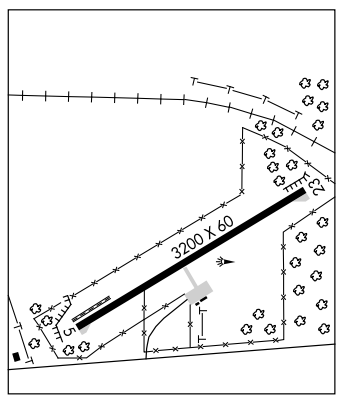
JAYTON

KENT CO (22F) 1 S UTC−6(−5DT) N33°13.76′ W100°34.12′ **DALLAS–FT. WORTH**
2006 B NOTAM FILE FTW **L–17A**
RWY 17–35: H3300X50 (ASPH) S–12.5 LIRL
RWY 17: Road. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Agricultural activity on arpt May–Sep.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 190° 34.9 NM to fld. 1940/10E.

JECCA N32°40.09′ W96°31.94′ NOTAM FILE FTW. **DALLAS–FT. WORTH**
NDB (MHW) 388 JUG 355° 4.7 NM to Mesquite Metro. **COPTER**
A

JEFFERSON

CYPRESS RIVER (24F) 3 E UTC−6(−5DT) N32°44.66′ W94°18.28′ **MEMPHIS**
221 NOTAM FILE FTW **L–17E**
RWY 05–23: H3200X60 (ASPH) S–12.5 LIRL
RWY 05: Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. CAUTION: Rwy 05 5′ ditch 45′ left at thld decreasing to zero depth 500′ East of thld. Deer on and invof arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.
BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28′ W93°48.60′ 259° 25.1 NM to fld. 190/7E.



NDB JAS 344	APP CRS 177°	Rwy Idg 5500 TDZE 213 Apt Elev 213

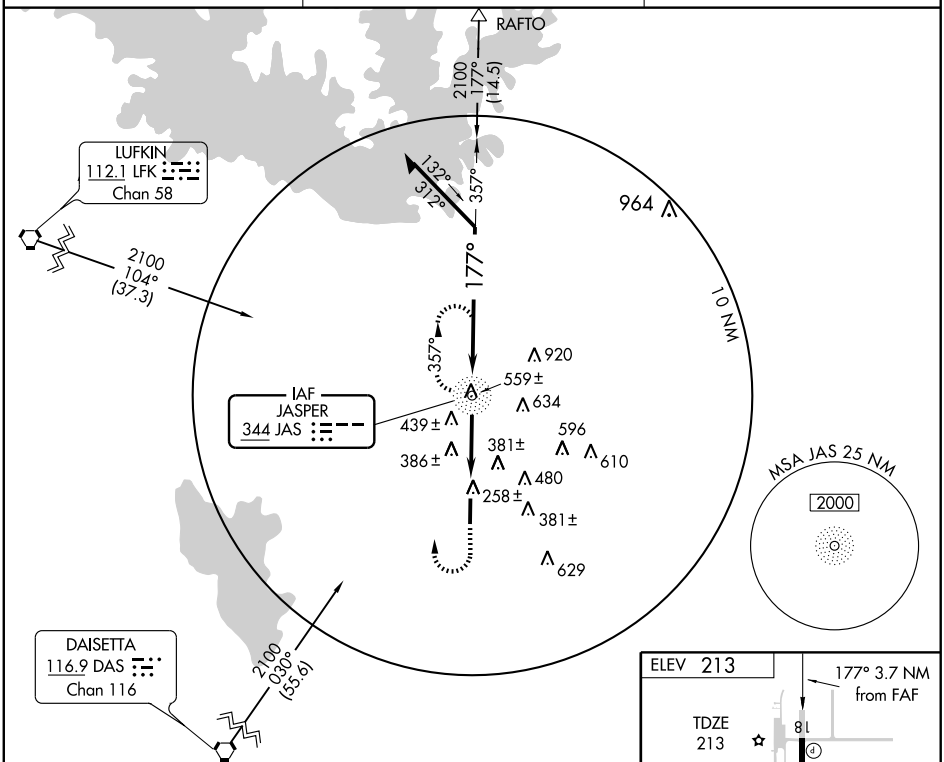
NDB RWY 18

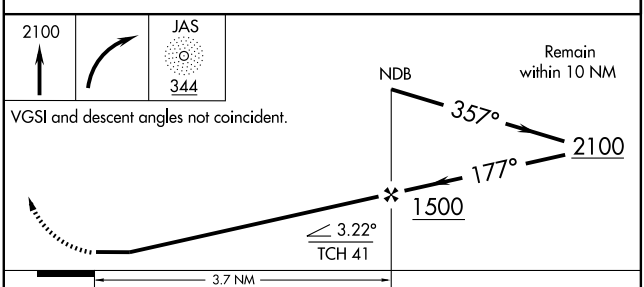
JASPER COUNTY-BELL FIELD (JAS)

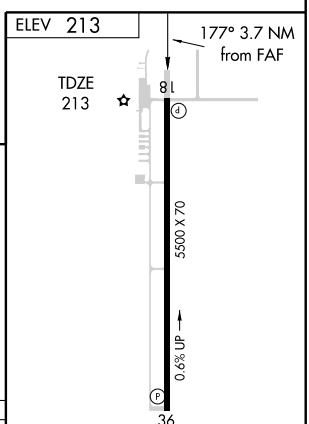
Visibility reduction by helicopters NA. When local altimeter setting not received, use De Ridder altimeter setting and increase all MDA 100 feet, increase S-18 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100, then right turn direct JAS NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA
CIRCLING	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5500
CH 87013	177°	TDZE	213
W18A		Apt Elev	213

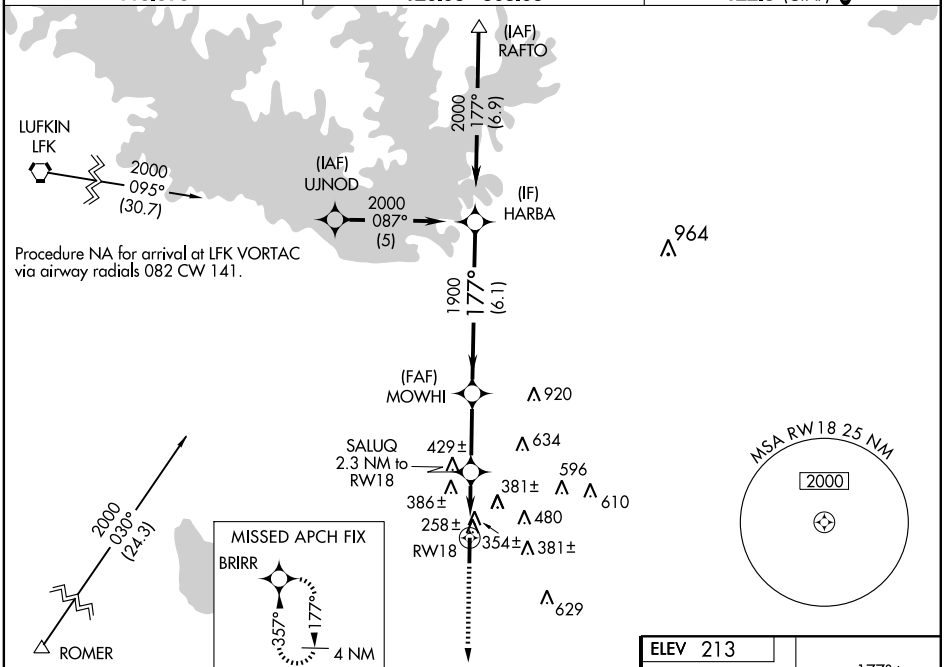
RNAV (GPS) RWY 18

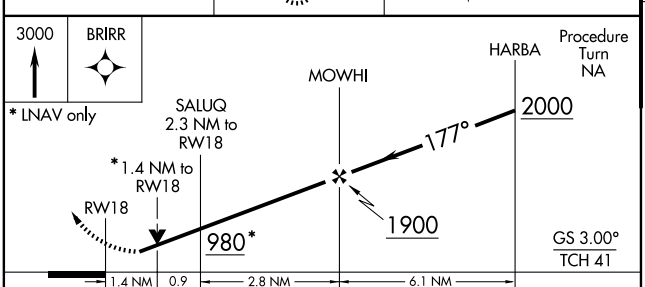
JASPER COUNTY-BELL FIELD (JAS)

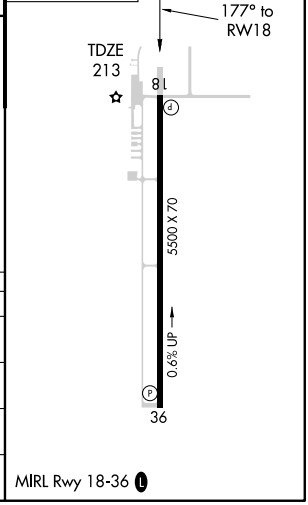
Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRIRR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	567-1¼ 354 (400-1¼)			NA
LNAV/VNAV DA	730-1¾ 517 (600-1¾)			NA
LNAV MDA	700-1 487 (500-1)		700-1¼ 487 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5500
CH 42813	357°	TDZE	192
W36A		Apt Elev	213

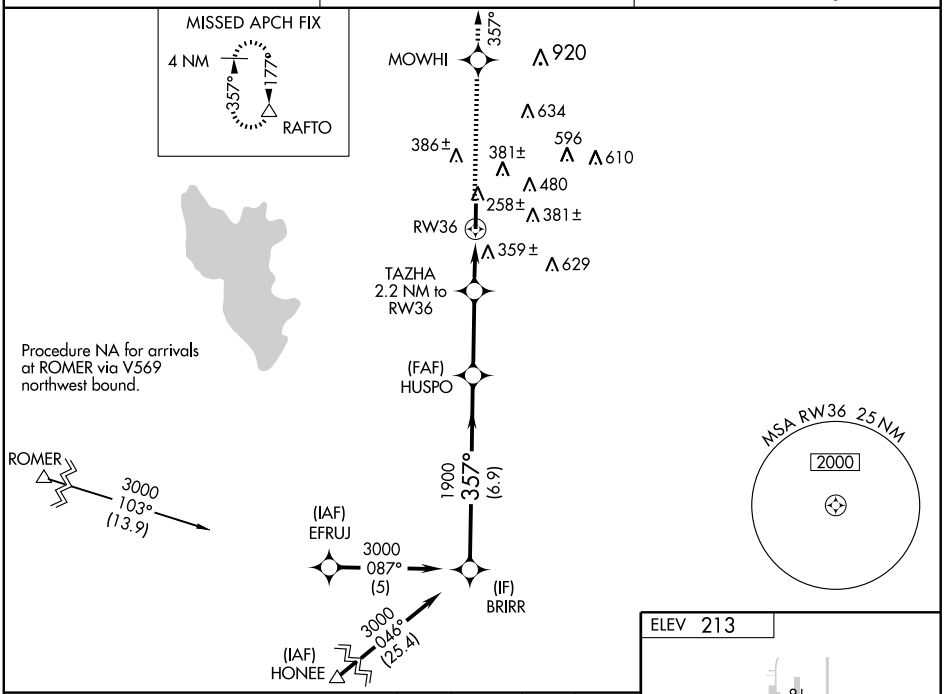
RNAV (GPS) RWY 36

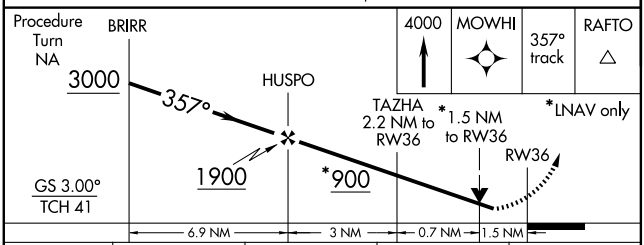
JASPER COUNTY-BELL FIELD (JAS)

Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

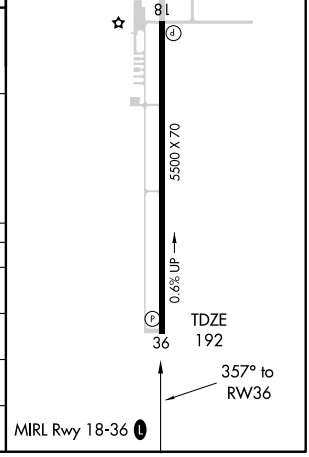
MISSED APPROACH: Climb to 4000 direct MOWHI and via track 357° to RAFTO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	581-1½ 389 (400-1½)			NA
LNAV/VNAV DA	675-1¾ 483 (500-1¾)			NA
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

MANNING FLD (6F7) 4 N UTC−6(−5DT) N32°49.59′ W94°21.26′ **MEMPHIS**
320 NOTAM FILE FTW
RWY 12–30: 5000X80 (TURF)
RWY 12: Road. **RWY 30:** Fence.
RWY 07–25: 3600X100 (TURF)
RWY 07: P–line. **RWY 25:** Trees.
RWY 02–20: 1845X100 (TURF)
RWY 02: Tree. **RWY 20:** Trees.
AIRPORT REMARKS: Attended continuously. Ultralight activity on and in vicinity of arpt. No line of sight between rwy ends 20, 25 and 30.
COMMUNICATIONS: CTAF 122.9

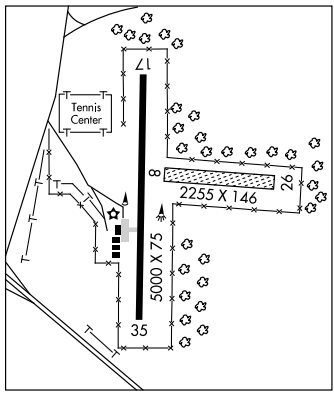
JIM HOGG CO (See HEBBRONVILLE)

JOE VAUGHN SPRAYING (See KRESS)

JONES FLD (See BONHAM)

JUNCTION

KIMBLE CO (JCT) 1 NE UTC−6(−5DT) N30°30.65′ W99°45.79′ **SAN ANTONIO**
1749 B S4 **FUEL** 100LL, JET A+ NOTAM FILE JCT **H–7B, L–19B**
RWY 17–35: H5000X75 (ASPH) S–30 MIRL 1.0% up N **IAP**
RWY 17: Hill.
RWY 08–26: 2255X146 (TURF)
RWY 26: Trees.
AIRPORT REMARKS: Attended continuously. PAEW on twy and adjacent rwy. Rwy 08–26 thlds marked with white tires across rwy ends. Frequent mil training flts conducting low apchs to arpt. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (325) 446–4594. **HIWAS** 116.0 JCT.
COMMUNICATIONS: CTAF/UNICOM 122.8
JUNCTION RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
RADIO AIDS TO NAVIGATION: NOTAM FILE JCT.
JUNCTION (H) VORTACW 116.0 JCT Chan 107 N30°35.88′ W99°49.05′ 144° 5.9 NM to fld. 2280/8E. **HIWAS.**



JUNCTION N30°35.88′ W99°49.05′ NOTAM FILE JCT. **SAN ANTONIO**
(H) VORTACW 116.0 JCT Chan 107 144° 5.9 NM to Kimble Co. 2280/8E. **HIWAS.** **H–7B, L–19B**
RCO 122.3 (SAN ANGELO RADIO)

JUSTIN

CLARK AIRPORT (3T6) 3 N UTC−6(−5DT) N33°08.81′ W097°17.80′ **DALLAS–FT WORTH**
705 NOTAM FILE FTW **COPTER**
RWY 17–35: H1800X22 (ASPH)
RWY 17: Bldg. **RWY 35:** Tree.
AIRPORT REMARKS: Attended continuously. +5′ fence 50–75′ east of rwy running parallel marked with tires. Rwy 17–35 has grass encroachment.
COMMUNICATIONS: CTAF 122.9

PROPWASH (16X) 3 E UTC−6(−5DT) N33°04.84′ W097°21.53′ **DALLAS–FT WORTH**
800 B NOTAM FILE FTW **COPTER**
RWY 17–35: H3000X60 (ASPH) LIRL **L–17C, A**
RWY 17: Tree. Rgt tfc. **RWY 35:** Thld dsplcd 200′.
AIRPORT REMARKS: Unattended. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 17–35—CTAF. Landing fee.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 316° 14.6 NM to fld. 637/6E.

KARNES CO (See KENEDY)

RNAV (GPS) RWY 17

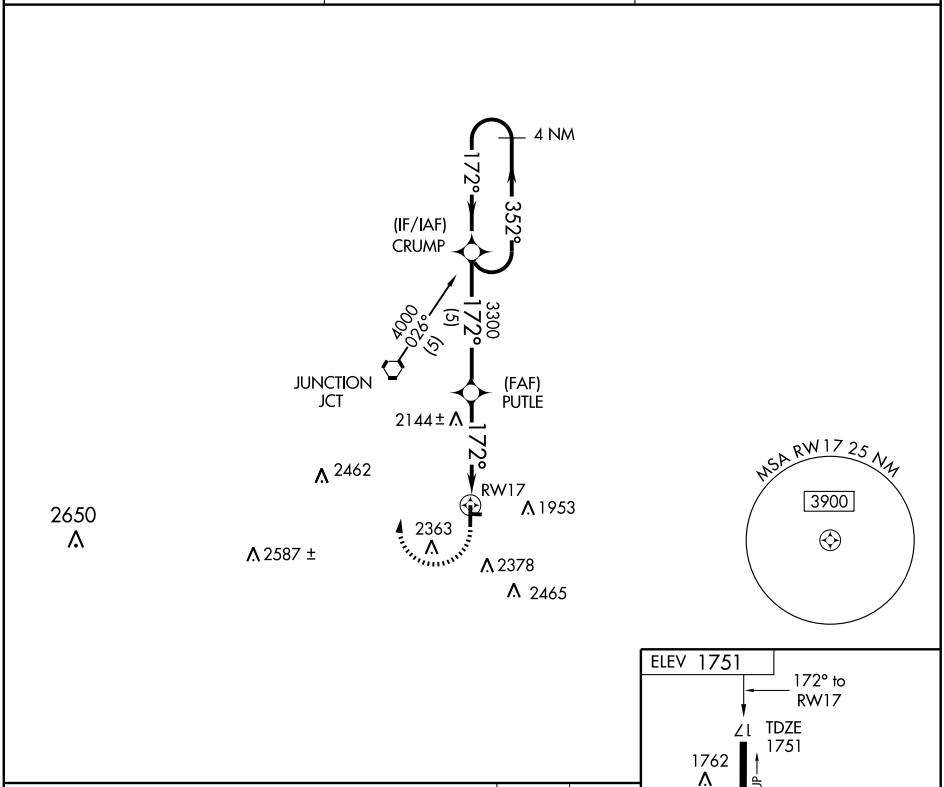
JUNCTION/ KIMBLE COUNTY (JCT)

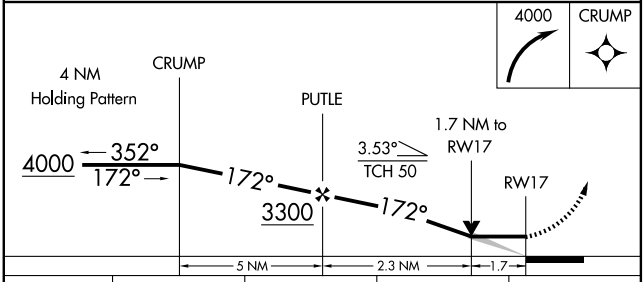
APP CRS	Rwy Idg	5000
172°	TDZE	1751
	Apt Elev	1751

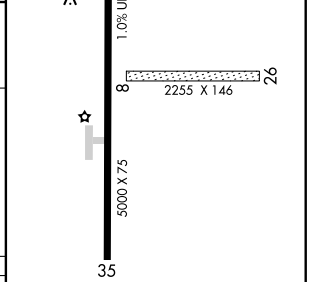
T
A NA — Circling NA to Rwy 8-26. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CRUMP WP and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2420-1	669 (700-1)	2420-1¾ 669 (700-1¾)	NA
CIRCLING	2420-1	669 (700-1)	2740-3 989 (1000-3)	NA

MIRL Rwy 17-35 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC JCT	APP CRS	Rwy Idg	N/A
116.0	144°	TDZE	N/A
Chan 107		Apt Elev	1751

VOR-A

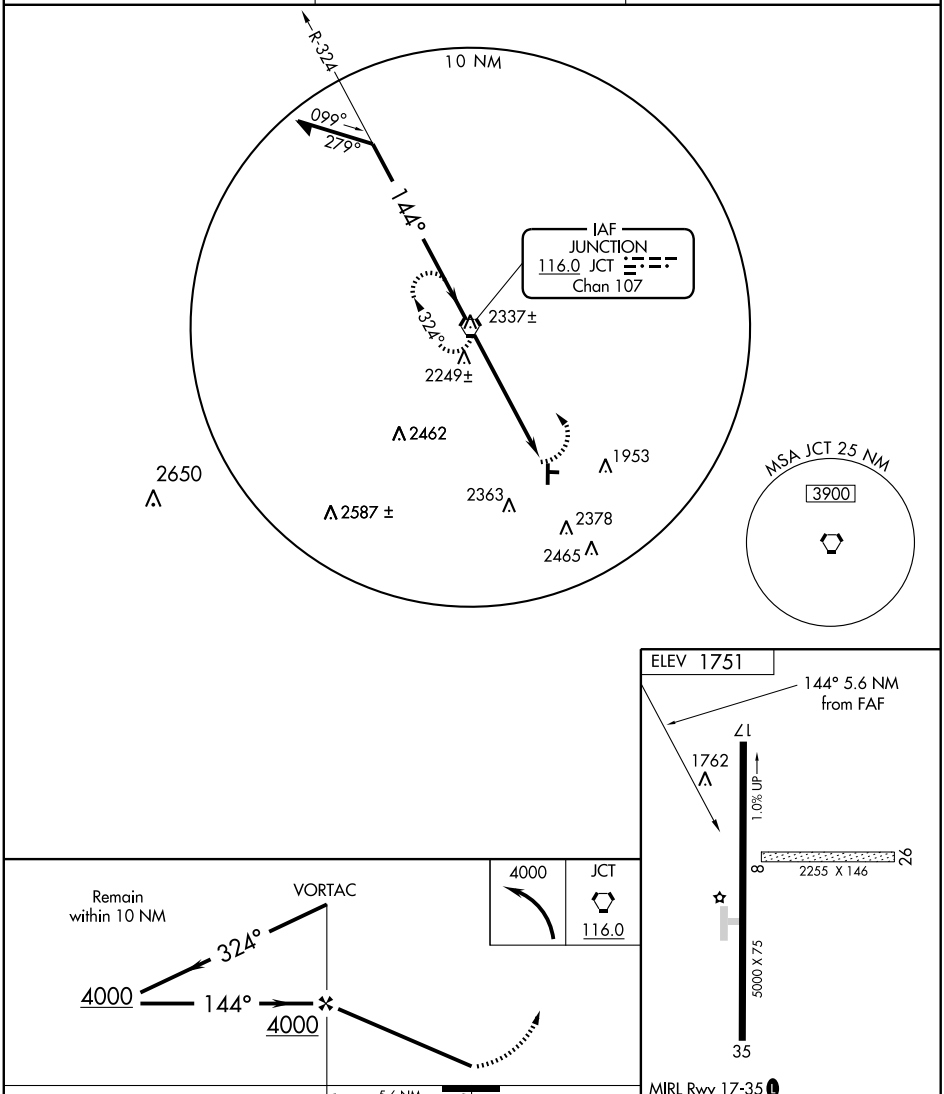
JUNCTION/KIMBLE COUNTY (JCT)

NA

Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2560-1 809(900-1)	2560-1¼ 809 (900-1¼)	2740-3 989 (1000-3)	NA

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

KATY

SACK-O-GRANDE ACROPORT (9X9) 7 N UTC−6(−5DT) N29°54.76′ W95°49.60′ **HOUSTON**

165 NOTAM FILE CXO

RWY 09–27: 3950X100 (TURF)

RWY 09: Road. **RWY 27:** P-line.

AIRPORT REMARKS: Unattended. Aerobatic box over airport. Landing fee.

COMMUNICATIONS: CTAF 122.9 **UNICOM** 122.725

KAUFMAN

HALL (KØØ) 6 NW UTC−6(−5DT) N32°30.83′ W96°14.21′ **DALLAS–FT. WORTH**

440 NOTAM FILE FTW

RWY 17–35: 2585X40 (TURF)

RWY 17: Trees. **RWY 35:** Tree.

AIRPORT REMARKS: Attended Sat–Sun 1400Z‡–dusk. Rwy 17–35 grass high and rough. +4′ fence 40′ E of rwy centerline obstructs safety area, scattered 12′ trees in fence line. +3′ grass covering painted tires marking thld.

COMMUNICATIONS: CTAF/UNICOM 122.8

KELLY N29°23.49′ W98°34.86′ NOTAM FILE SKF. **SAN ANTONIO**

(L) TACAN Chan 57 KSY (112.0) at Lackland AFB Kelly Fld Annex. 687/7E. Unmonitored when twr clsd. No NOTAM MP every fourth Wed 1100–1300Z‡. **L–19C**

KENEDY

KARNES CO (2R9) 1 NW UTC−6(−5DT) N28°49.50′ W97°51.94′ **SAN ANTONIO**

289 B S4 NOTAM FILE SJT **L–20H, 21A**

RWY 16–34: H3218X60 (ASPH) S–11 MIRL 0.5% up NW **IAP**

RWY 16: Tree. Rgt tfc. **RWY 34:** Trees.

AIRPORT REMARKS: Attended Mon–Fri dalgt hours. Deer on and invof arpt seasonally. MIRL Rwy 16–34 and twy lgts preset low ints, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 030° 24.4 NM to fld. 270/8E.

KENNETH COPELAND (See FT WORTH)

KENT CO (See JAYTON)

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) 5 SE UTC−6(−5DT) **SAN ANTONIO**

N29°58.60′ W99°05.13′ **H–7B, L–19C**

1617 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE ERV **IAP**

RWY 12–30: H6000X100 (ASPH) S–25 MIRL 0.3% up SE

RWY 12: PAPI(P4L)—GA 2.83° TCH 40′. Thld dsplcd 690′. Trees.

RWY 30: PAPI(P4L)—GA 2.83° TCH 40′.

RWY 03–21: H3592X60 (ASPH) S–15 MIRL 1.0% up NE

RWY 03: PAPI(P2L)—GA 3.5°. TCH 31′. Tree.

RWY 21: PAPI(P2L)—GA 3.5°. TCH 25′. Trees.

AIRPORT REMARKS: Attended sunrise–sunset. Deer on and in vicinity of arpt. PAEW on arpt. MIRL Rwy 03–21 and Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.125 (830) 895–2204.

COMMUNICATIONS: CTAF/UNICOM 122.7

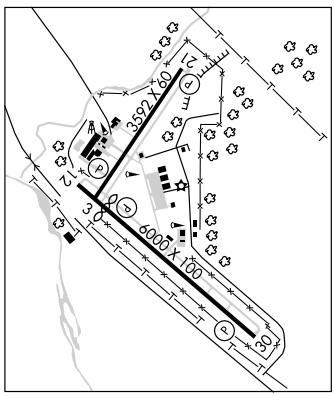
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.95 **CLNC DEL** 134.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ERV.

CENTER POINT (H) VORTAC 117.5 CSI Chan 122 N29°55.34′ W99°12.87′ 056° 7.5 NM to fld. 2080/8E.

SHEIN NDB (MHW/LOM) 263 ER N29°54.90′ W99°00.57′ 307° 5.4 NM to fld.

ILS 109.1 I–ERV Rwy 30. LOM SHEIN NDB. LOC only.



KICKAPOO DOWNTOWN AIRPARK (See WICHITA FALLS)

VORTAC THX 111.4 Chan 51	APP CRS 030°	Rwy Idg N/A TDZE N/A Apt Elev 291

VOR/DME or GPS-A

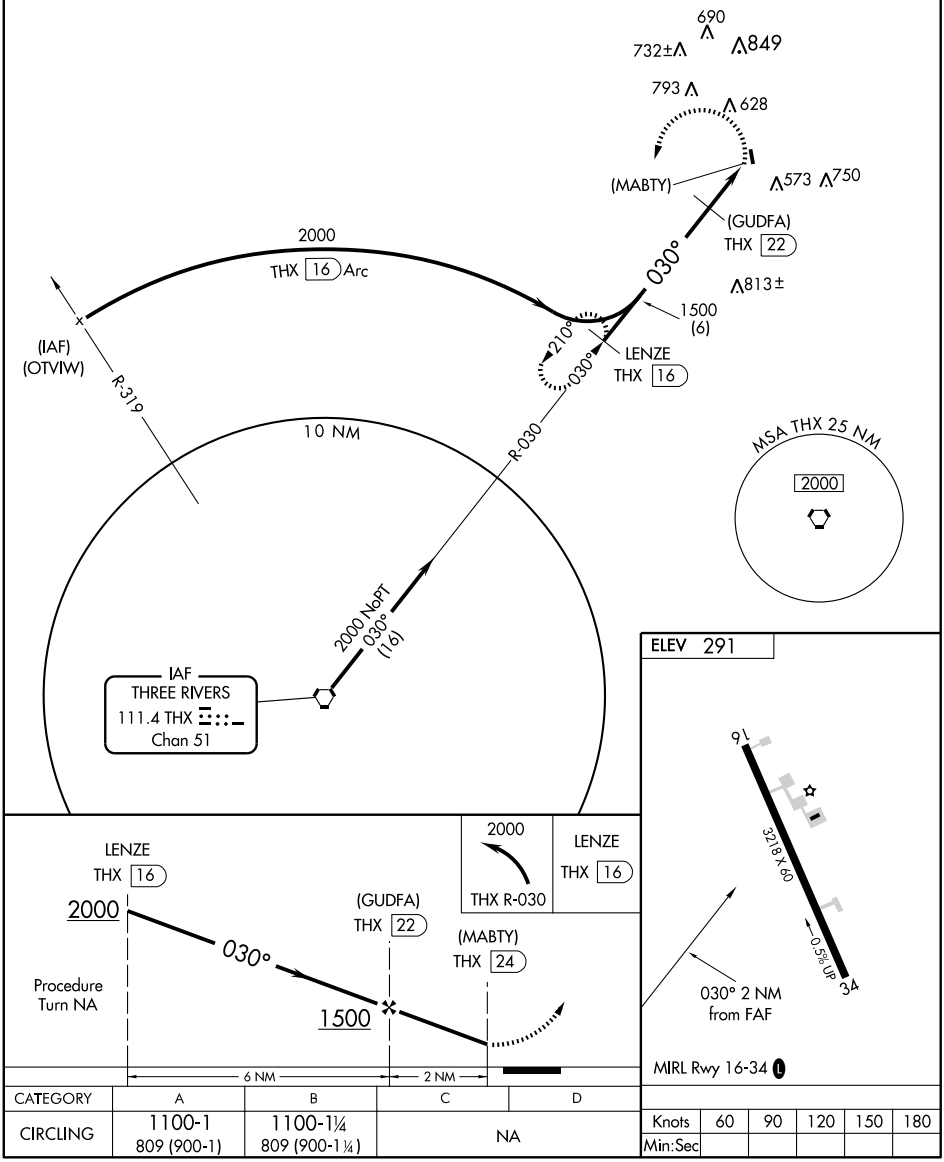
KENEDY/ KARNES COUNTY (2R9)

NA

Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via THX R-030 to LENZE/16 DME and hold.

HOUSTON CENTER	UNICOM
134.6 322.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1100-1 809 (900-1)	1100-1¼ 809 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

KATY

SACK-O-GRANDE ACROPORT (9X9) 7 N UTC−6(−5DT) N29°54.76′ W95°49.60′ **HOUSTON**

165 NOTAM FILE CXO

RWY 09–27: 3950X100 (TURF)

RWY 09: Road. **RWY 27:** P-line.

AIRPORT REMARKS: Unattended. Aerobatic box over airport. Landing fee.

COMMUNICATIONS: CTAF 122.9 **UNICOM** 122.725

KAUFMAN

HALL (KØØ) 6 NW UTC−6(−5DT) N32°30.83′ W96°14.21′ **DALLAS–FT. WORTH**

440 NOTAM FILE FTW

RWY 17–35: 2585X40 (TURF)

RWY 17: Trees. **RWY 35:** Tree.

AIRPORT REMARKS: Attended Sat–Sun 1400Z‡–dusk. Rwy 17–35 grass high and rough. +4′ fence 40′ E of rwy centerline obstructs safety area, scattered 12′ trees in fence line. +3′ grass covering painted tires marking thld.

COMMUNICATIONS: CTAF/UNICOM 122.8

KELLY N29°23.49′ W98°34.86′ NOTAM FILE SKF. **SAN ANTONIO**

(L) TACAN Chan 57 KSY (112.0) at Lackland AFB Kelly Fld Annex. 687/7E. Unmonitored when twr clsd. No NOTAM MP every fourth Wed 1100–1300Z‡. **L–19C**

KENEDY

KARNES CO (2R9) 1 NW UTC−6(−5DT) N28°49.50′ W97°51.94′ **SAN ANTONIO**

289 B S4 NOTAM FILE SJT **L–20H, 21A**

RWY 16–34: H3218X60 (ASPH) S–11 MIRL 0.5% up NW **IAP**

RWY 16: Tree. Rgt tfc. **RWY 34:** Trees.

AIRPORT REMARKS: Attended Mon–Fri dalgt hours. Deer on and invof arpt seasonally. MIRL Rwy 16–34 and twy lgts preset low ints, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.

THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 030° 24.4 NM to fld. 270/8E.

KENNETH COPELAND (See FT WORTH)

KENT CO (See JAYTON)

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) 5 SE UTC−6(−5DT) **SAN ANTONIO**

N29°58.60′ W99°05.13′ **H–7B, L–19C**

1617 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE ERV **IAP**

RWY 12–30: H6000X100 (ASPH) S–25 MIRL 0.3% up SE

RWY 12: PAPI(P4L)—GA 2.83° TCH 40′. Thld dsplcd 690′. Trees.

RWY 30: PAPI(P4L)—GA 2.83° TCH 40′.

RWY 03–21: H3592X60 (ASPH) S–15 MIRL 1.0% up NE

RWY 03: PAPI(P2L)—GA 3.5°. TCH 31′. Tree.

RWY 21: PAPI(P2L)—GA 3.5°. TCH 25′. Trees.

AIRPORT REMARKS: Attended sunrise–sunset. Deer on and in vicinity of arpt. PAEW on arpt. MIRL Rwy 03–21 and Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.125 (830) 895–2204.

COMMUNICATIONS: CTAF/UNICOM 122.7

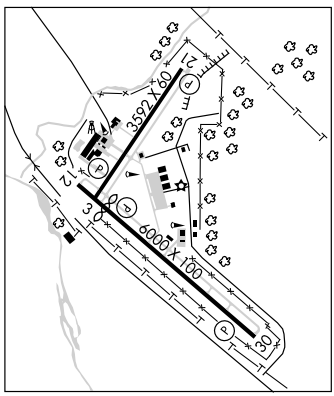
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.95 **CLNC DEL** 134.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ERV.

CENTER POINT (H) VORTAC 117.5 CSI Chan 122 N29°55.34′ W99°12.87′ 056° 7.5 NM to fld. 2080/8E.

SHEIN NDB (MHW/LOM) 263 ER N29°54.90′ W99°00.57′ 307° 5.4 NM to fld.

ILS 109.1 I–ERV Rwy 30. LOM SHEIN NDB. LOC only.



KICKAPOO DOWNTOWN AIRPARK (See WICHITA FALLS)

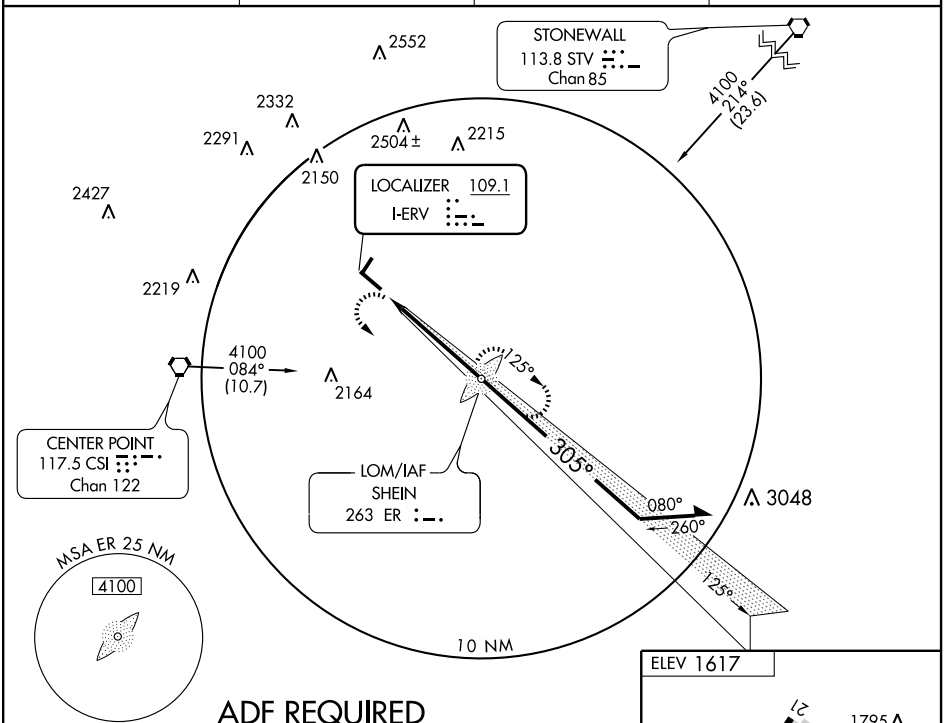
LOC I-ERV	APP CRS	Rwy Idg	6000
109.1	305°	TDZE	1589
		Apt Elev	1617

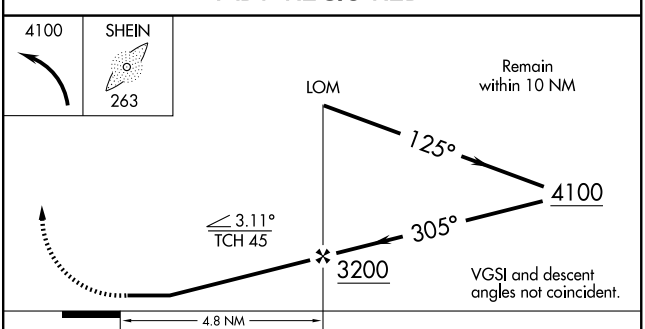
LOC RWY 30

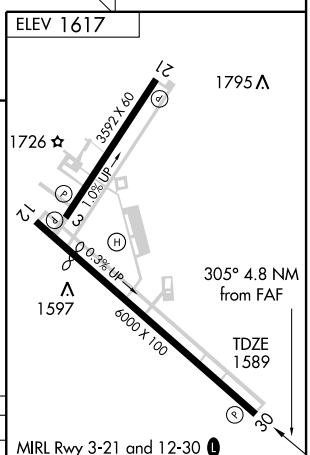
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	2060-1 471 (500-1)		2060-1¼ 471 (500-1¼)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

MIRL Rwy 3-21 and 12-30 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOM ER	APP CRS	Rwy Idg	6000
263	306°	TDZE	1589
		Apt Elev	1617

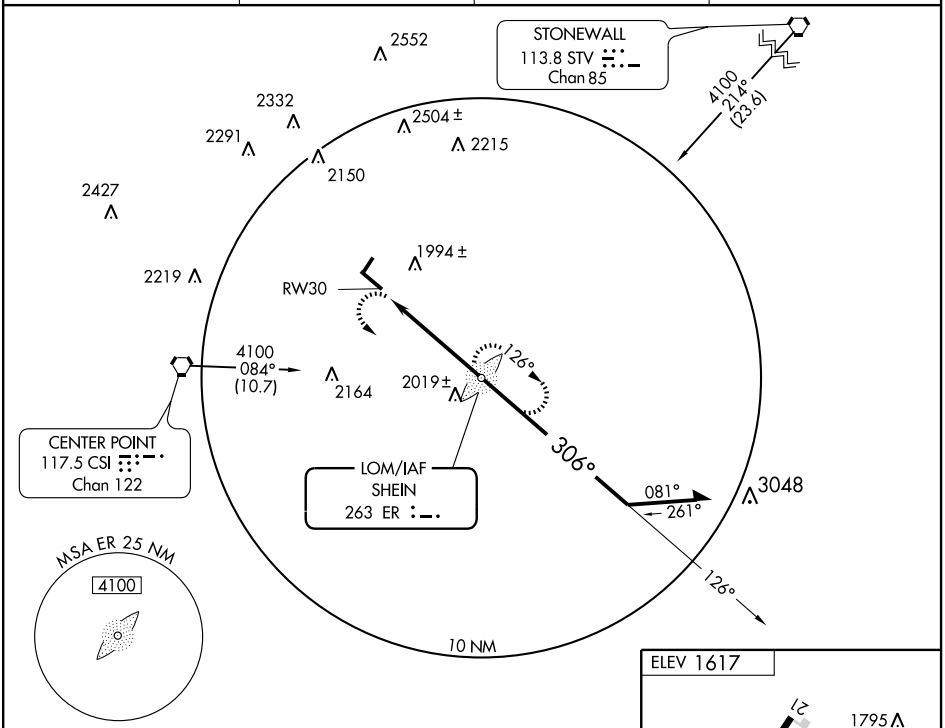
NDB RWY 30

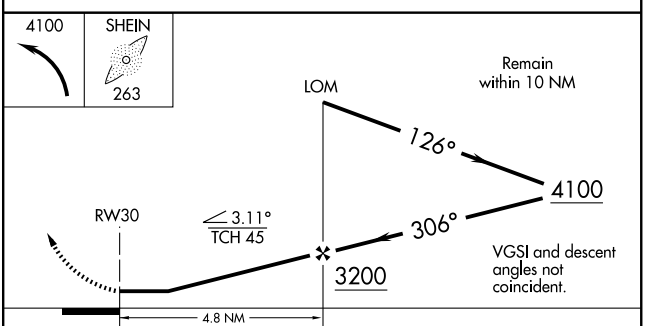
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

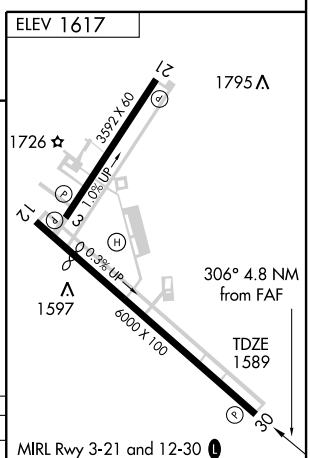
NA

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	2300-1	711 (700-1)	2300-2 711 (700-2)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5310
124°	TDZE	1584
	Apt Elev	1617

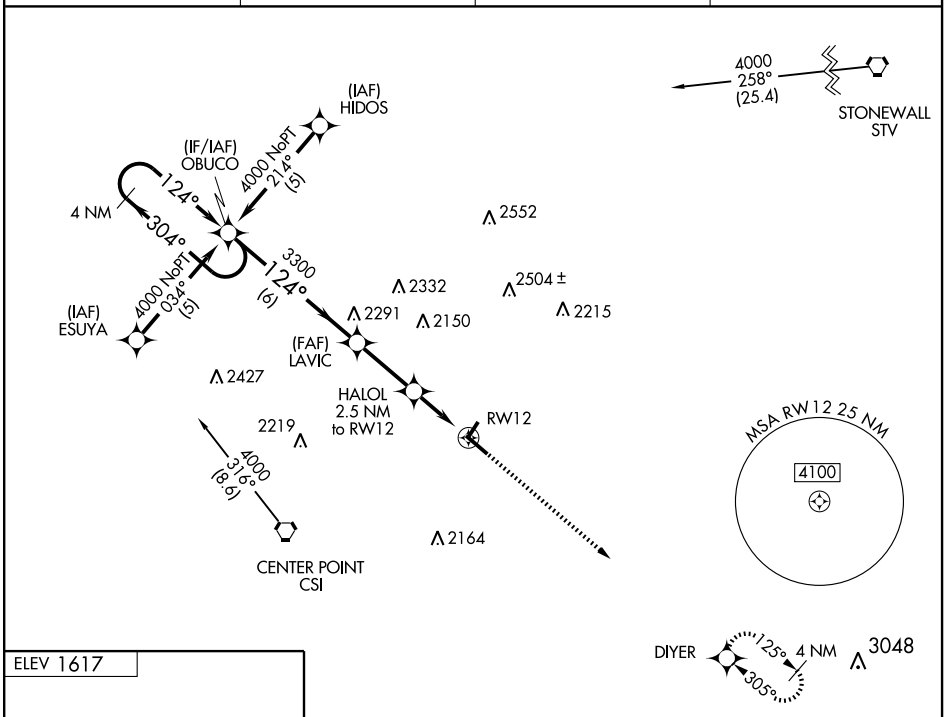
RNAV (GPS) RWY 12

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

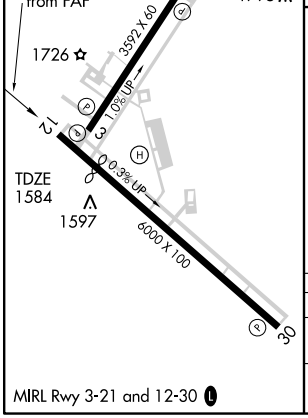
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

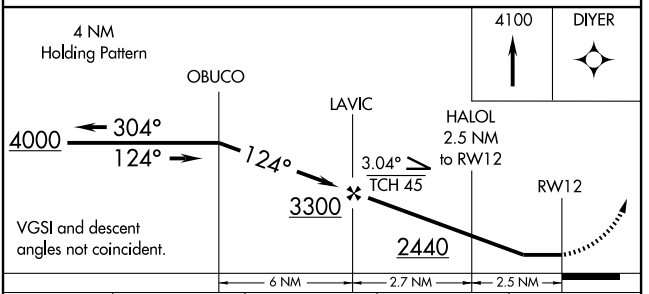
MISSED APPROACH: Climb to 4100 direct DIYER and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L



Procedure NA for arrivals at CSI VORTAC on airway radials 314 CW 015 and at STV VORTAC on airway radial 284.





CATEGORY	A	B	C	D
LNAV MDA	2160-1	576 (600-1)	2160-1½ 576 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6000
Ch 77527	305°	TDZE	1589
W30A		Apt Elev	1617

RNAV (GPS) RWY 30

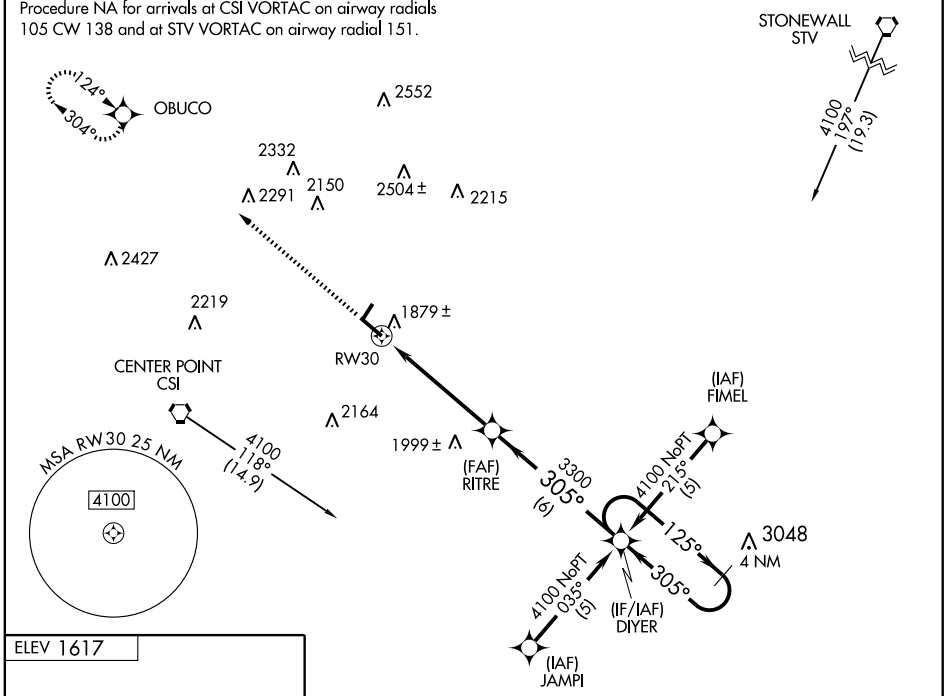
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

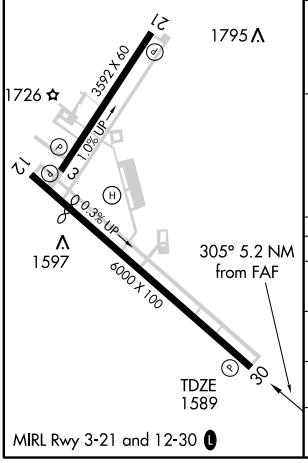
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

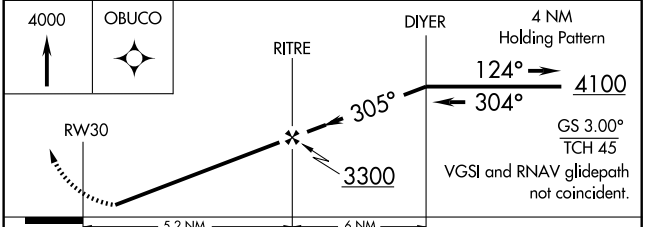
MISSED APPROACH: Climb to 4000 direct OBUCO and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L

Procedure NA for arrivals at CSI VORTAC on airway radials 105 CW 138 and at STV VORTAC on airway radial 151.







CATEGORY	A	B	C	D
LPV DA	1860-1 271 (300-1)			NA
LNAV/ VNAV DA	NA			
LNAV MDA	2140-1 551 (600-1)		2140-1½ 551 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

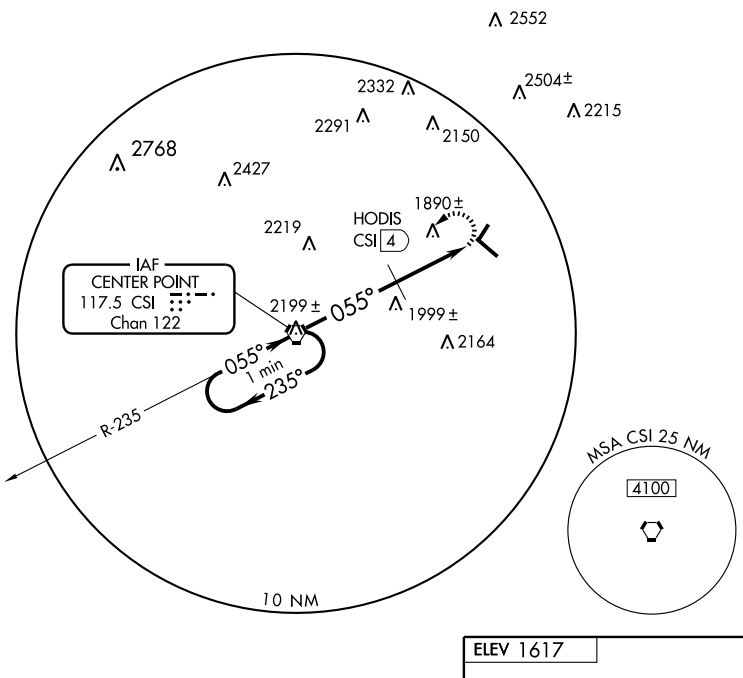
VORTAC CSI 117.5 Chan 122	APP CRS 055°	Rwy Idg N/A TDZE N/A Apt Elev 1617

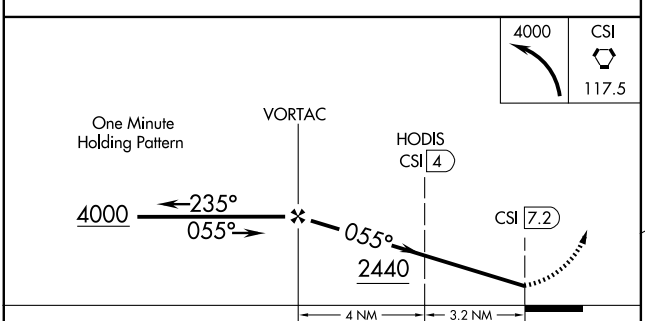
VOR-A

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

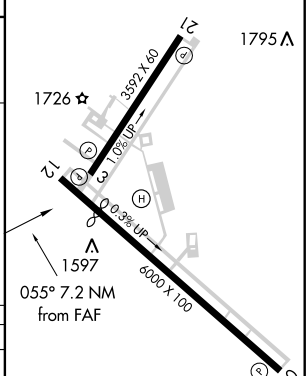
MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2440-1 823 (900-1)	2440-1¼ 823 (900-1¼)	2440-2½ 823 (900-2½)	NA
HODIS FIX MINIMUMS				
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA



MIRL Rwy 3-21 and 12-30 L

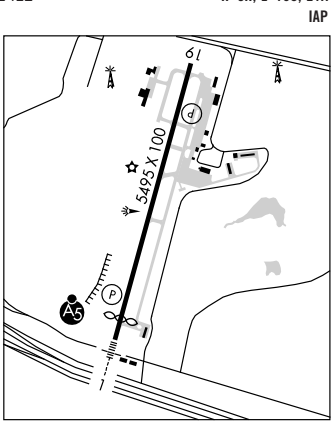
FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

KILLEEN

SKYLARK FLD (ILE) 3 E UTC−6(−5DT) N31°05.15′ W97°41.19′ — SAN ANTONIO
848 B S2 **FUEL** 100LL, JET A TPA—1648(800) NOTAM FILE ILE — H–6H, L–19C, 21A
RWY 01–19: H5495X100 (ASPH–AFSC) S–17, D–50 MIRL — IAP

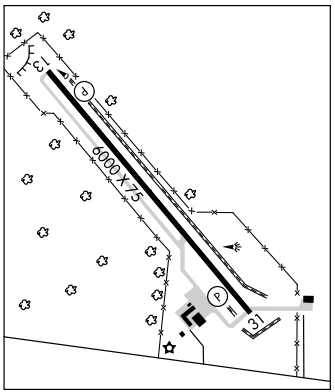


RWY 01: MALSR. PAPI(P4L)—GA 3.0°. Thld dsplcd 844′. Road. Rgt tfc.
RWY 19: PAPI(P4L)—GA 3.0° P–line.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5495 TODA–5495 ASDA–5495 LDA–4641
RWY 19: TORA–5495 TODA–5495 ASDA–5495 LDA–5495
AIRPORT REMARKS: Attended 1400–0000Z‡. Helicopter tfc west side of arpt. Rwy 01 designated as calm rwy. MIRL Rwy 01–19 preset low ints, to increase ints and ACTIVATE twy lights and MALSR Rwy 01—CTAF. NOTE: See Special Notices Section—Model Aircraft Activity.
WEATHER DATA SOURCES: AWOS–3 128.575 (254) 690–3131.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRAY APP/DEP CON** 120.075 **CLNC DEL** 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE GRK.
GRAY (T) VORW/DME 111.8 GRK Chan 55 N31°01.97′ W97°48.83′ 057° 7.3 NM to fld. 980/7E. Unmonitored.
IRESH NDB (LOM) 278 IL N31°01.44′ W97°42.48′ 010° 3.9 NM to fld. NOTAM FILE ILE.
ILS 108.3 I–ILE Rwy 01. Class IT. LOM IRESH NDB.

KIMBLE CO (See JUNCTION)

KINGSVILLE

KLEBERG CO (IKG) 9 W UTC−6(−5DT) N27°33.05′ W98°01.86′ — BROWNSVILLE
130 B S4 **FUEL** 100LL, JET A+ OX 3 NOTAM FILE SJT — H–7B, L–20H
RWY 13–31: H6000X75 (ASPH) S–35, D–47, 2D–70 MIRL — IAP



RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 41′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1400–2100Z‡ other hrs by PPR, phone 361–854–3759. Parachute Jumping. Birds on and invof arpt, seasonal. Rwy 13 and Rwy 31 REIL 200′ from thld. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE REIL Rwys 13 and 31— CTAF. Landing fee for turbine and jet acft.
WEATHER DATA SOURCES: AWOS–3 119.075 (361) 592–9152.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 227° 37.7 NM to fld. 60/9E. **HIWAS.**
NDB (MHW) 347 TKB N27°36.38′ W98°05.15′ 133° 4.4 NM to fld. NOTAM FILE SJT.

LOC I-ILE	APP CRS	Rwy Idg	4651
108.3	012°	TDZE	844
		Apt Elev	848

ILS or LOC RWY 1

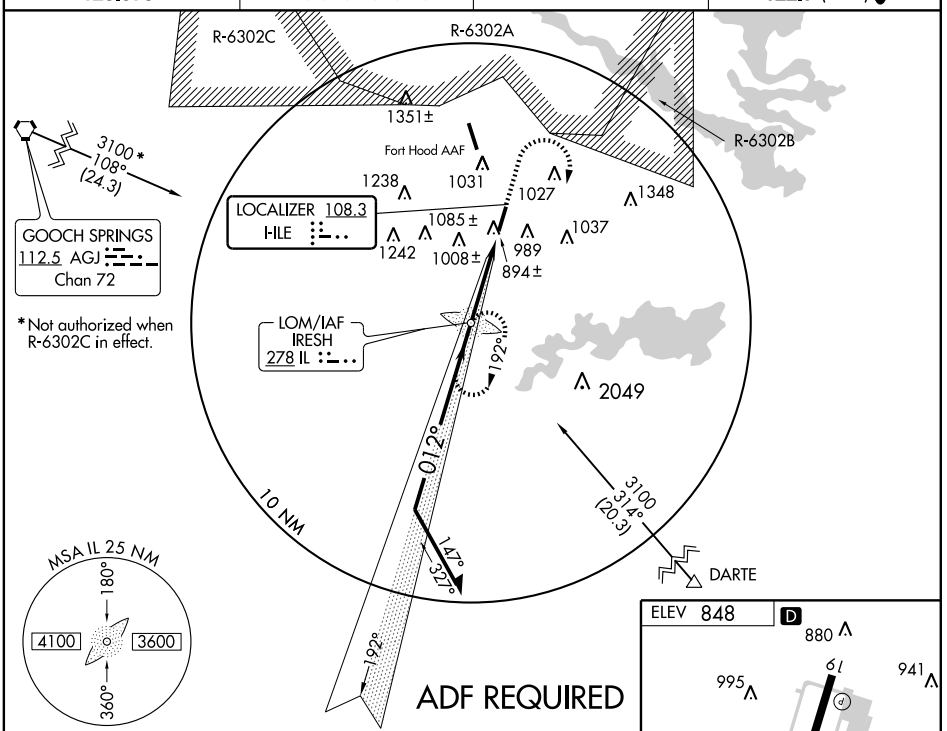
KILLEEN/SKYLARK FIELD (ILE)

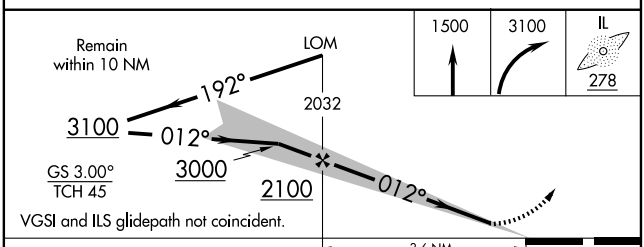
T NA — Inoperative table does not apply. For inoperative MALSR, increase S-LOC 1 Cats A, B and C visibility to 1 mile. ADF required. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all DA 41 feet and all MDA 60 feet. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase S-LOC 1 Cats A, B, and C visibility to 1 mile. Visibilty reduction by helicopters NA.

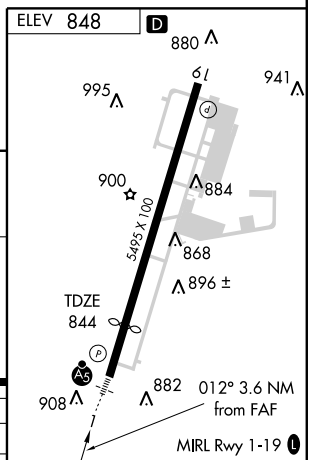
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb in hold to 3100.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1094-¾ 250 (300-¾)			NA
S-LOC 1	1180-¾ 336 (400-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

FAF to MAP 3.6 NM

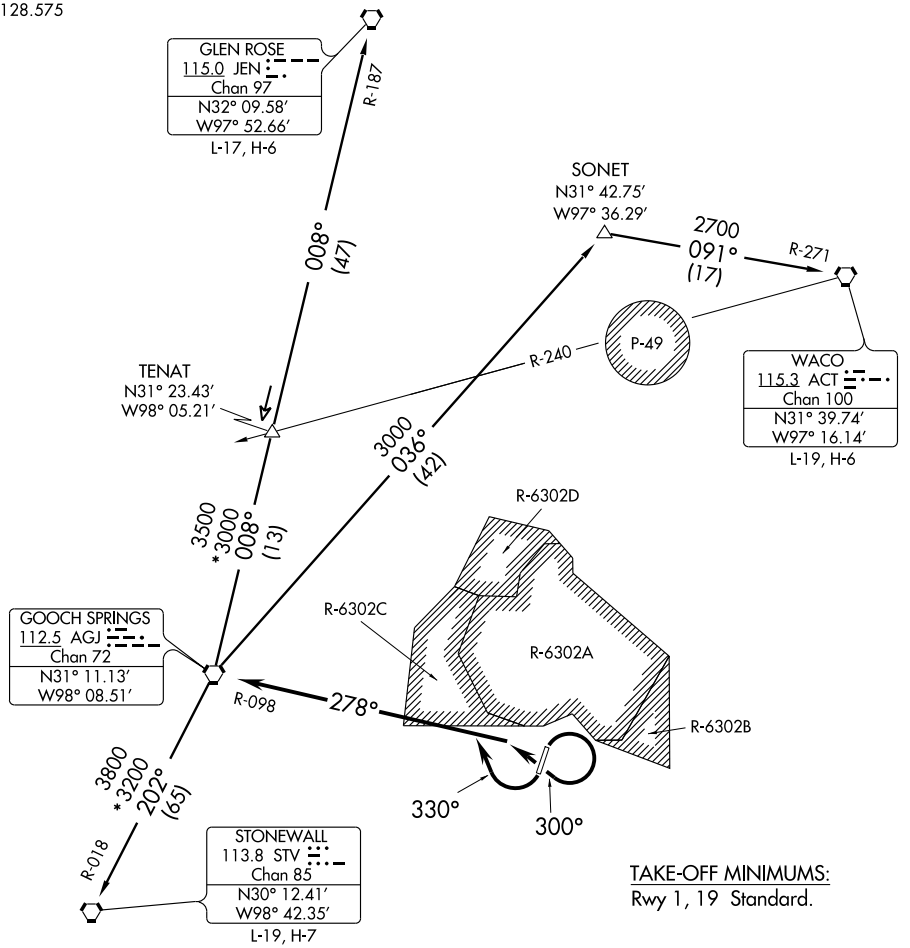
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LAMPS FOUR DEPARTURE

CLNC DEL
121.7
GRAY DEP CON
120.075 323.15
AWOS-3
128.575

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 1, 19 Standard.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple poles beginning 317′ from DER, 384′ left of centerline, up to 27′ AGL/868′ MSL.
Tree, 973′ from DER, 100′ left of centerline, 28′ AGL/876′ MSL.
Building, 486′ from DER, 9′ right of centerline, 13′ AGL/854′ MSL.
Antenna, 351′ from DER, 277′ right of centerline, 11′ AGL/852′ MSL.
Rwy 19: Pole, 288′ from DER, 588′ right of centerline, 32′ AGL/880′ MSL.
Building, 102′ from DER, 411′ right of centerline, 8′ AGL/856′ MSL.
Vehicle on road, 232′ from DER, 499′ right of centerline, 15′ AGL/867′ MSL.
Pole, 256′ from DER, 497′ left of centerline, 32′ AGL/873′ MSL.
Building, 276′ from DER, 342′ left of centerline, 11′ AGL/859′ MSL.
Building, 298′ from DER, 83′ left of centerline, 9′ AGL/857′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climbing right turn heading 300° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .
TAKE-OFF RWY 19: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

APP CRS	Rwy Idg	4651
012°	TDZE	844
	Apt Elev	848

RNAV (GPS) RWY 1

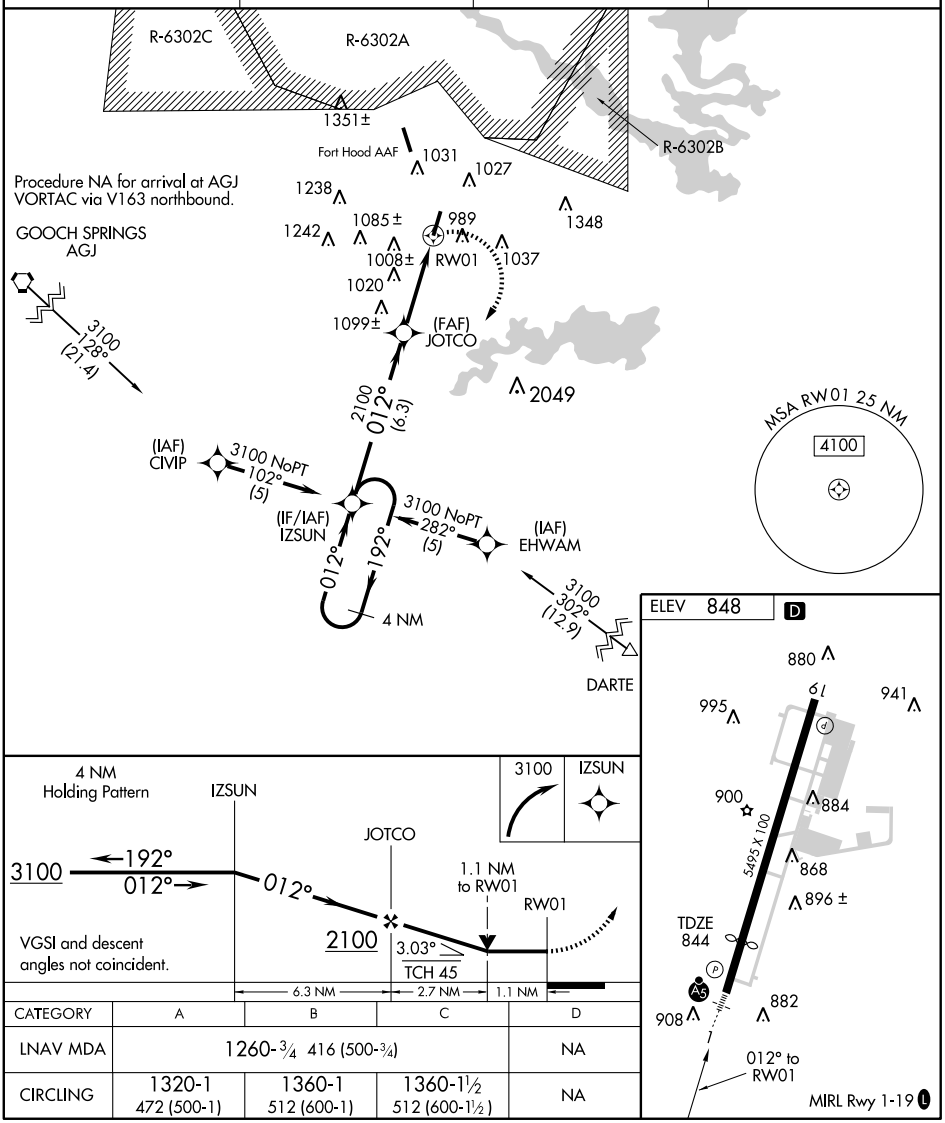
KILLEEN/ SKYLARK FIELD (ILE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase LNAV Cat A and B visibility to 1 mile. VDP NA when using Robert Gray AAF altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3100 direct IZSUN and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-¾ 416 (500-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME GRK	APP CRS	Rwy Idg	N/A
111.8	057°	TDZE	N/A
Chan 55		Apt Elev	848

VOR-A

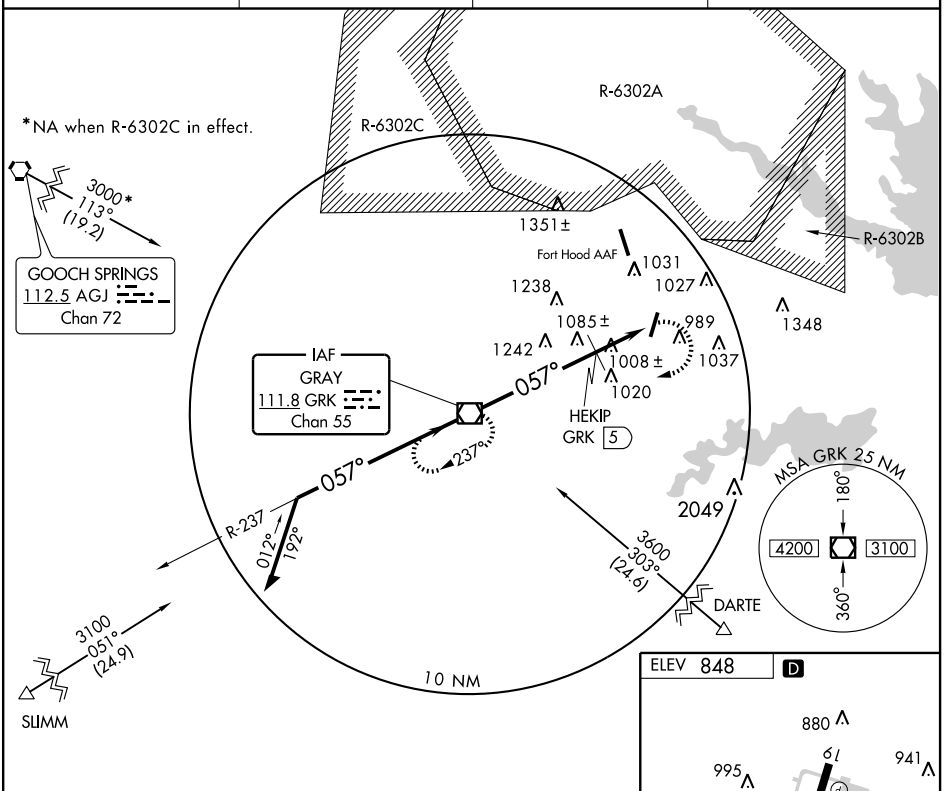
KILLEEN/ SKYLARK FIELD (ILE)

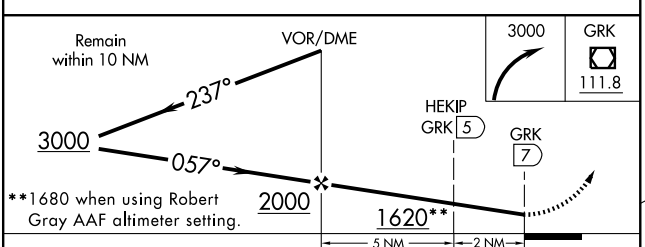
When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

NA

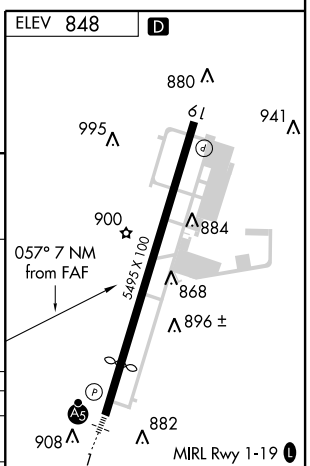
MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1620-1 772 (800-1)	1620-1¼ 772 (800-1¼)	1620-2¼ 772 (800-2¼)	NA
HEKIP FIX MINIMUMS				
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA



FAF to MAP 7 NM

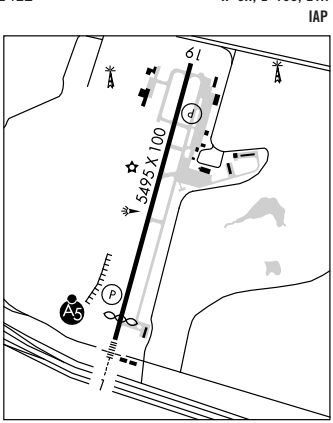
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

KILLEEN

SKYLARK FLD (ILE) 3 E UTC−6(−5DT) N31°05.15′ W97°41.19′ — SAN ANTONIO
848 B S2 **FUEL** 100LL, JET A TPA—1648(800) NOTAM FILE ILE — H–6H, L–19C, 21A
RWY 01–19: H5495X100 (ASPH–AFSC) S–17, D–50 MIRL — IAP

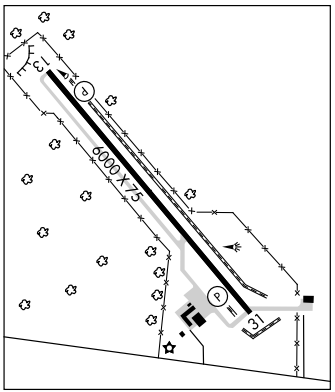


RWY 01: MALSR. PAPI(P4L)—GA 3.0°. Thld dsplcd 844′. Road. Rgt tfc.
RWY 19: PAPI(P4L)—GA 3.0° P–line.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5495 TODA–5495 ASDA–5495 LDA–4641
RWY 19: TORA–5495 TODA–5495 ASDA–5495 LDA–5495
AIRPORT REMARKS: Attended 1400–0000Z‡. Helicopter tfc west side of arpt. Rwy 01 designated as calm rwy. MIRL Rwy 01–19 preset low ints, to increase ints and ACTIVATE twy lights and MALSR Rwy 01—CTAF. NOTE: See Special Notices Section—Model Aircraft Activity.
WEATHER DATA SOURCES: AWOS–3 128.575 (254) 690–3131.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRAY APP/DEP CON** 120.075 **CLNC DEL** 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE GRK.
GRAY (T) VORW/DME 111.8 GRK Chan 55 N31°01.97′ W97°48.83′ 057° 7.3 NM to fld. 980/7E. Unmonitored.
IRESH NDB (LOM) 278 IL N31°01.44′ W97°42.48′ 010° 3.9 NM to fld. NOTAM FILE ILE.
ILS 108.3 I–ILE Rwy 01. Class IT. LOM IRESH NDB.

KIMBLE CO (See JUNCTION)

KINGSVILLE

KLEBERG CO (IKG) 9 W UTC−6(−5DT) N27°33.05′ W98°01.86′ — BROWNSVILLE
130 B S4 **FUEL** 100LL, JET A+ OX 3 NOTAM FILE SJT — H–7B, L–20H
RWY 13–31: H6000X75 (ASPH) S–35, D–47, 2D–70 MIRL — IAP



RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 41′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1400–2100Z‡ other hrs by PPR, phone 361–854–3759. Parachute Jumping. Birds on and invof arpt, seasonal. Rwy 13 and Rwy 31 REIL 200′ from thld. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE REIL Rwys 13 and 31— CTAF. Landing fee for turbine and jet acft.
WEATHER DATA SOURCES: AWOS–3 119.075 (361) 592–9152.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 227° 37.7 NM to fld. 60/9E. **HIWAS.**
NDB (MHW) 347 TKB N27°36.38′ W98°05.15′ 133° 4.4 NM to fld. NOTAM FILE SJT.

NDB TKB	APP CRS	Rwy Idg	6000
347	132°	TDZE	131
		Apt Elev	131

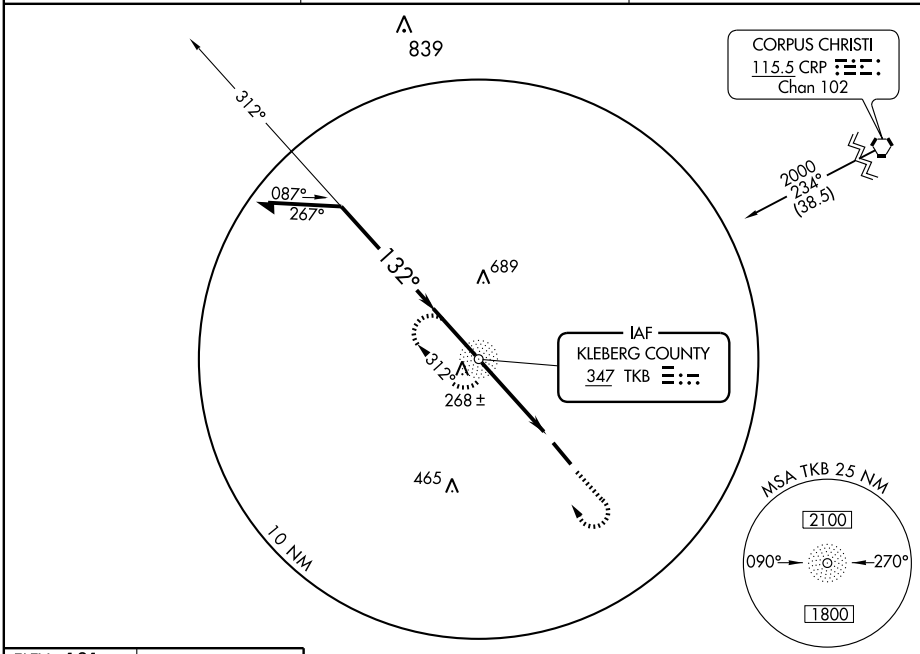
NDB RWY 13

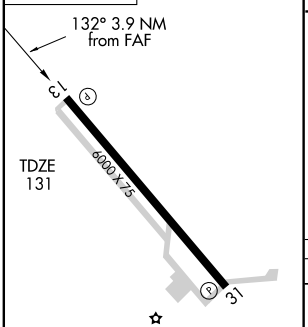
KINGSVILLE/KLEBERG COUNTY (IKG)

Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

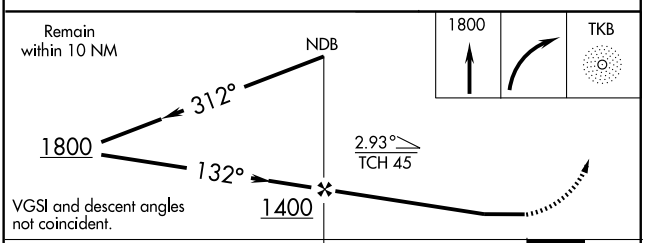
MISSED APPROACH: Climb to 1800 then right turn direct TKB NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-13	600-1	469 (500-1)	600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)
CORPUS CHRISTI ALTIMETER SETTING MINIMUMS				
S-13	660-1	529 (600-1)	660-1½ 529 (600-1½)	660-1¾ 529 (600-1¾)
CIRCLING	660-1	529 (600-1)	660-1½ 529 (600-1½)	700-2 569 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6000
CH 86618	134°	TDZE	130
W13A		Apt Elev	130

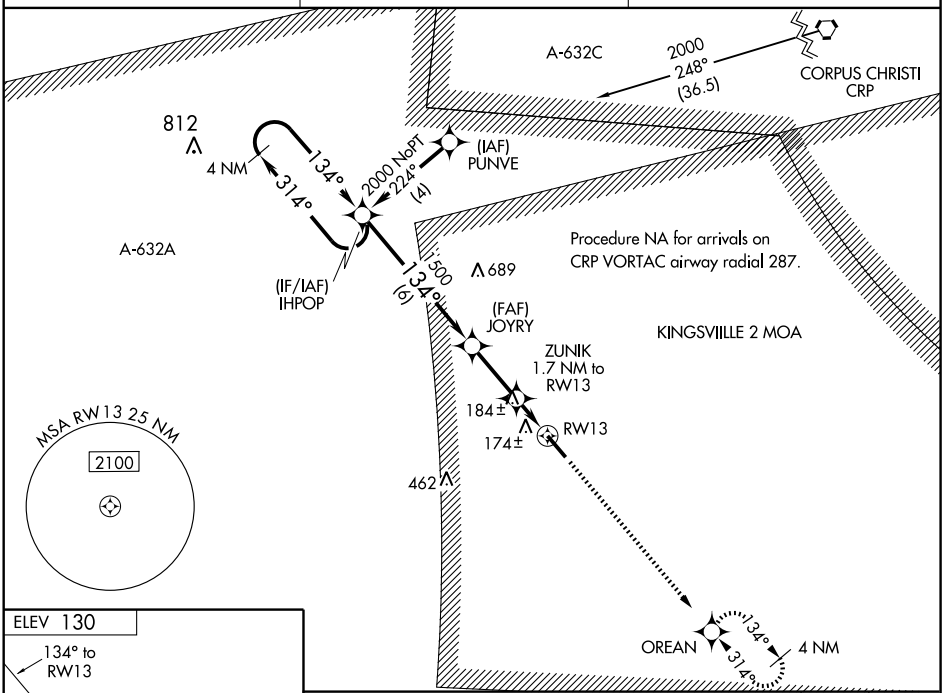
RNAV (GPS) RWY 13

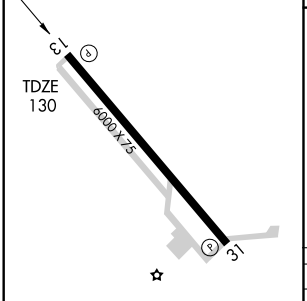
KINGSVILLE/KLEBERG COUNTY (IKG)

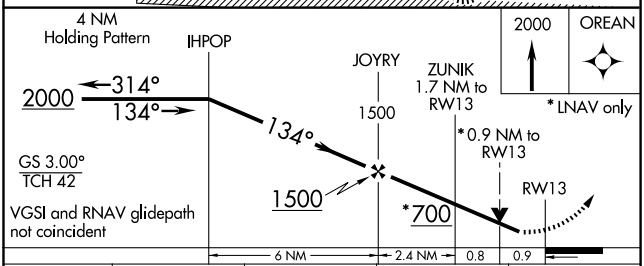
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all DA 33 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Alice altimeter setting.

MISSED APPROACH: Climb to 2000 direct OREAN and hold. When authorized by ATC, climb-in-hold to 2500.

AWOS-3	KINGSVILLE APP CON *	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L



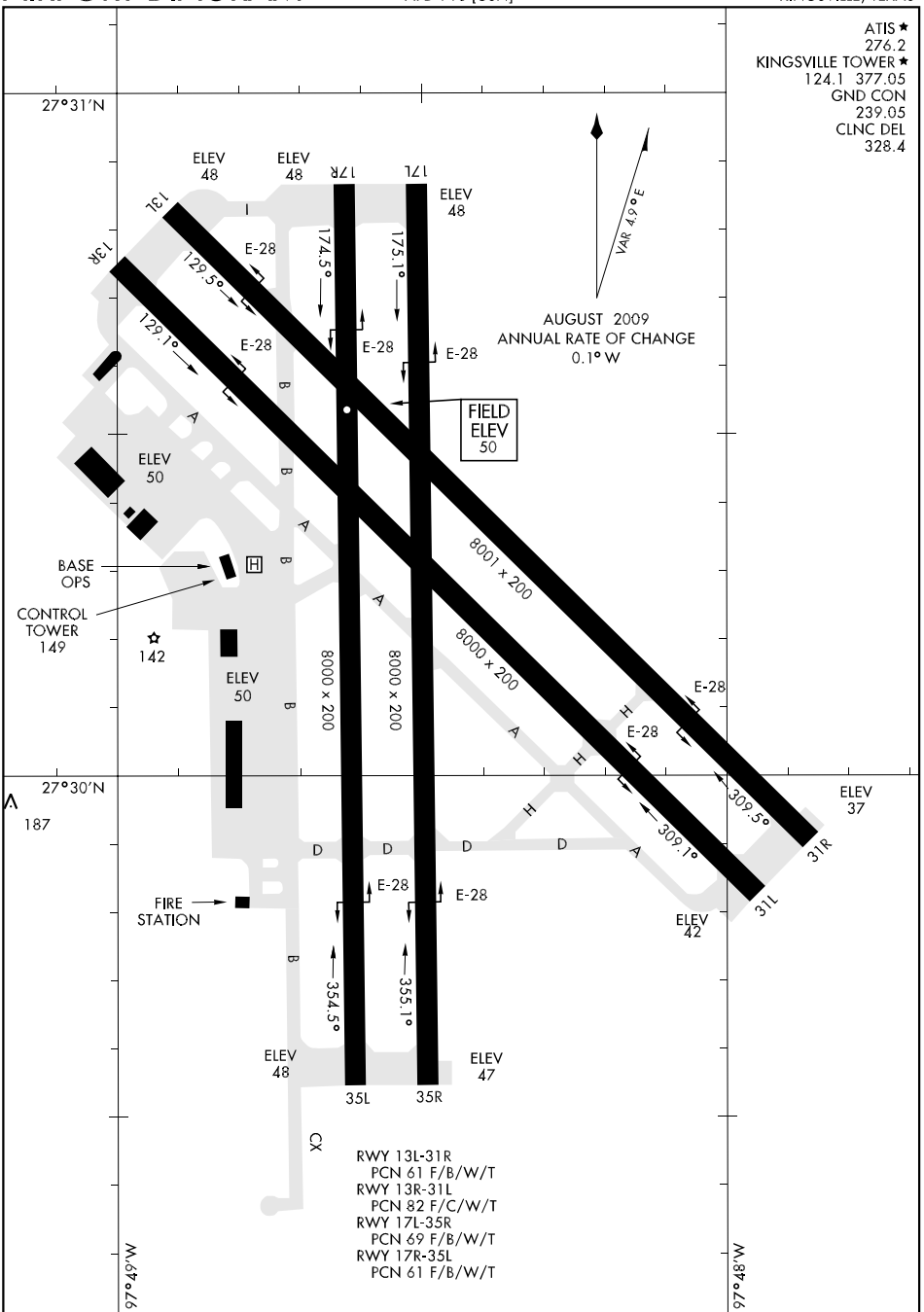




CATEGORY	A	B	C	D
LPV DA	380-¾	250 (300-¾)		
LNAV/VNAV DA	444-1	314 (400-1)		
LNAV MDA	440-1	310 (400-1)		
CIRCLING	500-1 370 (400-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

KINGSVILLE NAS (NQI)(KNQI) NAS 3 E UTC−6(−5DT) N27°30.27′ W97°48.50′ **BROWNSVILLE**
50 B NOTAM FILE SJT Not insp. **H–7C, L–20H, 21A, GOMW**
RWY 13L–31R: H8001X200 (PEM) PCN 61 F/B/W/T HIRL **DIAP, AD**
RWY 13L: OLS. WAVE–OFF. **RWY 31R:** OLS. WAVE–OFF.
RWY 13R–31L: H8000X300 (PEM) PCN 82 F/C/W/T HIRL
RWY 31R: OLS. WAVE–OFF. **RWY 31L:** OLS. WAVE–OFF.
RWY 17L–35R: H8000X200 (PEM) PCN 69 F/B/W/T HIRL CL
RWY 17L: OLS. TDZL. WAVE–OFF. **RWY 35R:** ALSF1. OLS. WAVE–OFF.
RWY 17R–35L: H8000X200 (PEM) PCN 61 F/B/W/T HIRL
RWY 17R: OLS. WAVE–OFF. **RWY 35L:** OLS. WAVE–OFF.
ARRESTING GEAR/SYSTEMS
RWY 13L HOOK E28(B) (1050′) HOOK E28(B) (1500′) **RWY 31R**
RWY 13R HOOK E28(B) (1550′) HOOK E28(B) (1503′) **RWY 31L**
RWY 17L HOOK E28(B) (1675′) HOOK E28(B) (1516′) **RWY 35R**
RWY 17R HOOK E28(B) (1250′) HOOK E28(B) (1600′) **RWY 35L**
MILITARY SERVICE: LGT OLS GS 3.25° **JASU** 1(NC–8A) 1(GTC–85) 1(NCPP–105) **FUEL** J8 **FLUID** SP PRESAIR LOX **OIL** O–148–156 **TRAN ALERT** Expect servicing delays weekend. Svc not avbl Sun until 2300Z. Tran must supervise servicing. Drag chute repack unavbl.
MILITARY REMARKS: Opr Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, CLOSED Sat, Sun and holidays by NOTAM. **RSTD** PPR for non–Chief of Naval Air Training acft DSN 876–6108/6283, C361–516–6108/6283. **CAUTION** Heavy jet instrument training during fld opr hr. Bird and wildlife hazard. Avoid overflight of chemical plant 5 NM N. **TFC PAT** Arriving tran acft expect enroute descent. Use ldg/taxi lgt for final portion of instrument apch during VFR. **MISC** Expect 15 minute delay during peak training periods. During single rwy opr, all non–training Wing 2 acft should expect delays and wave–offs during peak tfc.
COMMUNICATIONS: SFA ATIS 276.2 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM.)
Ⓡ **APP CON** 119.9 290.45 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM), other times ctc
Ⓡ **HOUSTON CENTER APP CON** 128.3 291.6
TOWER 124.1 377.05 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM)
GND CON 239.05 **CLNC DEL** 328.4
Ⓡ **DEP CON** 266.8 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM), other times ctc Ⓡ**HOUSTON CENTER DEP CON** 128.15 350.3
PMSV METRO 344.6 (Mon–Thu 1000–0400Z‡, Fri 1000–1900Z‡) **BASE OPS** 274.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
(H) TACAN Chan 125 NQI (117.8) N27°29.95′ W97°48.34′ at fld. 44/4E.
ILS/DME 110.9 I–NQI Rwy 13R. Auto coupled apchs not authorized blo 439′ MSL.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Tran acft ctc App Con 25 NM out. Radar see Terminal FLIP for Radar Minima.

KIRBYVILLE (T12) 2 SW UTC−6(−5DT) N30°38.79′ W93°54.89′ **HOUSTON**
121 S4 NOTAM FILE CXO **L–19E, 21A**
RWY 13–31: H3746X50 (ASPH) S–8
RWY 13: Thld dsplcd 326′. Tree. **RWY 31:** Thld dsplcd 226′. Trees.
RWY 04–22: H1983X45 (ASPH) S–8
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED indef. PAEW during daylight. Rwy 04–22 1′ tall weeds growing on rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.
BEAUMONT (L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ 360° 42.3 NM to fld. 10/7E.
HIWAS.

KITTIE HILL (See LEANDER)

KITTYHAWK (See ALLEN)

KLEBERG CO (See KINGSVILLE)

HI-ILS or LOC/DME RWY 13R

LOC I-NQI	APCH CRS	Rwy ldg	8000
110.9	130°	TDZE	50
		Arpt Elev	50

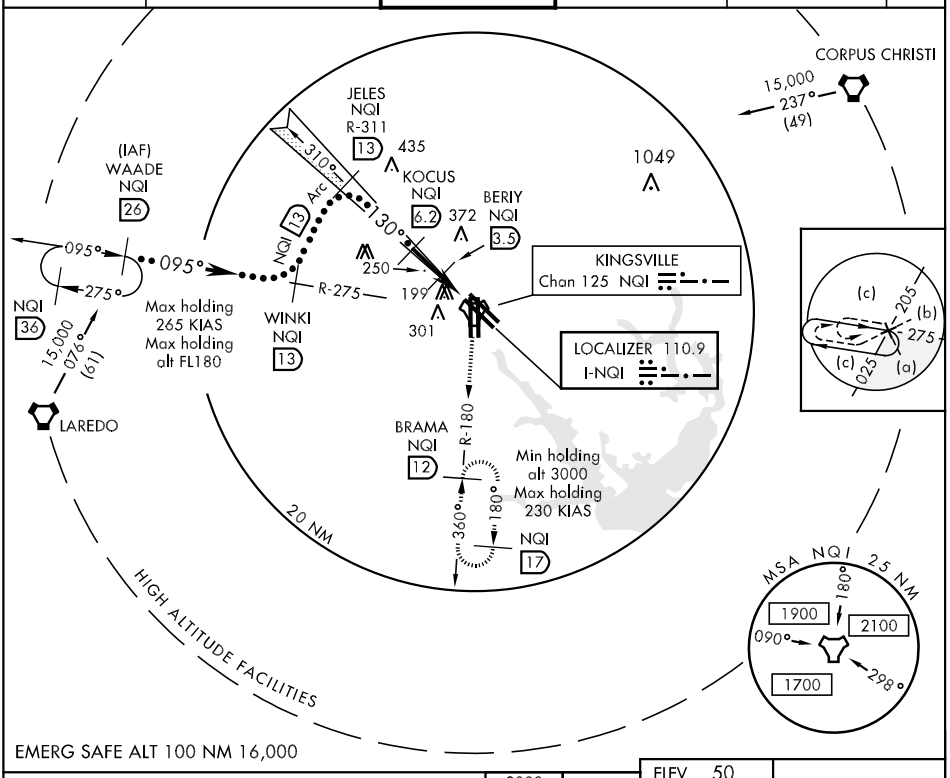
JAL-918 [USN]

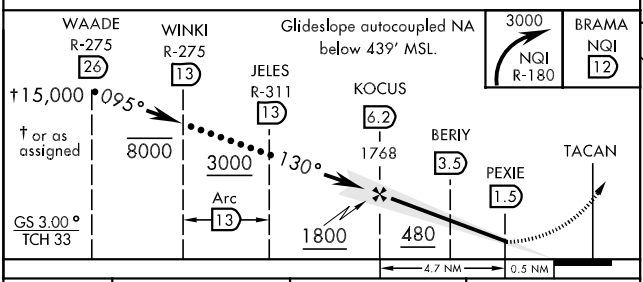
KINGSVILLE NAS (KNQI)

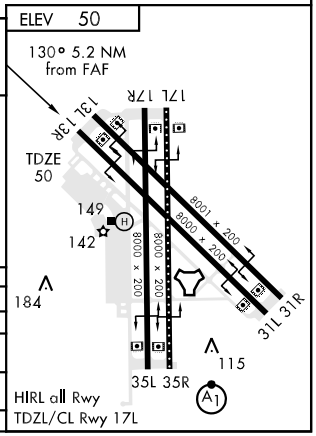
* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	C	D	E
S-ILS 13R	250-¾	200 (200-¾)	
S-LOC/ DME 13R	400-1 350 (400-1)	400-1¼ 350 (400-1¼)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)
S-PAR 13R	150- ½	100 (100-½)	GS 3.00°

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQI Chan 125	138°	8000	50	50

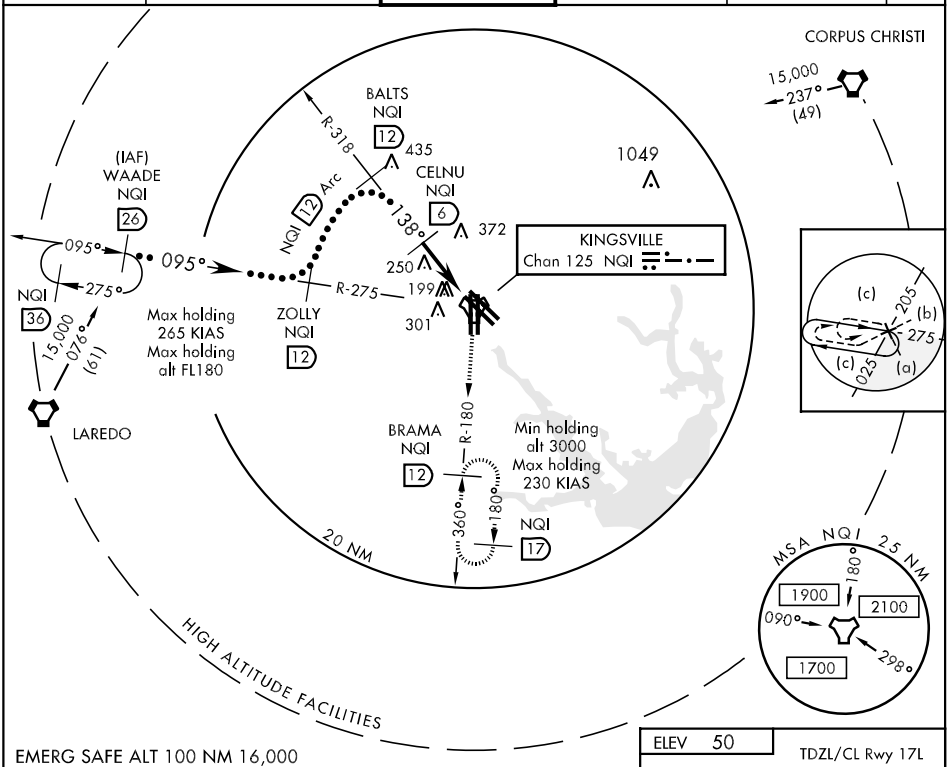
JAL-918 [USN]

KINGSVILLE NAS (KNQI)

* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

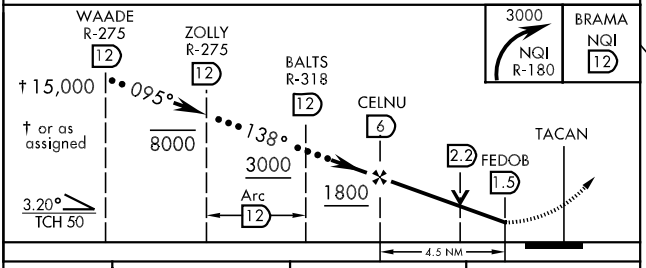
ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	

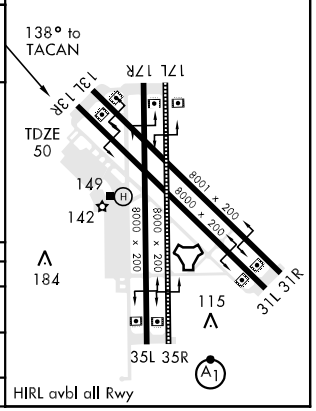


EMERG SAFE ALT 100 NM 16,000

ELEV 50

TDZL/CL Rwy 17L





HIRL avbl all Rwy

CATEGORY	C	D	E
S-13R	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600.2)	680-2¼ 630 (700-2¼)
S-PAR 13R	150- ½ 100 (100-½)		GS 3.00°

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

KINGSVILLE, TEXAS

HI-TACAN RWY 35R

TACAN	APCH CRS	Rwy ldg	8000
NQI Chan **125**	**360°**	TDZE	**48**
		Arpt Elev	**50**

JAL-918 [USN]

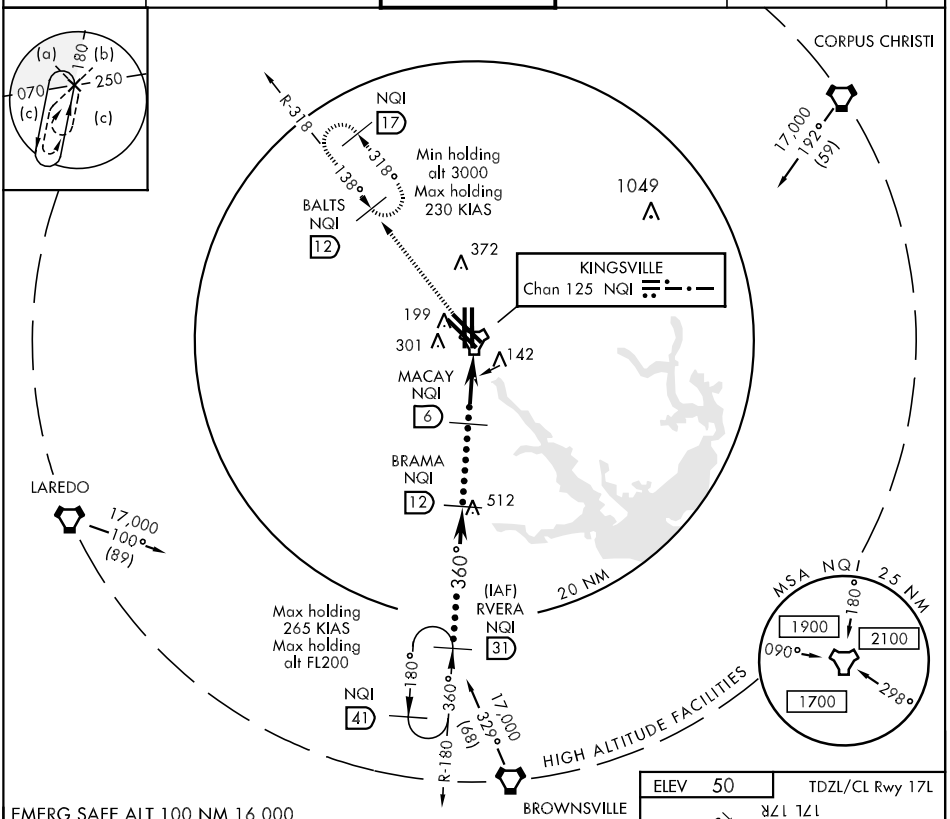
KINGSVILLE NAS (KNQI)

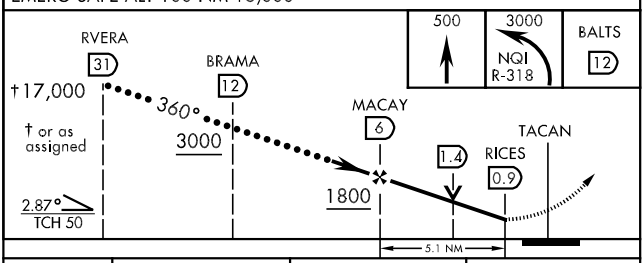
* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles
** CAT E circling not authorized SW of Rwy 13-31.
*** When ALS inop, increase CAT CDE vis to ½ mile.

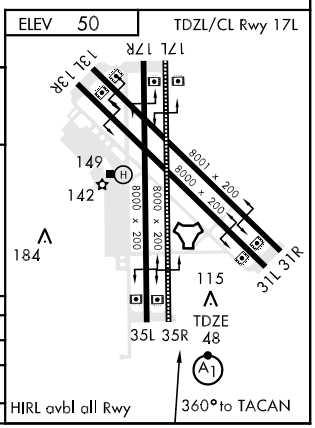
ALSF-1

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	**119.9 290.45**	**124.1 377.05**	**239.05**	**328.4**	







CATEGORY	C	D	E
S-35R *	400-¾	352 (400-¾)	
CIRCLING **	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)
S-PAR 35R***	148-¼	100 (100-¼)	GS 3.00°

KINGSVILLE, TEXAS
Orig 09043

27°30′N-97°49′W

KINGSVILLE NAS (KNQI)

HI-TACAN RWY 35R

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

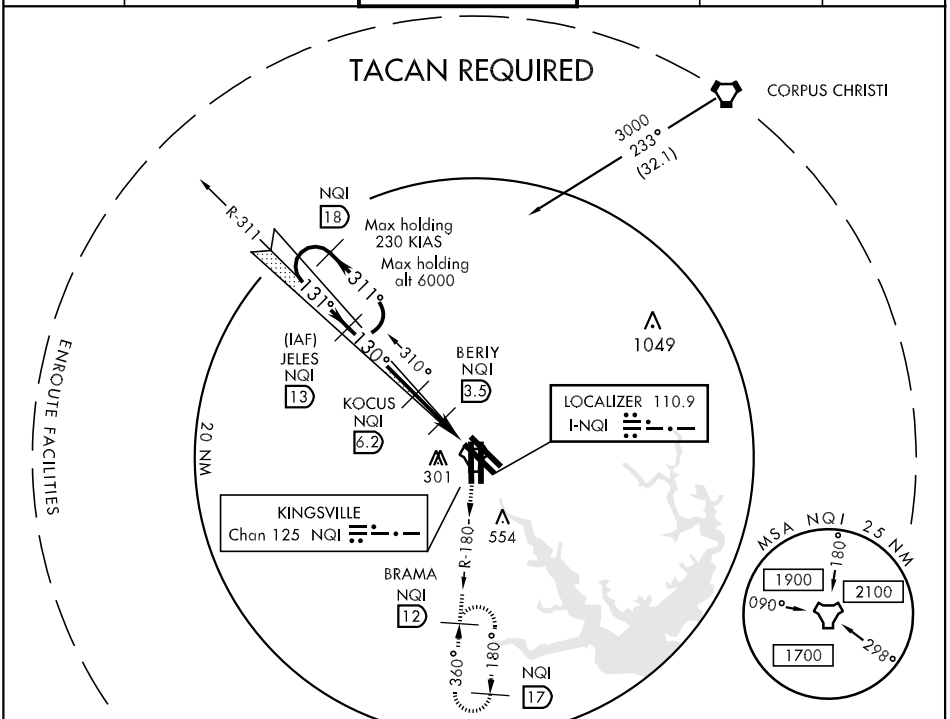
ILS Z or LOC/DME RWY 13R

LOC I-NQI	APCH CRS	Rwy Idg 8000 TDZE 50 Arpt Elev 50
110.9	130°	

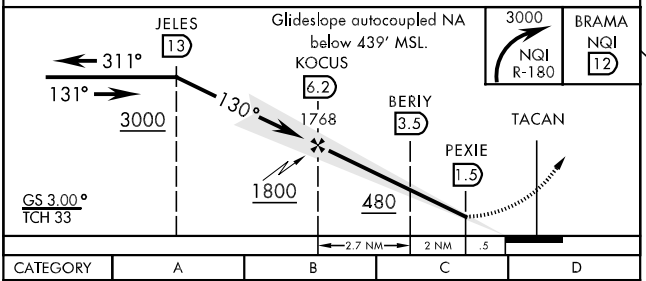
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	

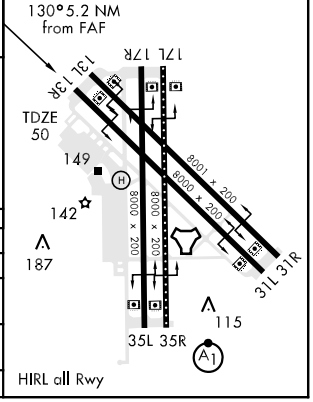


EMERG SAFE ALT 100 NM 16,000



CATEGORY	A	B	C	D
S-ILS 13R	250-¾	200	(200-¾)	
S-LOC 13R	400-1	350	(400-1)	400-1¼ 350 (400-1¼)
CIRCLING	500-1	450 (500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)
S-PAR 13R	150-½	100	(100-½)	GS 3.00°

ELEV 50 TDZL/CL Rwy 17L

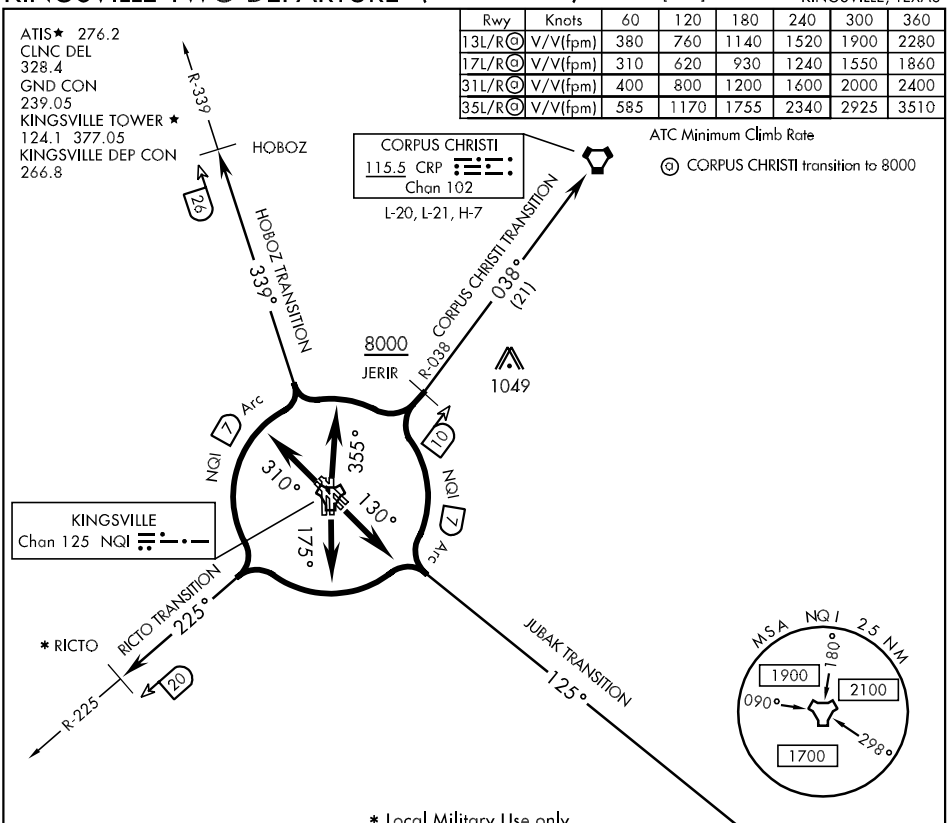


SC-3, 26 AUG 2010 to 23 SEP 2010

KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SHL-918 [USN]

KINGSVILLE, TEXAS



Rwy	Knots	60	120	180	240	300	360
13L/R ⓒ	V/V(fpm)	380	760	1140	1520	1900	2280
17L/R ⓒ	V/V(fpm)	310	620	930	1240	1550	1860
31L/R ⓒ	V/V(fpm)	400	800	1200	1600	2000	2400
35L/R ⓒ	V/V(fpm)	585	1170	1755	2340	2925	3510

ATC Minimum Climb Rate

ⓒ CORPUS CHRISTI transition to 8000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 130° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 17L/R: Climb via heading 175° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 31L/R: Climb via heading 310° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 35L/R: Climb via heading 355° to join NQI TACAN 7 DME Arc, thence....

CORPUS CHRISTI TRANSITION (NQI2• CRP):

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min.

Rwys 31L/R and 35L/R: Turn right to join and arc N on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min. Departure Rwy 35L/R military use only.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI2 • HOBOZ):

Rwys 13L/R and 35L/R: Turn left to join and arc NE on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

Rwys 17L/R and 31L/R: Turn right to join and arc W on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI2 • JUBAK): *

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

Rwys 31L/R and 35L/R: Turn right to join and arc NE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

RICTO TRANSITION (NQI2 • RICTO): *

Rwys 13L/R and 17L/R: Turn right to join and arc S on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

Rwys 31L/R and 35L/R: Turn left to join and arc W on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned navaid or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

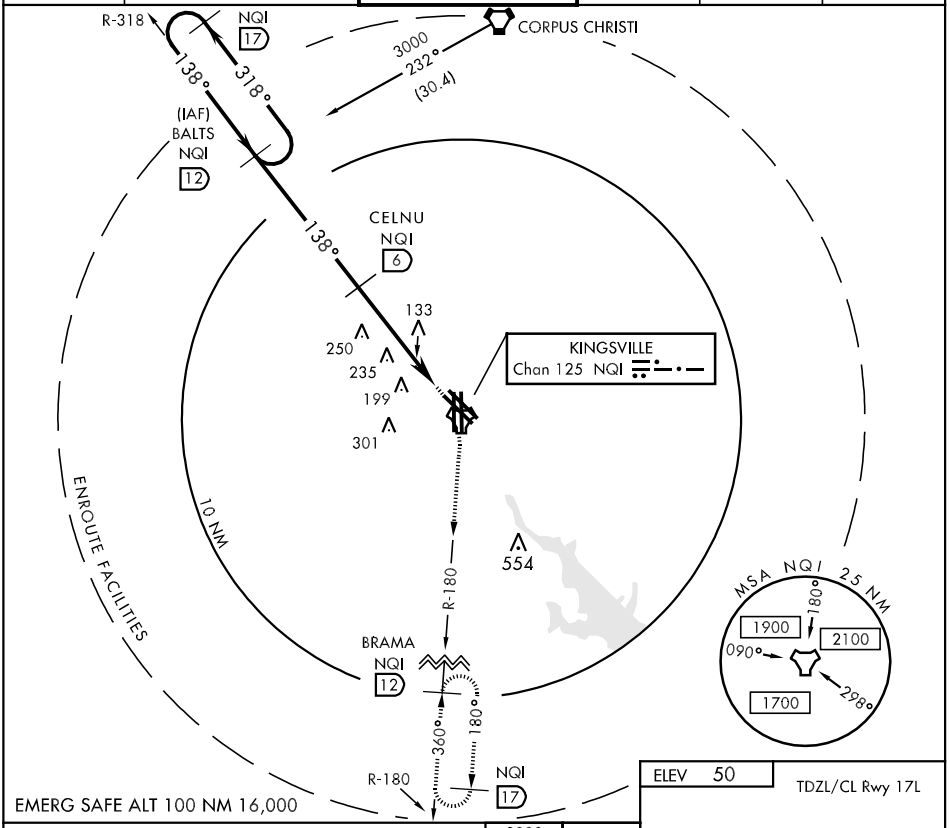
TACAN RWY 13L/R

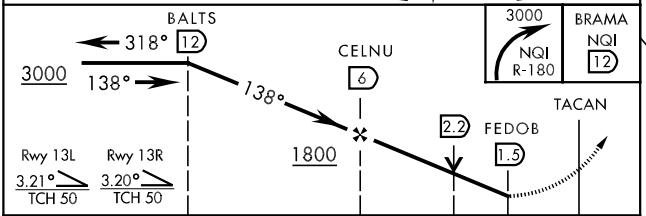
TACAN	APCH CRS	Rwy 13L ldg	TDZE	Arpt Elev	Rwy 13R ldg	TDZE	Arpt Elev
NQI Chan 125	138°	8001	49	50	8000	50	50

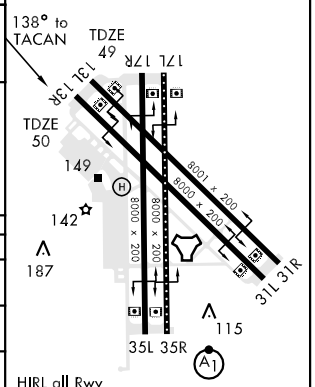
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A		B	C	D
S-13L	500-1	451	(500-1)	500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
S-13R	500-1	450	(500-1)	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)
CIRCLING	500-1	450	(500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)

TACAN RWY 17L

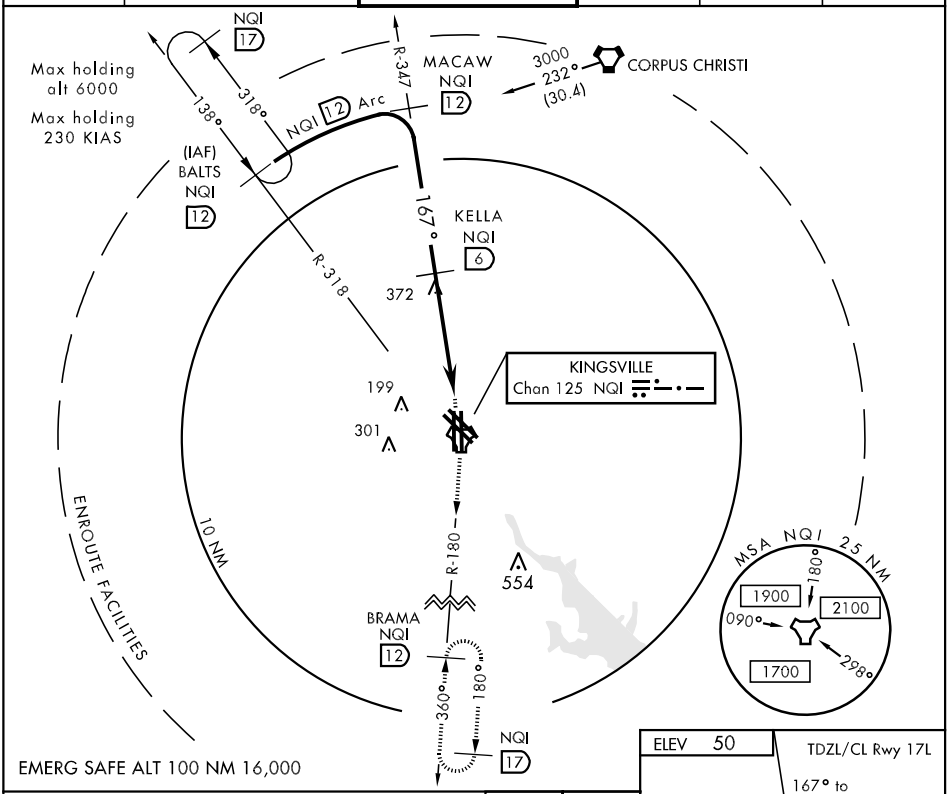
KINGSVILLE NAS (KNQI)

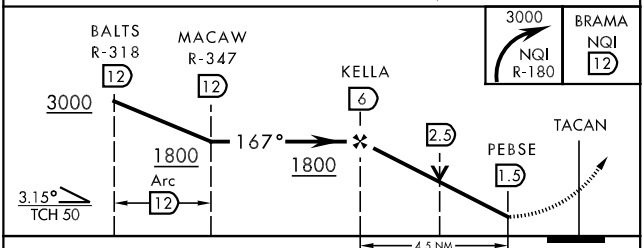
TACAN	APCH CRS	Rwy ldg	8000
NQI Chan 125	167°	TDZE	50
		Arpt Elev	50

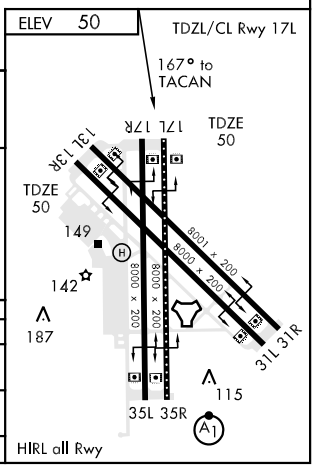
AL-918 [USN]

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-17L	640-1 590	(600-1)	640-1½ 590	(600-1½) 640-1¾ 590 (600-1¾)
CIRCLING	640-1 590	(600-1)	640-1½ 590	(600-1½) 640-1¾ 590 (600-1¾)
S-PAR-17L	150-½ 100		(100-½) GS 3.00°	

SC-3, 26 AUG 2010 to 23 SEP 2010

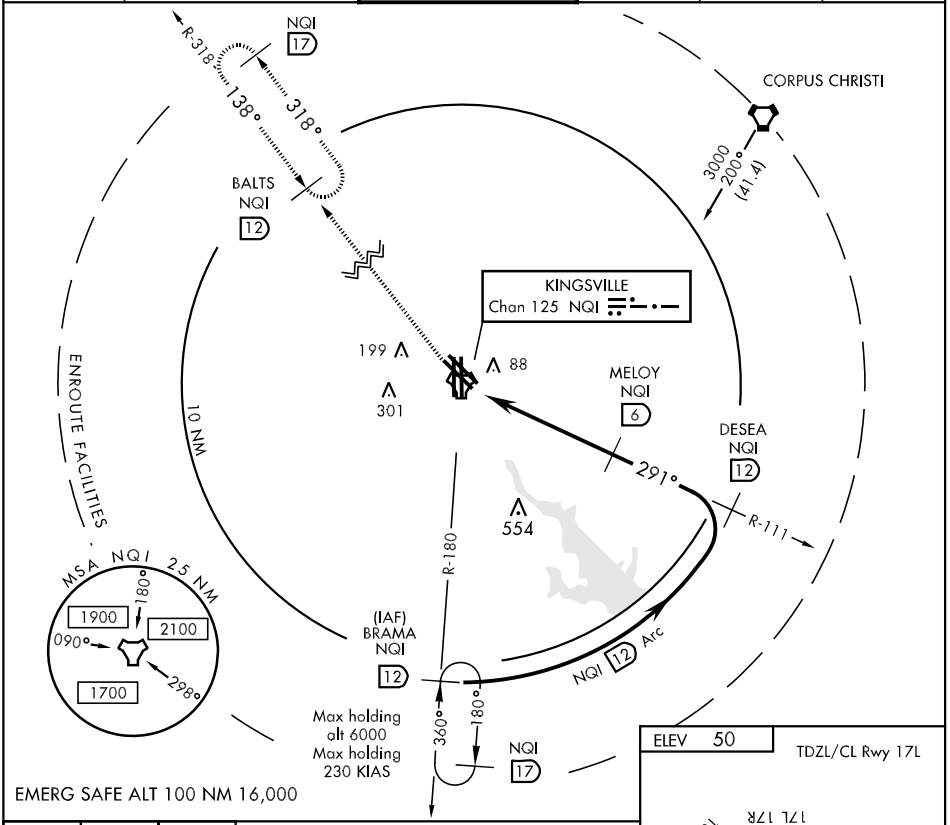
TACAN RWY 31L/R

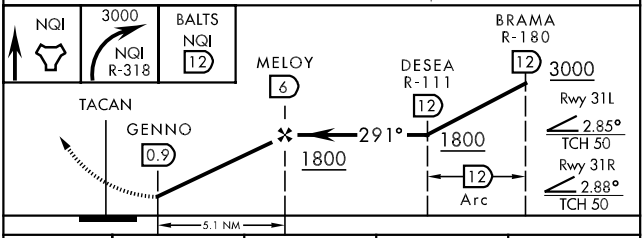
TACAN NQI Chan 125	APCH CRS 291°	Rwy 31L ldg 8000 TDZE 44 Arpt Elev 50	Rwy 31R ldg 8001 TDZE 45 Arpt Elev 50

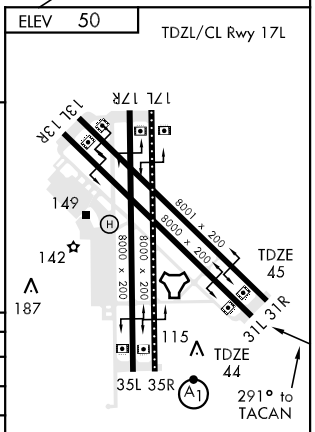
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climb to NQI TACAN via R-111, then climb to 3000 via R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-31L	340-1		296 (300-1)	
S-31R	340-1		295 (300-1)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 35R

TACAN	APCH CRS	Rwy ldg	8000
Chan 125 NQI	360°	TDZE	48
		Arpt Elev	50

AL-918 [USN]

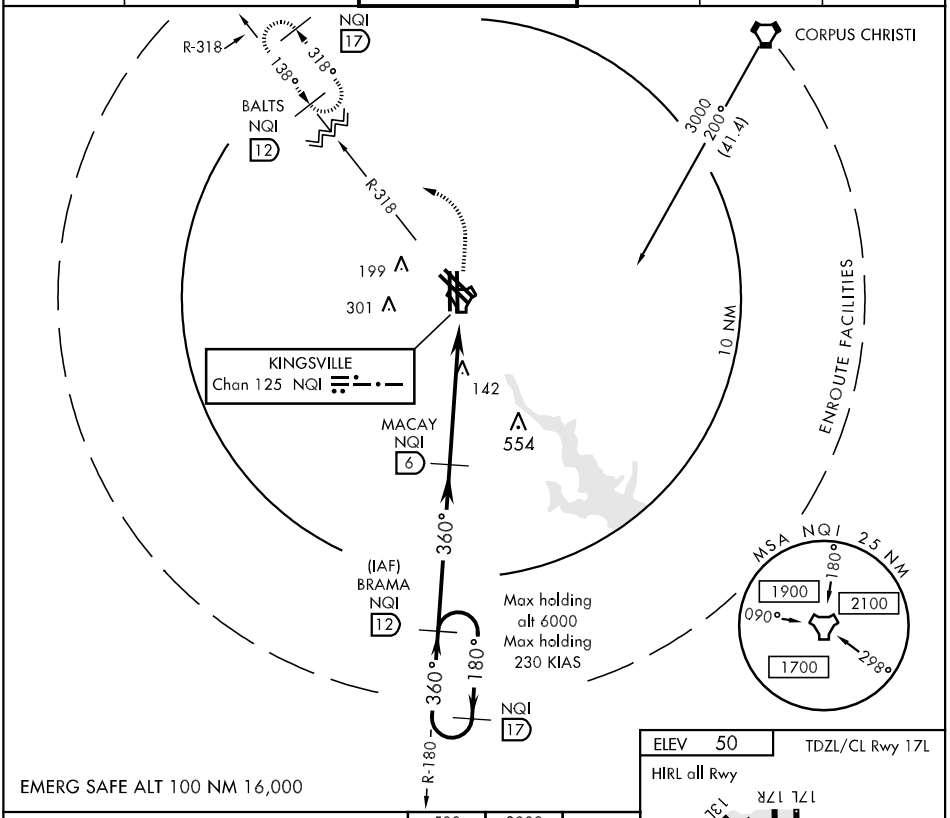
KINGSVILLE NAS (KNQI)

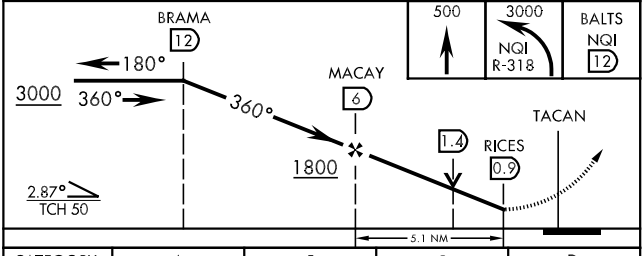
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

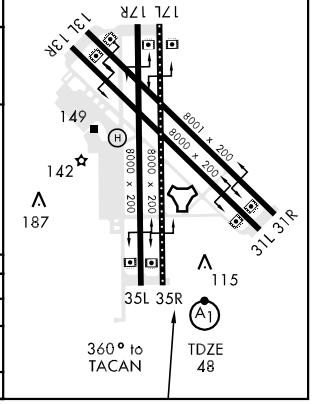
ALSF-1

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-35R *	400- ½ 352 (400-½)		400- ¾ 352 (400-¾)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)
S-PAR 35R **	148- ¼ 100 (100-¼)		GS 3.00°	

SC-3, 26 AUG 2010 to 23 SEP 2010

TACAN Y RWY 17R

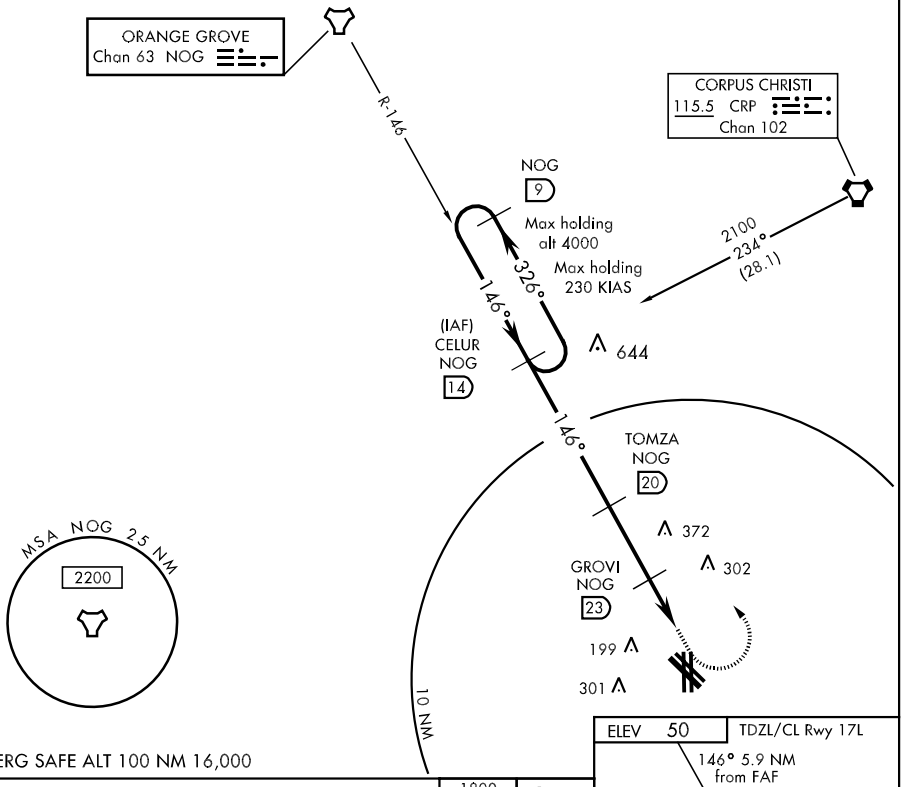
TACAN	APCH CRS	Rwy Idg	8000
Chan 63 NOG	146°	TDZE	50
		Arpt Elev	50

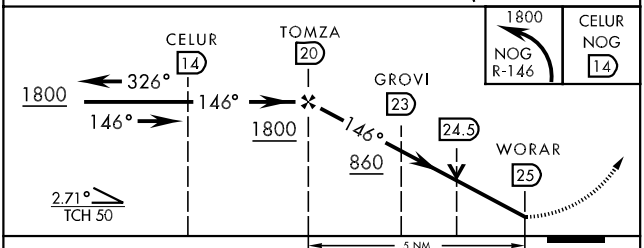
AL-918 [USN]

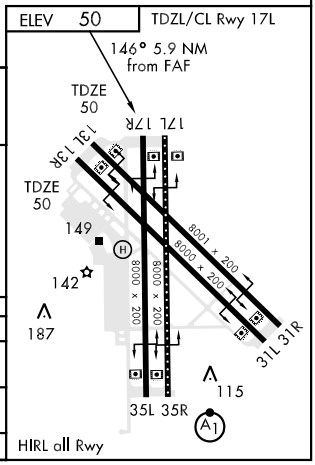
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-17R	560-1¼ 510	(600-1¼)	560-1½ 510	(600-1½) 560-1¾ 510 (600-1¾)
CIRCLING	560-1¼ 510	(600-1¼)	560-1½ 510	(600-1½) 620-2 570 (600-2)
S-PAR-17R	150-½ 100	(100-½)	GS 3.00°	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TACAN Z RWY 17R

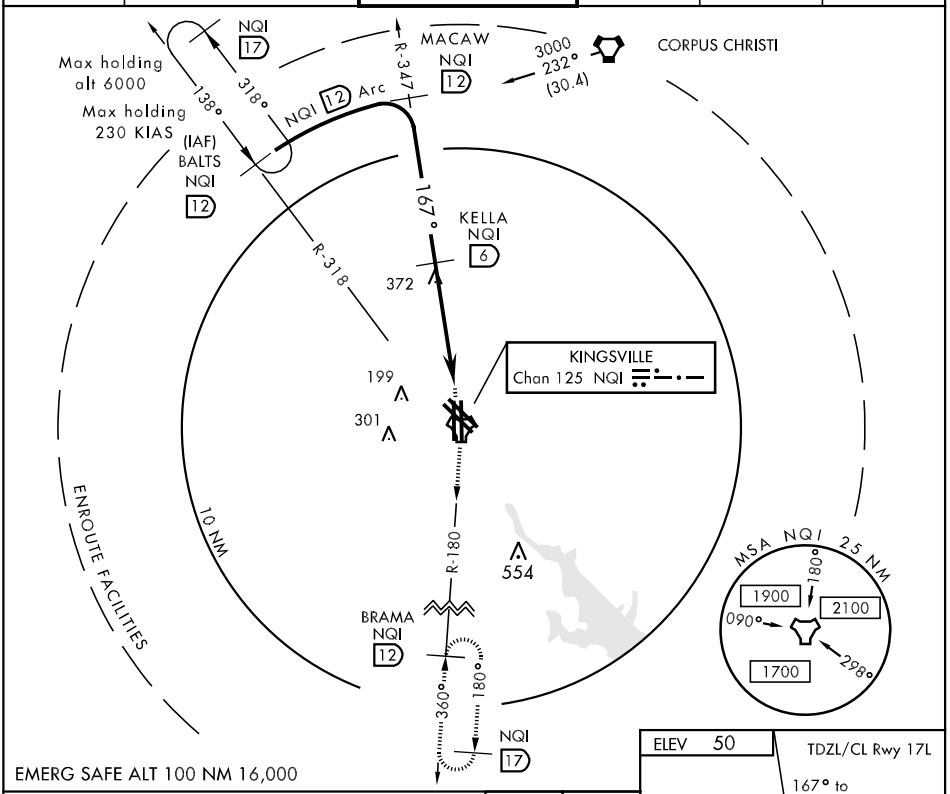
TACAN	APCH CRS	Rwy ldg	8000
NQI Chan **125**	**167°**	TDZE	**50**
		Arpt Elev	**50**

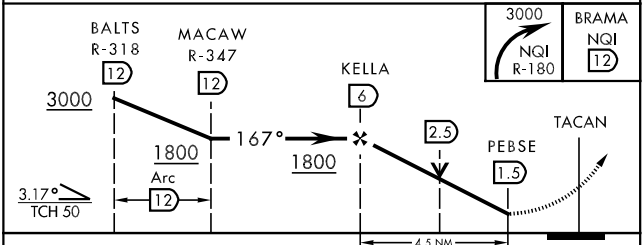
AL-918 [USN]

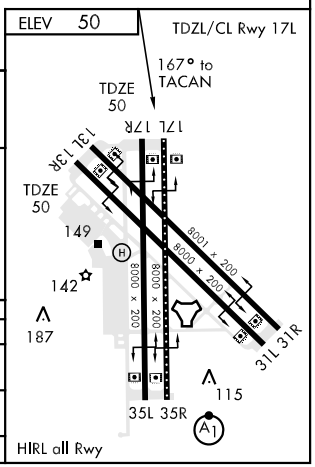
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	**119.9 290.45**	**124.1 377.05**	**239.05**	**328.4**	







CATEGORY	A		B	C	D
S-17R	640-1	590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1	590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
S-PAR-17R	150-½	100	(100- ½)	GS 3.00°	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

KNOX CITY

HARRISON FLD OF KNOX CITY (F75) 1 N UTC−6(−5DT) N33°26.29′ W99°48.77′ **DALLAS–FT. WORTH**
1500 B NOTAM FILE FTW **L–17B**

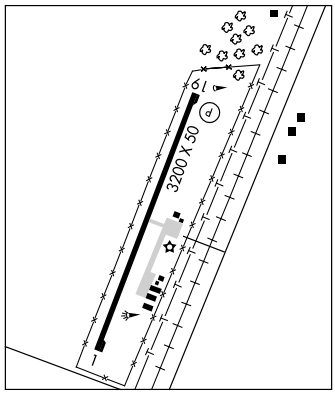
RWY 01–19: H3200X50 (ASPH) S–10 MIRL
RWY 01: Fence.
RWY 19: PAPI(P2L)—GA 3.75° TCH 27′. Tree.

AIRPORT REMARKS: Unattended. Rwy 19 +20′ trees 105′ right 0′–200′ south of rwy thld. Windsock lights OTS indef. Rotating bcn OTS indef. Rwy 19 PAPI OTS indef. MIRL Rwy 01–19 preset low ints dusk–0500Z‡ to increase ints ACTIVATE—CTAF. After 0500Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 118° 33.2 NM to fld. 1940/10E.



KOTTI N29°26.56′ W100°59.54′ NOTAM FILE DRT. **SAN ANTONIO**
NDB (LOM) 335 DR 132° 5.3 NM to Del Rio Intl. LOM unmonitored. **L–19B**

KOUNTZE/SILSBEE

HAWTHORNE FLD (45R) 3 SE UTC−6(−5DT) N30°20.18′ W94°15.45′ **HOUSTON**
71 B **FUEL** 100LL, JET A NOTAM FILE CXO **L–19E, 21A, 60MW**
RWY 13–31: H4303X76 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 29′. Tree.
RWY 31: PAPI(P2L)—GA 4.0° TCH 31′. Trees.

AIRPORT REMARKS: Attended 1400–2330Z‡. 24 hr self serve fuel. SE end of rwy floods during heavy rains. Rwy 31 PAPI OTS indef. MIRL RWY 13–31 preset low ints, to incr ints ACTIVATE—CTAF.

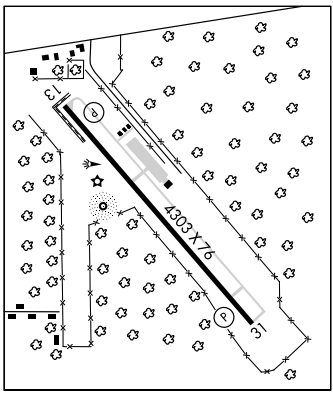
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON APP/DEP CON** 121.3

RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.

DAISETTA (H) VORTACW 116.9 DAS Chan 116 N30°11.38′ W94°38.70′ 061° 22.0 NM to fld. 76/5E. Unusable beyond 35 NM below 1600′.

HARDIN CO NDB (MHW) 524 HRD N30°20.18′ W94°15.62′ at fld. Unmonitored.

COMM/NAV/WEATHER REMARKS: For clearance delivery ctc Houston apch ctl at 409–720–5136.



KRESS

JOE VAUGHN SPRAYING (29F) 1 N UTC−6(−5DT) N34°23.75′ W101°46.03′ **DALLAS–FT. WORTH**
3500 S4 **FUEL** 100LL, JET A NOTAM FILE FTW
RWY 17–35: 3900X60 (DIRT)
RWY 17: Road. **RWY 35:** Tree.

AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat–Sun irregular. 5′ fence 40′ west of rwy centerline full length of rwy. Rwy 17 +30′ pline 46′ from theshold 77′ right centerline. 25′ buildings 53′ right of centerline at Rwy 35 end.

COMMUNICATIONS: CTAF/UNICOM 122.7

LACKEY AVIATION (See WHARTON)

NDB HRD 524	APP CRS 141°	Rwy Idg 4303 TDZE 71 Apt Elev 71

NDB RWY 13

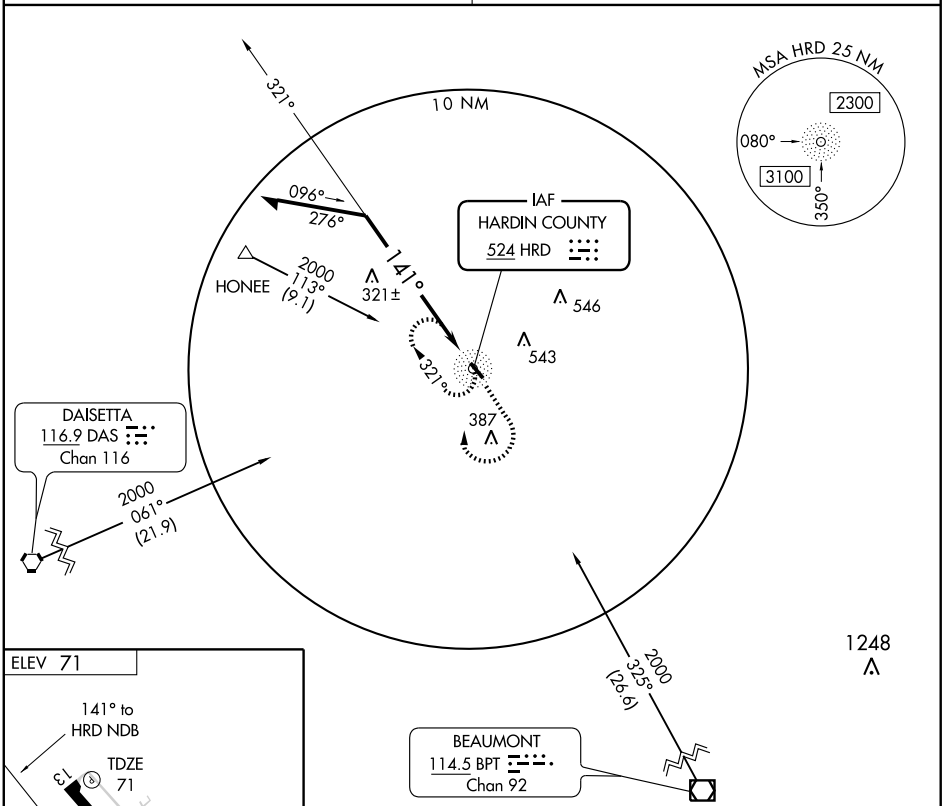
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

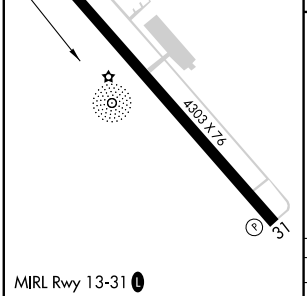
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

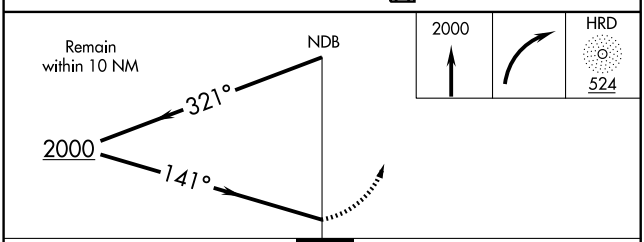
NA

MISSED APPROACH: Climb to 2000 then right turn direct HRD NDB and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-13	800-1 729 (800-1)		800-2 729 (800-2)	NA
CIRCLING	800-1 729 (800-1)		800-2 729 (800-2)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4303
136°	TDZE	71
	Apt Elev	71

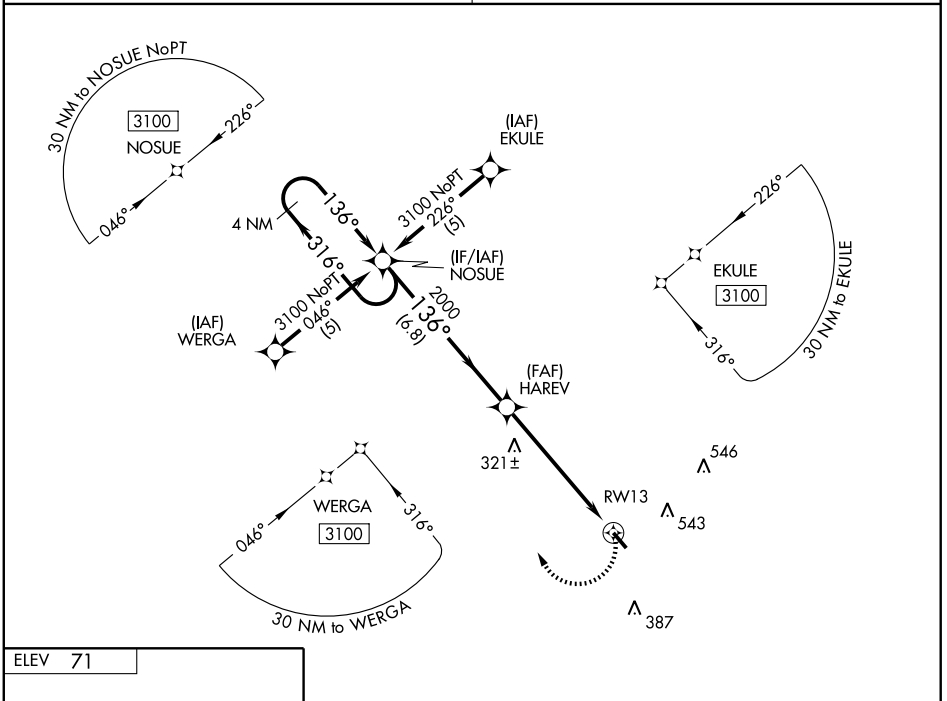
RNAV (GPS) RWY 13

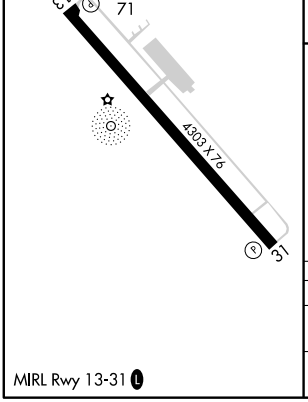
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

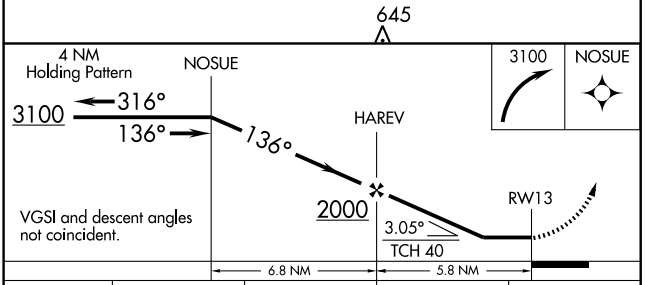
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct NOSUE and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF) L







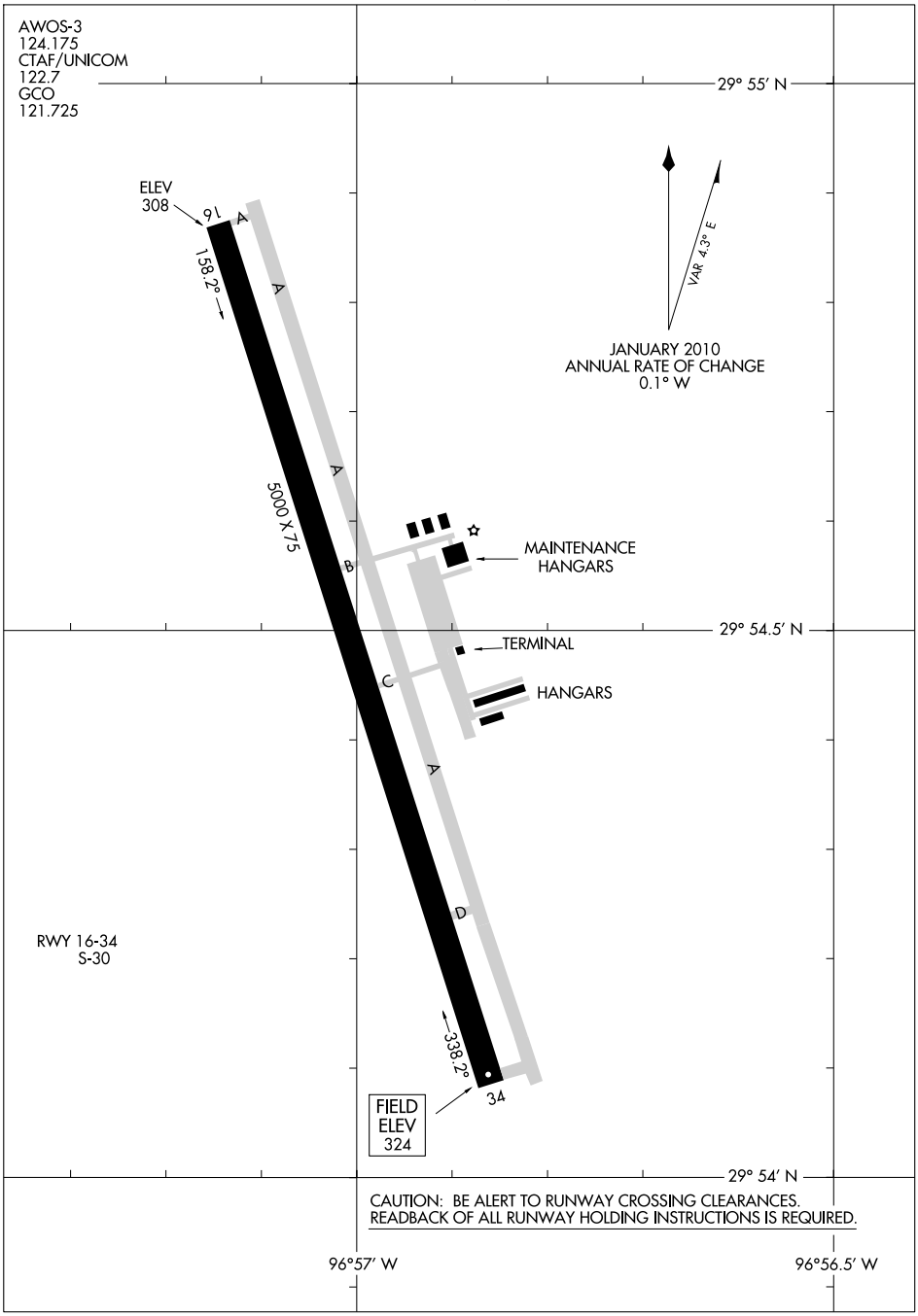
CATEGORY	A	B	C	D
LNAV MDA	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA
CIRCLING	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA

MIRL Rwy 13-31 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS
AL-9154 (FAA)



SC-5, 26 AUG 2010 to 23 SEP 2010

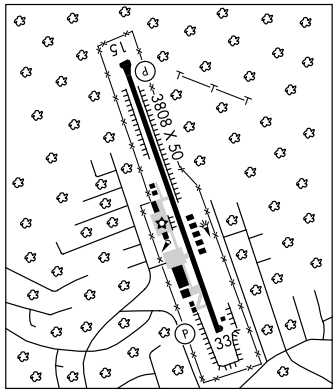
SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

LA GRANGE, TEXAS
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

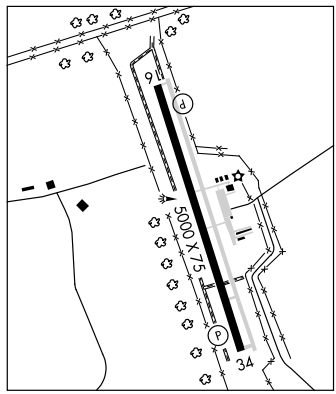
10210

LAGO VISTA TX–RUSTY ALLEN (RYW) 2 NE UTC−6(−5DT) N30°29.92′ W97°58.17′ SAN ANTONIO
1231 B S4 **FUEL** 100LL NOTAM FILE SJT L–19C, 21A
RWY 15–33: H3808X50 (ASPH) S–12.5 MIRL 0.6% up NW IAP
RWY 15: PAPI(P2L)—GA 4.0° TCH 55′. Trees.
RWY 33: PAPI(P2L)—GA 3.5° TCH 30′. P–line.
AIRPORT REMARKS: Attended dusk–0600Z‡. Deer (seasonal) on and invof rwys and twys. PAPI Rwy 15 and Rwy 33 ops continuously. MIRL Rwy 15–33 preset low ints, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.375 (512) 267–1365
COMMUNICATIONS: CTAF/UNICOM 122.725 Unicom not monitored.
Ⓡ **AUSTIN APP/DEP CON** 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 282° 23.9 NM to fld. 593/6E.



LA GRANGE

FAYETTE RGNL AIR CENTER (3T5) 2 W UTC−6(−5DT) N29°54.48′ W96°57.00′ HOUSTON
324 B S2 **FUEL** 100LL, JET A NOTAM FILE 3T5 H–7C, L–19D, 21A
RWY 16–34: H5000X75 (ASPH) S–30 MIRL 0.3% up SE IAP, AD
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1100–2300Z‡. For arpt attendant after hrs call 979–966–9139. Fuel avbl 24 hrs with credit card. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 124.175 (979) 242–5777.
COMMUNICATIONS: CTAF/UNICOM 122.7
HOUSTON CENTER APP/DEP CON 132.15
GCO 121.725 (HOUSTON CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36′ W96°33.73′ 254° 20.4 NM to fld. 419/8E.



LAKE DALLAS

LAKEVIEW (3ØF) 1 NE UTC−6(−5DT) N33°07.92′ W97°00.85′ DALLAS–FT. WORTH
535 S4 NOTAM FILE FTW COPTER
RWY 18L–36R: H2815X30 (ASPH) S–4
RWY 18L: Trees. **RWY 36R:** Pole.
RWY 18R–36L: 2600X75 (TURF)
RWY 18R: Trees.
RWY 36L: Poles.
AIRPORT REMARKS: Unattended. Arpt CLOSED to transient students. 150′ AGL unlighted cranes 1000′ NNW of arpt. Birds on and invof arpt. No touch and go landing permitted. Rwy 18L–36R numerous pavement failures with loose aggregate.
COMMUNICATIONS: CTAF 122.9

LAKEVIEW (See LAKE DALLAS)

LAKEWAY AIRPARK (See AUSTIN)

RNAV (GPS) RWY 16

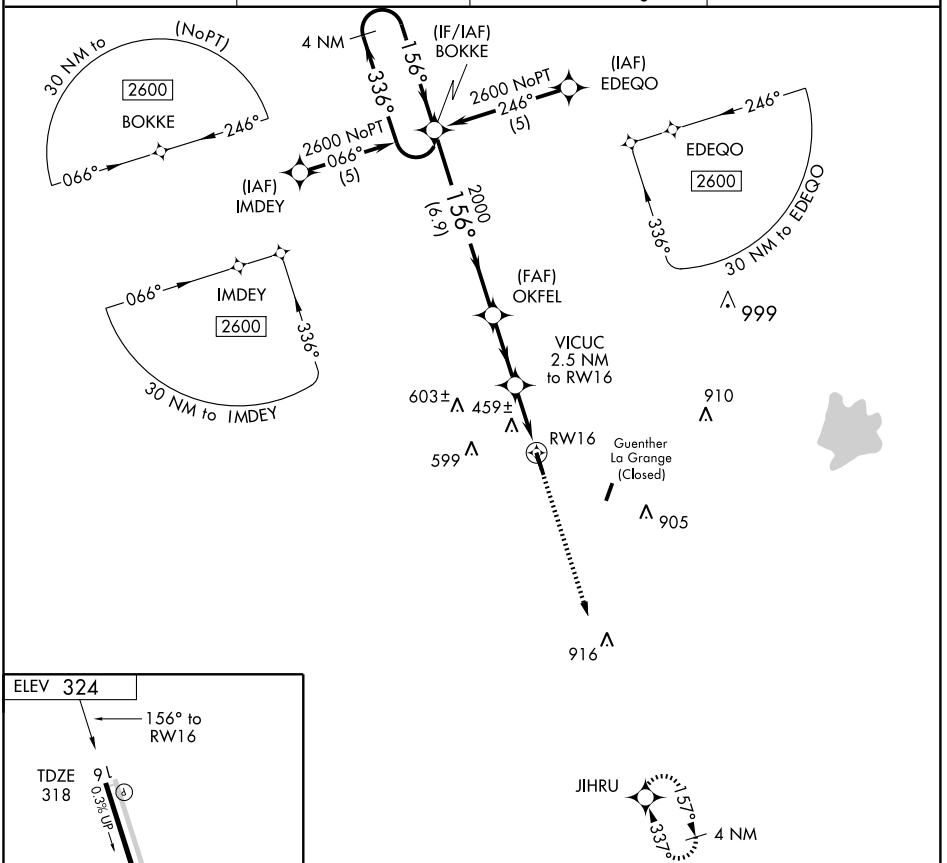
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

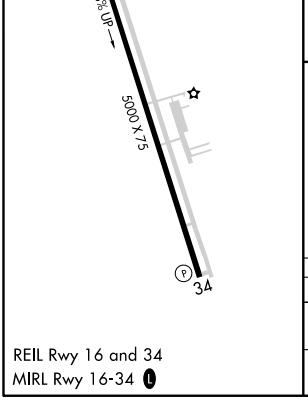
APP CRS	Rwy ldg	5000
156°	TDZE	318
	Apt Elev	324

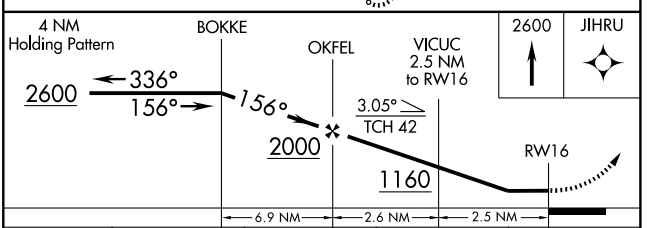
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter settings and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2600 direct JIHRU and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	720-1 402 (400-1)		720-1¼ 402 (400-1¼)	NA
CIRCLING	780-1 456 (500-1)		780-1½ 456 (500-1½)	NA

REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
336°	TDZE	324
	Apt Elev	324

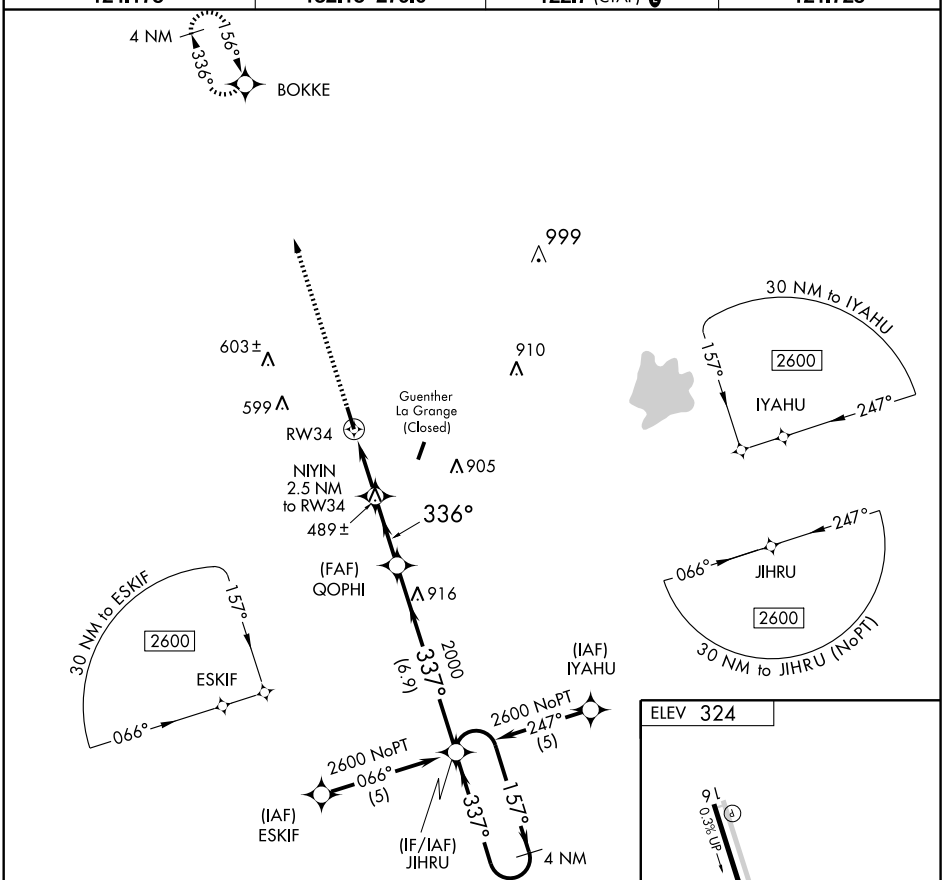
RNAV (GPS) RWY 34

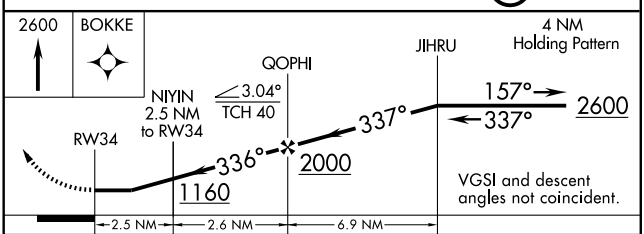
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2600 direct BOKKE and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	740-1 416 (500-1)		740-1¼ 416 (500-1¼)	NA
CIRCLING	780-1 456 (500-1)		780-1½ 456 (500-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC IDU 110.2 Chan 39	APP CRS 254°	Rwy ldg N/A TDZE N/A Apt Elev 322

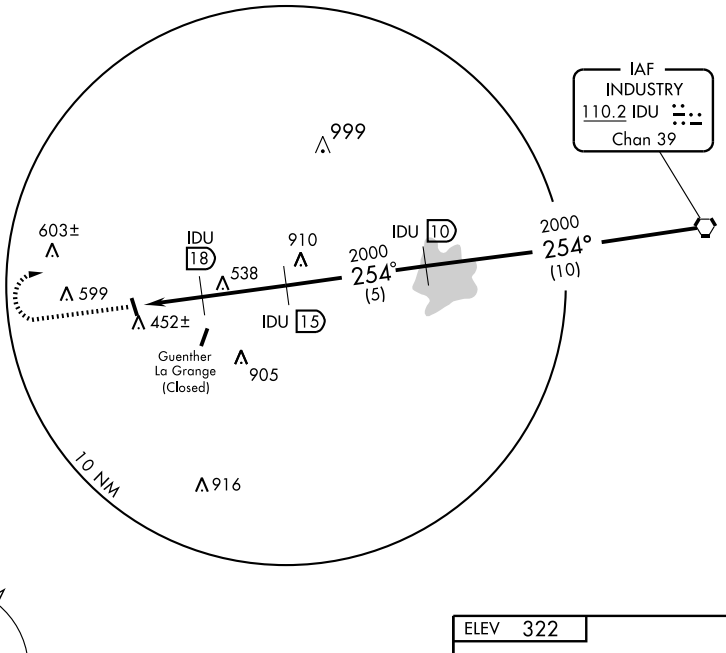
VOR/DME-A

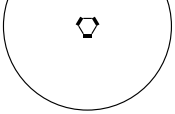
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

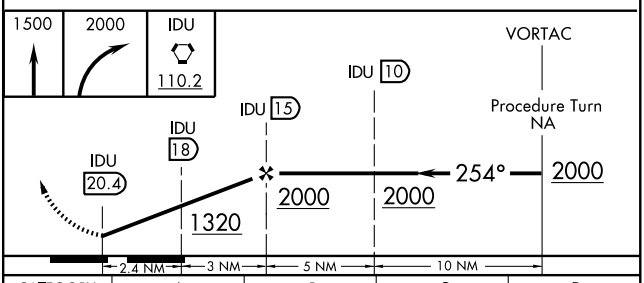
NA

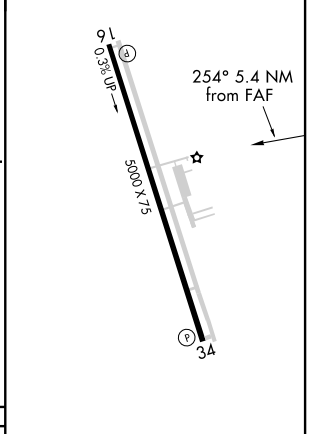
MISSED APPROACH: CLIMB to 1500 then climb right turn to 2000 direct IDU VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725









CATEGORY	A	B	C	D
CIRCLING	780-1 458 (500-1)	780-1¼ 458 (500-1¼)	780-1½ 458 (500-1½)	NA

REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LANE FLD (See SANGER)

LA PORTE MUNI (T41) 3 NW UTC−6(−5DT) N29°40.16′ W95°03.85′

HOUSTON
COPTER
L–19E, 21A, GOMW
IAP

25 B S4 **FUEL** 100LL, JET A NOTAM FILE CXO

RWY 12–30 H4165X75 (ASPH) S–23 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 402′. Trees.

RWY 30: Thld dsplcd 405′. Fence.

RWY 05–23: H2998X75 (ASPH) S–25 MIRL

RWY 05: P-line. **RWY 23:** Trees.

AIRPORT REMARKS: Attended dalgt hours. PAEW adjacent all rwys and twys. Twy B clsd indef. Twy A lgts OTS indef. MIRL Rwy 05–23 and Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF.

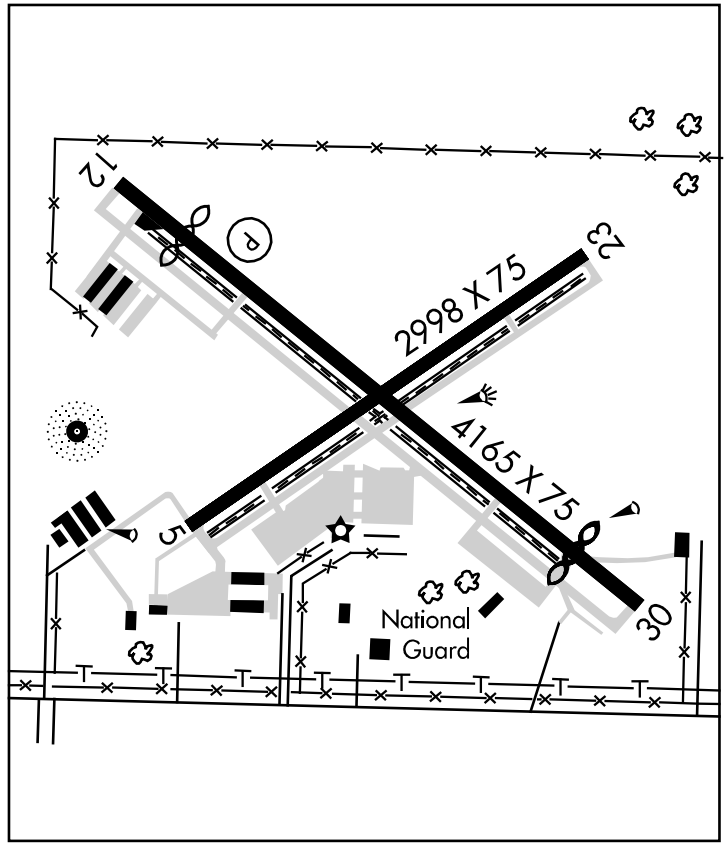
COMMUNICATIONS: CTAF/UNICOM 122.7

HOUSTON APP/DEP CON 134.45 **CLNC DEL** 125.6

RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.

HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 081° 11.1 NM to fld. 82/5E.

SANJAC NDB (MHW) 347 JPA N29°40.11′ W95°04.19′ at fld. NOTAM FILE CXO.



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

LA PORTE MUNI (T41)

LA PORTE, TEXAS

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0

LUFKIN
112.1 LFK
Chan 58

COSGO
N31°13.26′
W93°27.16′

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

VELCO
N31°10.67′
W94°24.55′

V212
R-265
V212
J50
R-266
J50
R-273
R-277

4000
*2000
085°
(115)

FL190
094°
(92)

FL190
094°
(95)

R-082
16
082°
(49)
(49)
49
65
R-264

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
029°
(23)
J29
32
R-254

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

9
R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SL-5433 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginnning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

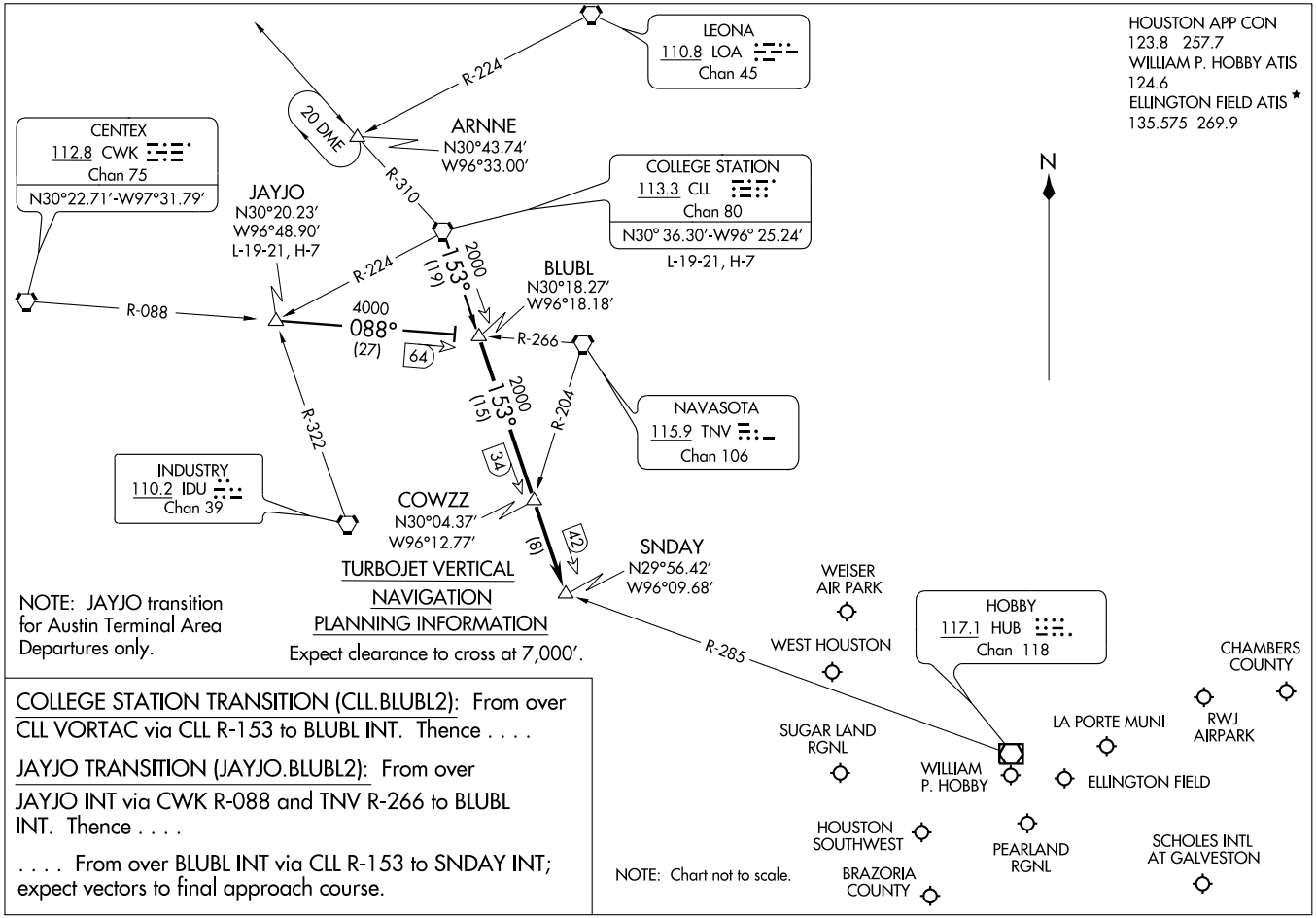
Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
R-235
085°
HOBBY 117.1 HUB Chan 118
CARNE
N29°39.16′
W95°57.30′
2000
055°
(29)
GOOSZ
N29°53.75′
W95°28.13′
R-320
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
R-084
R-124
2000
055°
(13)
SUGAR LAND RGNL
WILLIAM P. HOBBY
LA PORTE MUNI
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
ELLINGTON FIELD
SNOWB
N29°23.21′
W96°28.80′
R-215
5000
055°
(19)
5000
001°
(12)
47
R-244
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
11000
097°
(92)
6000
055°
(18)
CROON
N29°20.54′
W96°12.24′
DRAGS
N29°14.32′
W96°46.18′
NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
N
R-338
5000
001°
(35)
11000
015°
(87)
R-311
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

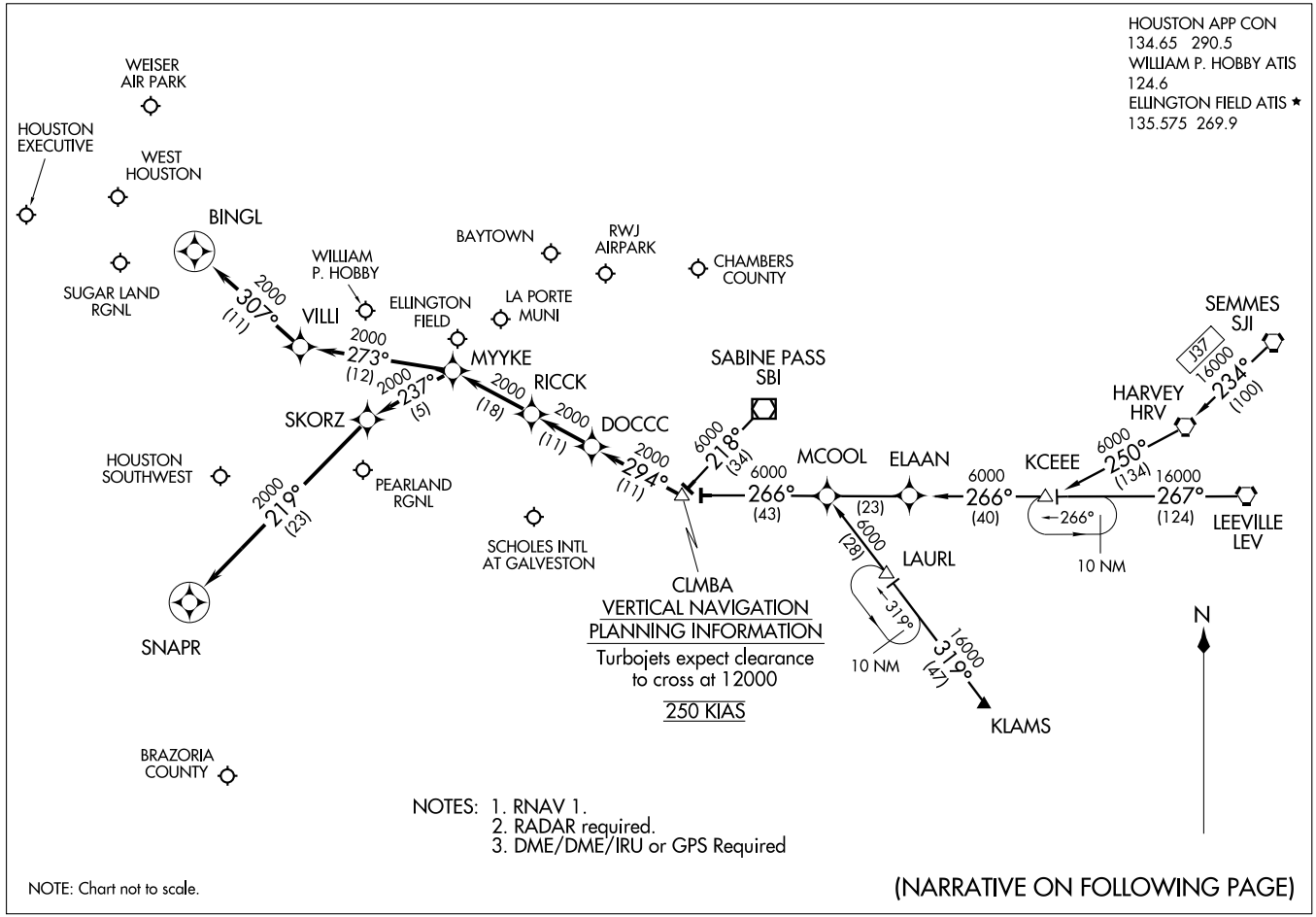
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS



COLUMBIA ONE ARRIVAL (RNAV)

(CLIMBA.CLMBA1) 10210

HOUSTON, TEXAS

ST-198 (FAA)

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

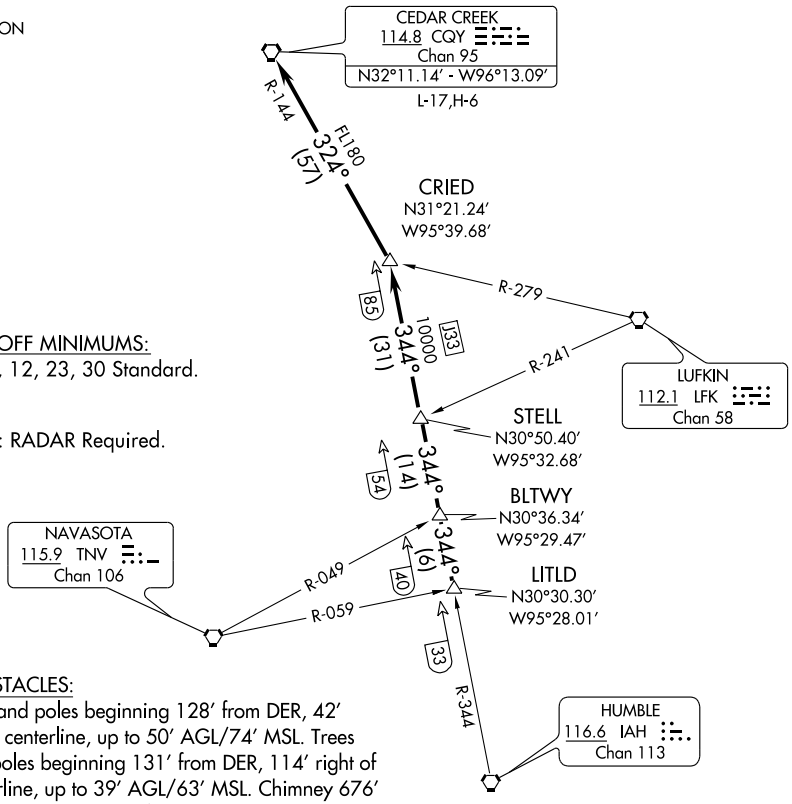
LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 26 AUG 2010 to 23 SEP 2010

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 12, Trees and poles beginning 128' from DER, 42' left of centerline, up to 50' AGL/74' MSL. Trees and poles beginning 131' from DER, 114' right of centerline, up to 39' AGL/63' MSL. Chimney 676' from DER, 412' right of centerline, 31' AGL/55' MSL.
Rwy 23, Trees beginning 1320' from DER, 43' left of centerline, up to 63' AGL/87' MSL. Hangars beginning 233' from DER, 288' right of centerline, up to 35'AGL/59' MSL. Vehicle on road 594' from DER, 513' left of centerline, 15' AGL/39' MSL. Trees 1010' from DER, 1010' right of centerline, up to 63' AGL/87' MSL.
Rwy 30, Trees and poles beginning 114' from DER, 67' left of centerline, up to 63' AGL/87' MSL. Buildings 335' from DER, 356' left of centerline, 25' AGL/50' MSL. Trees and poles beginning 44' from DER, 35' right of centerline, up to 52' AGL/76' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

DAISETTA EIGHT ARRIVAL (DAS.DAS8)

HOUSTON, TEXAS

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS *
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 26 AUG 2010 to 23 SEP 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

DYNMO
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.
250 KIAS

SAN ANTONIO
SAT

5000
100°
(92)

DRAGS

5000
067°
(37)

5000
045°
(25)

CHNNG

2000
045°
(11)

DFENS

045°
225°
10 NM

5000
029°
(91)

CORPUS CHRISTI
CRP

2000
(32)

LONE STAR
EXECUTIVE

GRRAM

ADVLL

GOOSZ

DAVID WAYNE
HOOKS MEMORIAL

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

WEISER AIR PARK

WEST
HOUSTON

2000
085°
(36)

SEEYA

RWJ
AIRPARK

BAYTOWN

CHAMBERS
COUNTY

HOUSTON
EXECUTIVE

WILLIAM P. HOBBY

LA PORTE MUNI

ELLINGTON FIELD

SUGAR LAND
RGNL

PEARLAND RGNL

HOUSTON -
SOUTHWEST

SCHOLES INTL
AT GALVESTON

BRAZORIA
COUNTY

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only, DO NOT FILE.
NOTE: SAT TRANSITION: For non-GPS equipped aircraft, CWK, SAT, PSX, ELA, IAH and HUB DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, ELA, IAH, and HUB DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)
(DYNMO.DYNMO1) 10210

ST-5461 (FAA)

HOUSTON, TEXAS

HOUSTON, TEXAS

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

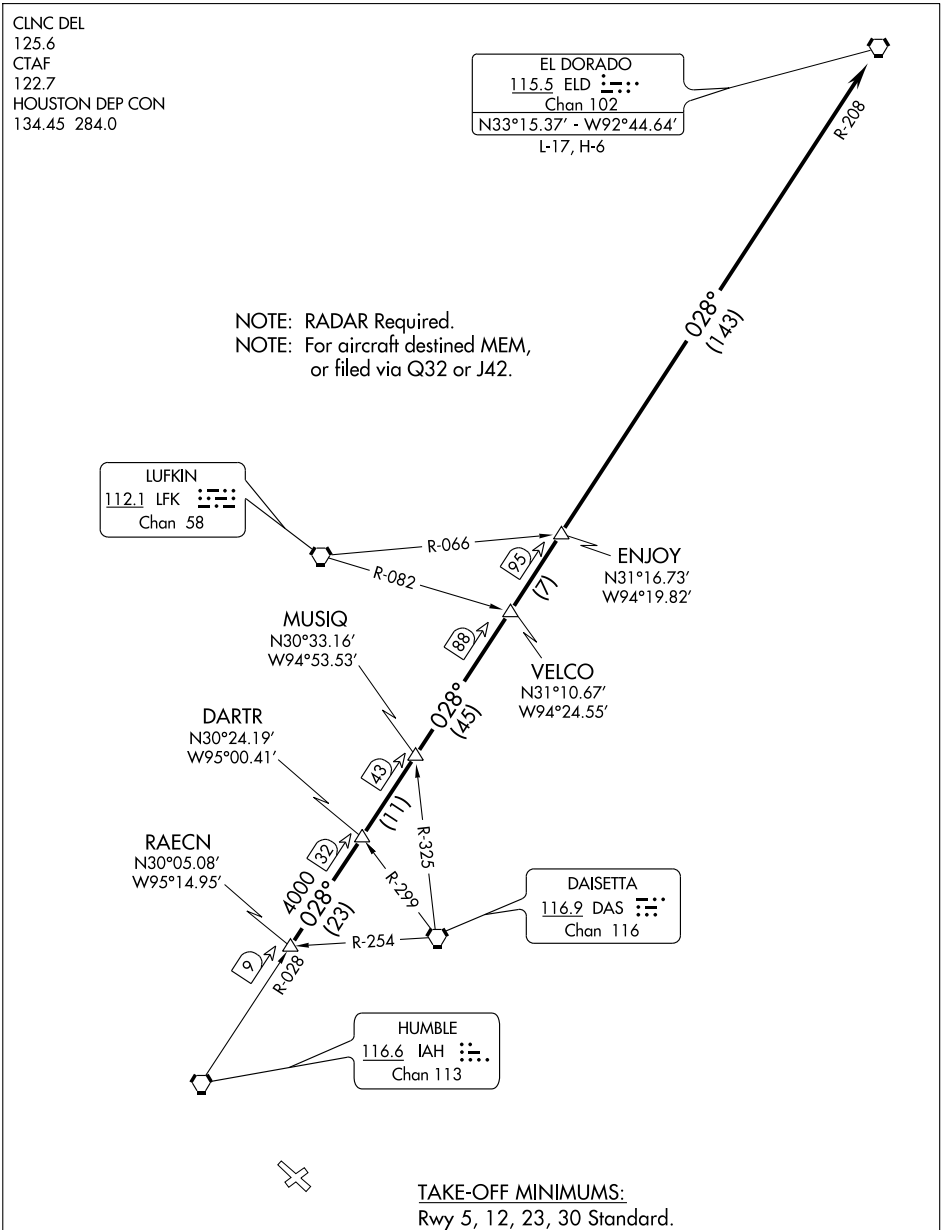
LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

EL DORADO TWO DEPARTURE SL-5433 (FAA)



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

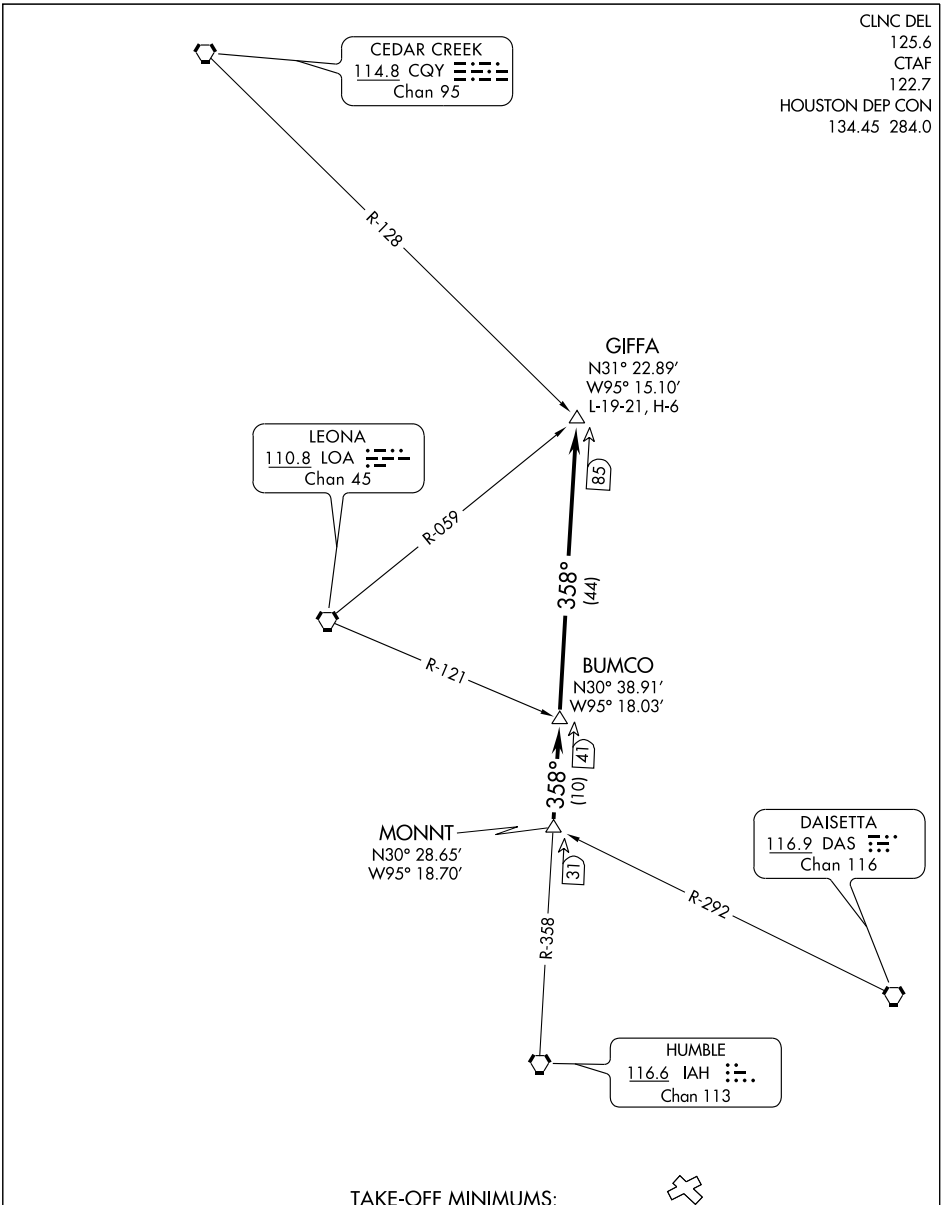
TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

HOUSTON APP CON
119.175 291.675
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS
MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

N

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
2000 055° (13)
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
SAN ANTONIO SAT
5000 100° (92)
SNOWB
5000 055° (19)
5000 004° (12)
CROON
5000 055° (18)
10 NM
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.

NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.

NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.

NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

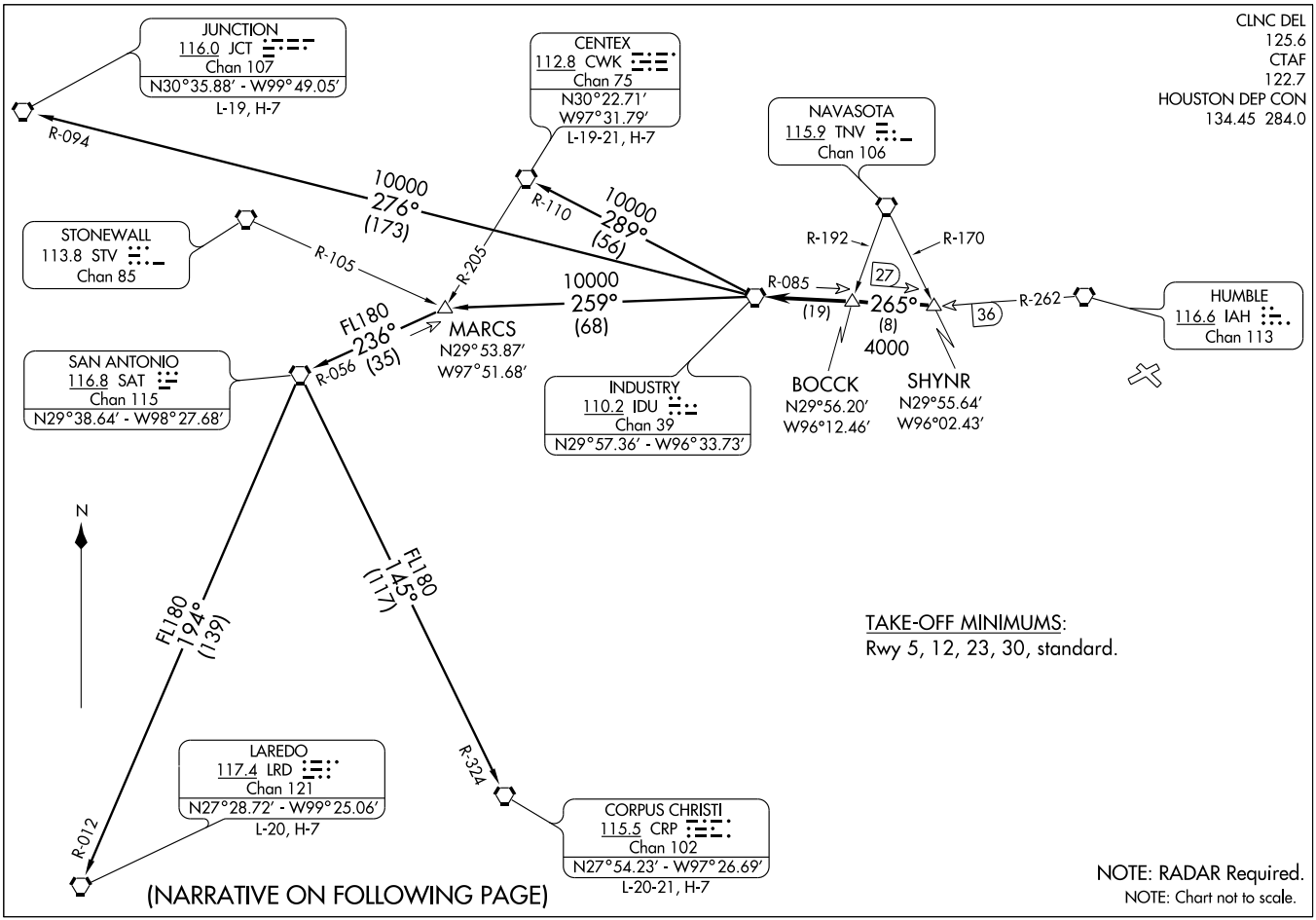
ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 26 AUG 2010 to 23 SEP 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210



SL-5433 (FAA)

LA PORTE MUNI (T41)

LA PORTE, TEXAS

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

LA PORTE MUNI (T41)

LA PORTE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

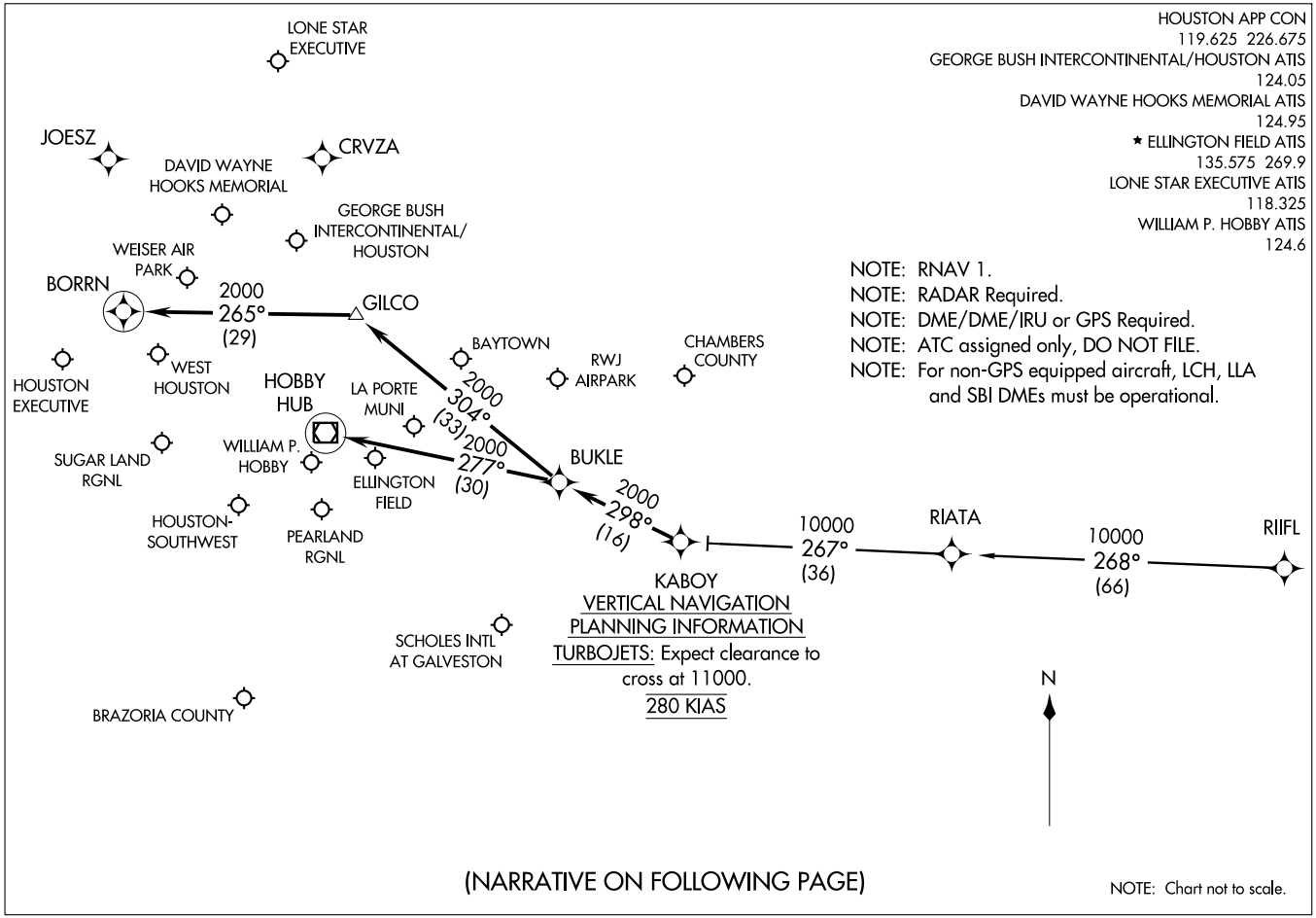
Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

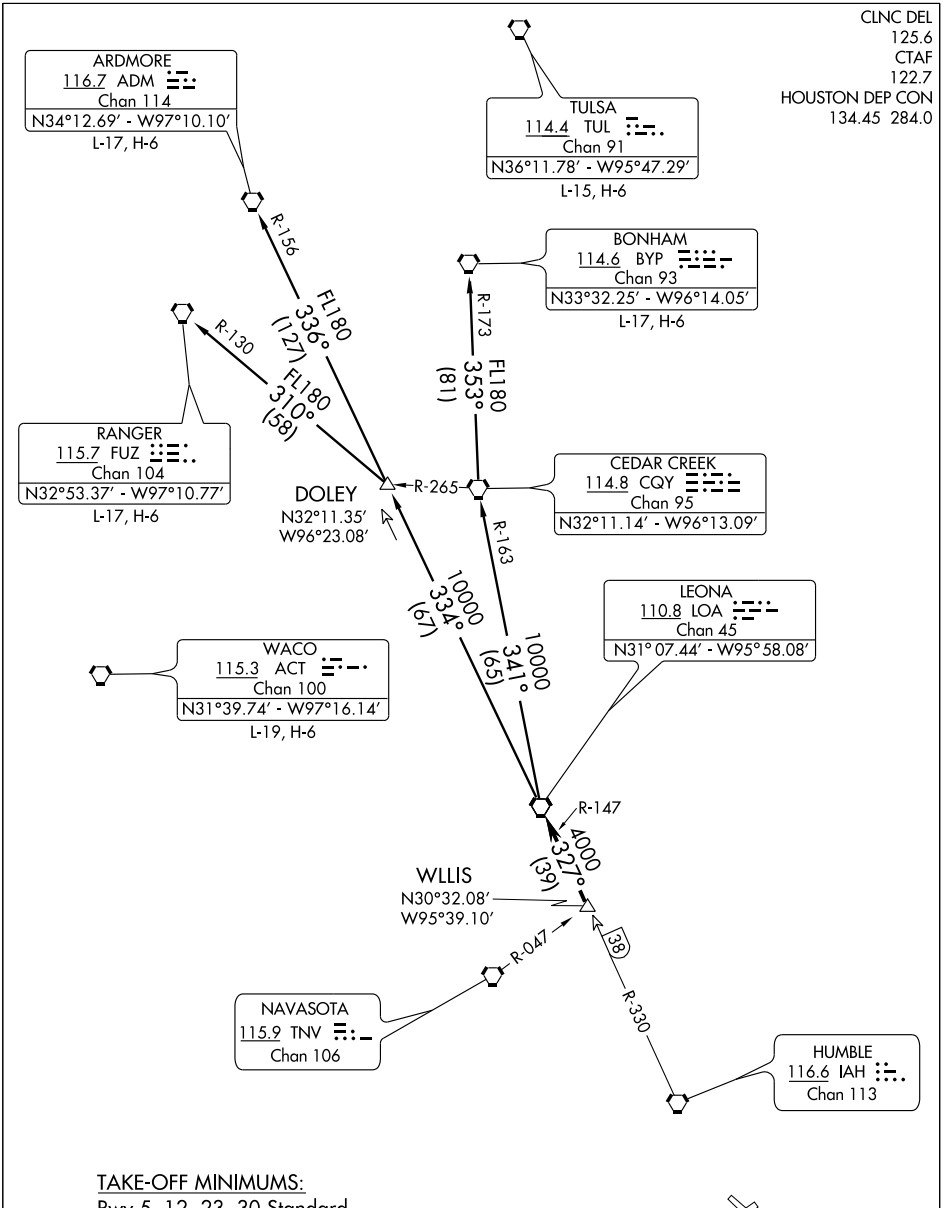
LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30 Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

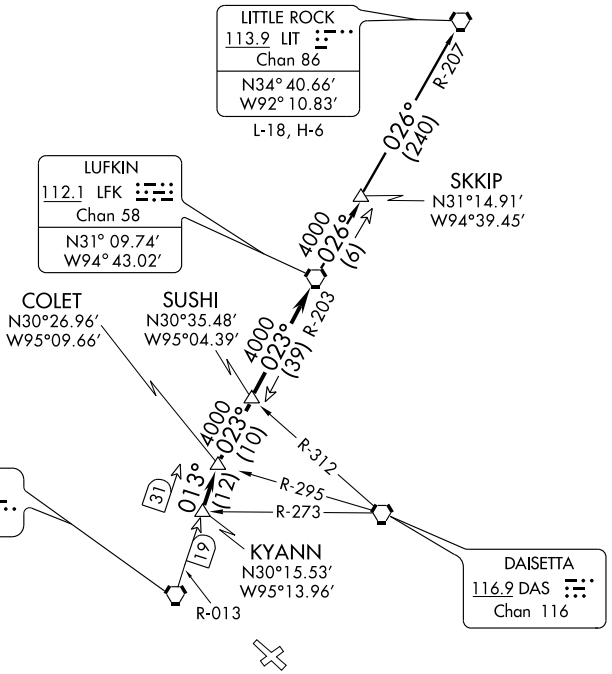
SC-5, 26 AUG 2010 to 23 SEP 2010

LUFKIN SIX DEPARTURE

SL-5433 (FAA)

LA PORTE, TEXAS

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/ 63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/ 87′ MSL.

Rwy 30 Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 26 AUG 2010 to 23 SEP 2010

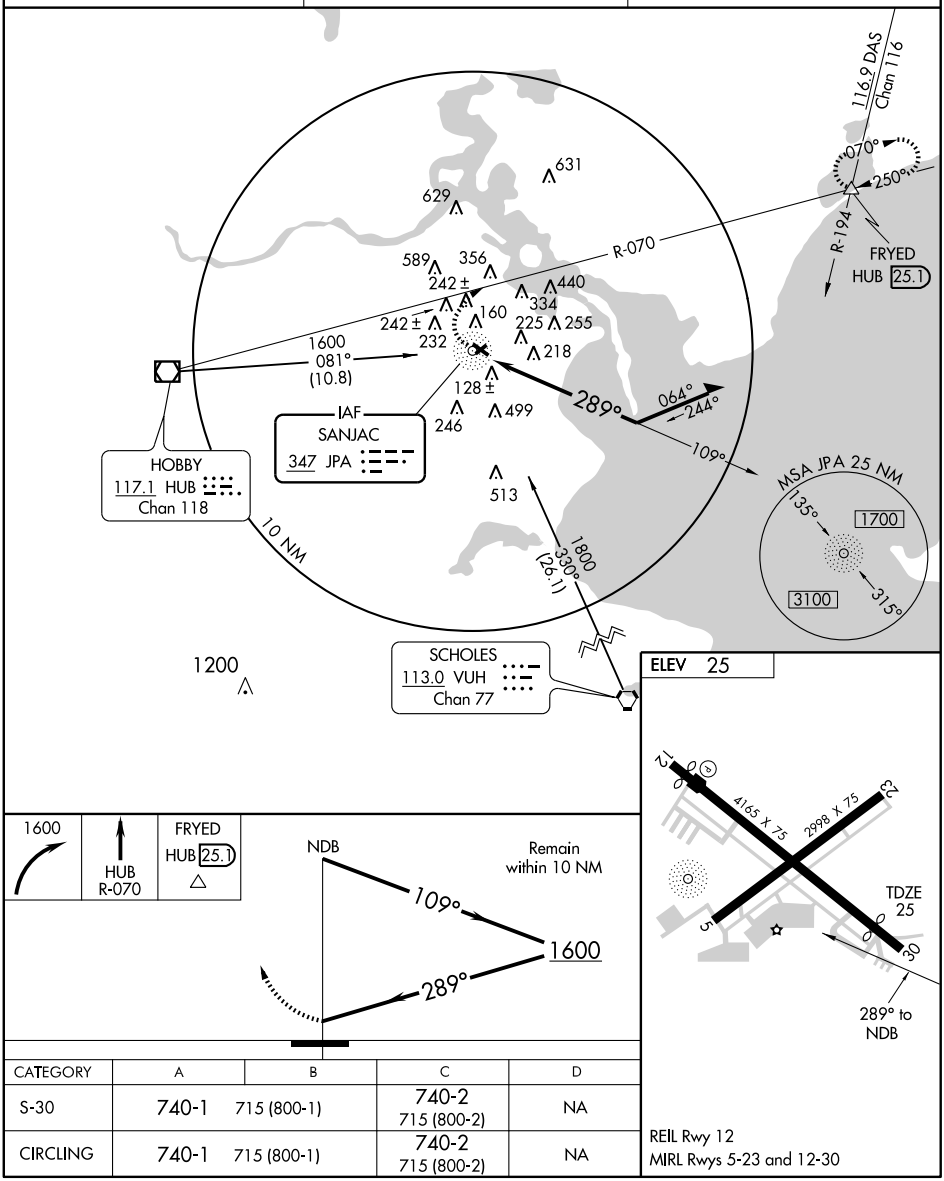
NDB JPA 347	APP CRS 289°	Rwy Idg 3763 TDZE 24 Apt Elev 25

NDB RWY 30
LA PORTE MUNI (T41)

Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

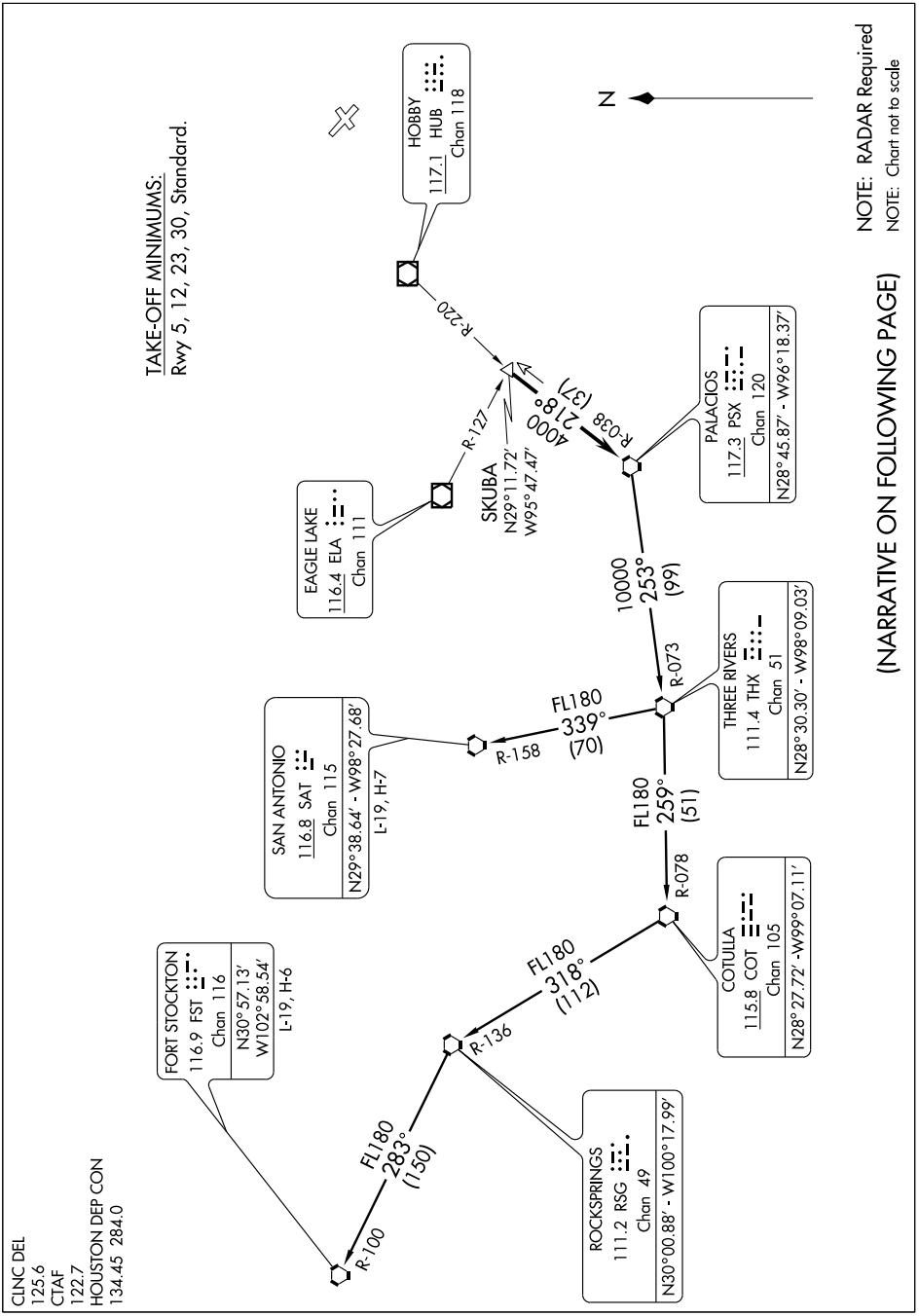
HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)



CATEGORY	A	B	C	D
S-30	740-1	715 (800-1)	740-2 715 (800-2)	NA
CIRCLING	740-1	715 (800-1)	740-2 715 (800-2)	NA

REIL Rwy 12
MIRL Rwys 5-23 and 12-30

SC-5, 26 AUG 2010 to 23 SEP 2010


TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.
CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0
HOBBY
117.1 HUB
Chan 118
R-220
SKUBA
N29°11.72'
W95°47.47'
R-127
4000
218°
(37)
R-038
EAGLE LAKE
116.4 ELA
Chan 111
PALACIOS
117.3 PSX
Chan 120
N28° 45.87' - W96° 18.37'
10000
253°
(99)
R-073
SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64' - W98° 27.68'
L-19, H-7
FL180
339°
(70)
R-158
THREE RIVERS
111.4 THX
Chan 51
N28° 30.30' - W98° 09.03'
FL180
259°
(51)
R-078
COTULA
115.8 COT
Chan 105
N28° 27.72' -W99° 07.11'
FL180
318°
(112)
R-136
FORT STOCKTON
116.9 FST
Chan 116
N30° 57.13'
W102° 58.54'
L-19, H-6
FL180
283°
(150)
R-100
ROCKSPRINGS
111.2 RSG
Chan 49
N30° 00.88' - W100° 17.99'
N
NOTE: RADAR Required
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 30

LA PORTE MUNI (T41)

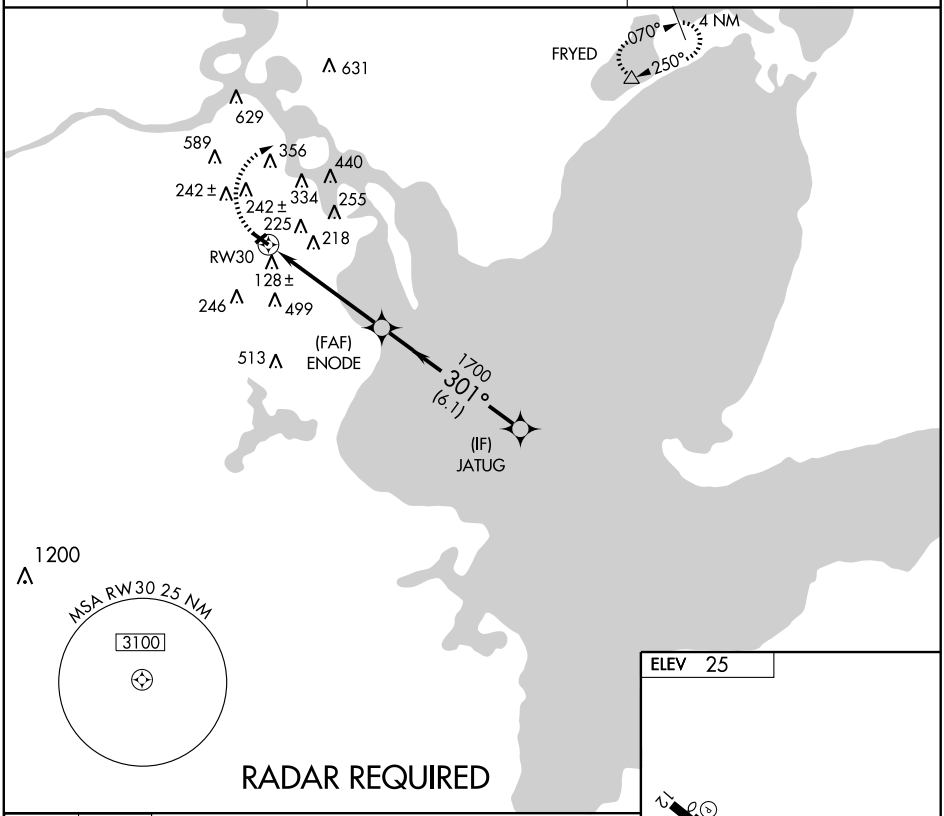
APP CRS	Rwy Idg	3763
301°	TDZE	25
	Apt Elev	25

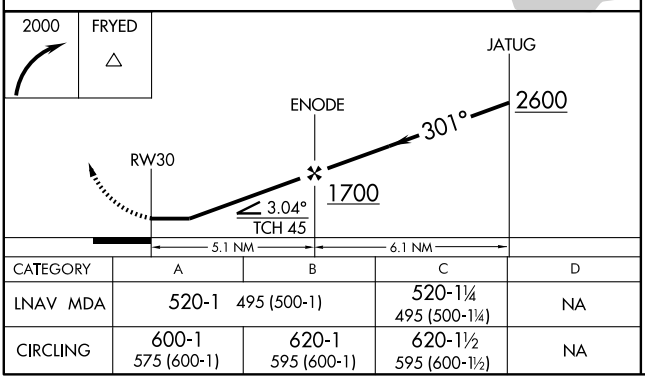
Use Ellington Field altimeter setting.
DME/DME RNP-0.3 NA.

NA

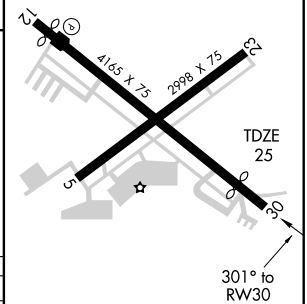
MISSED APPROACH: Climbing right turn to 2000 direct FRYED and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	520-1 495 (500-1)		520-1¼ 495 (500-1¼)	NA
CIRCLING	600-1 575 (600-1)	620-1 595 (600-1)	620-1½ 595 (600-1½)	NA



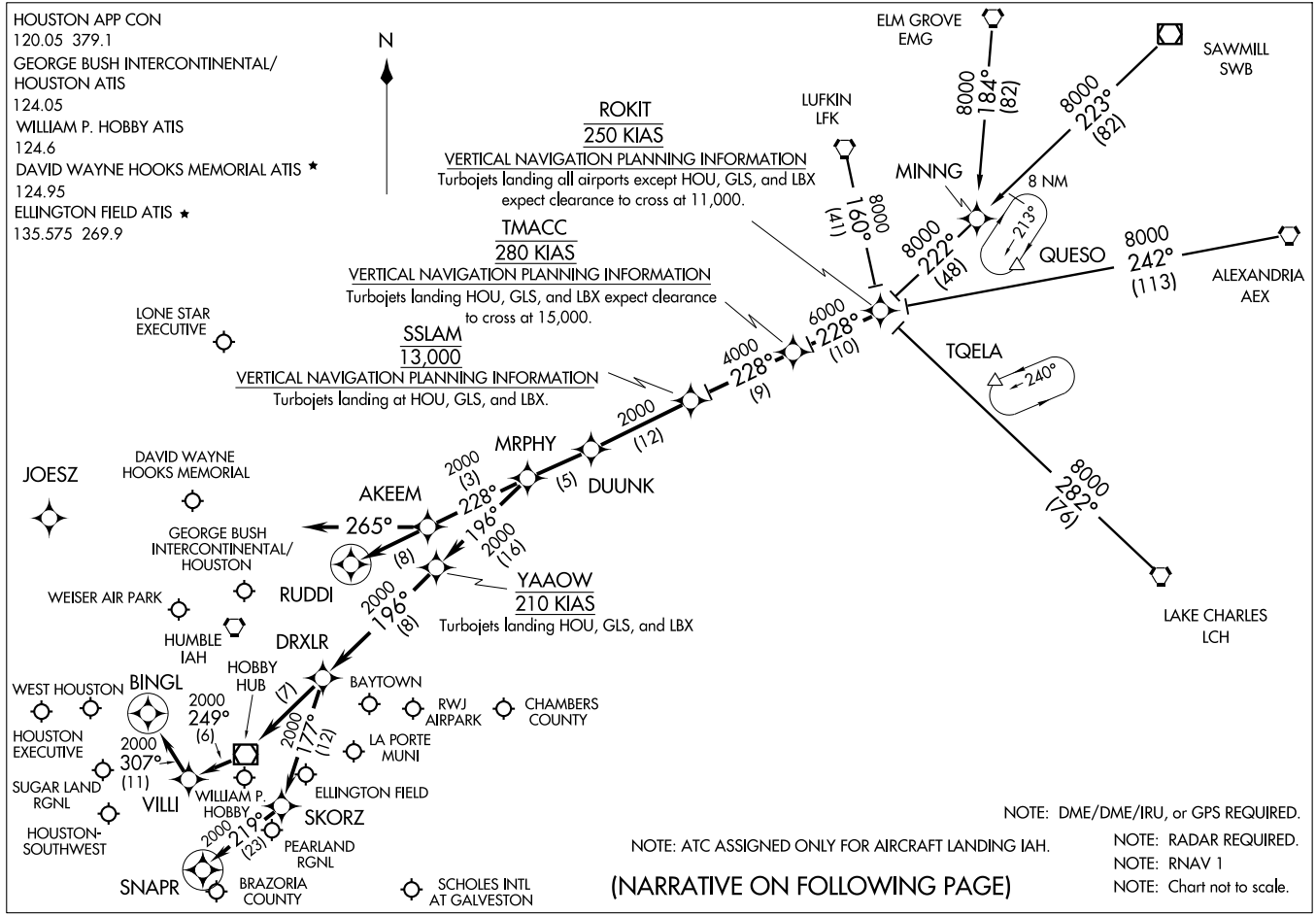
REIL Rwy 12
MIRL Rwys 5-23 and 12-30

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

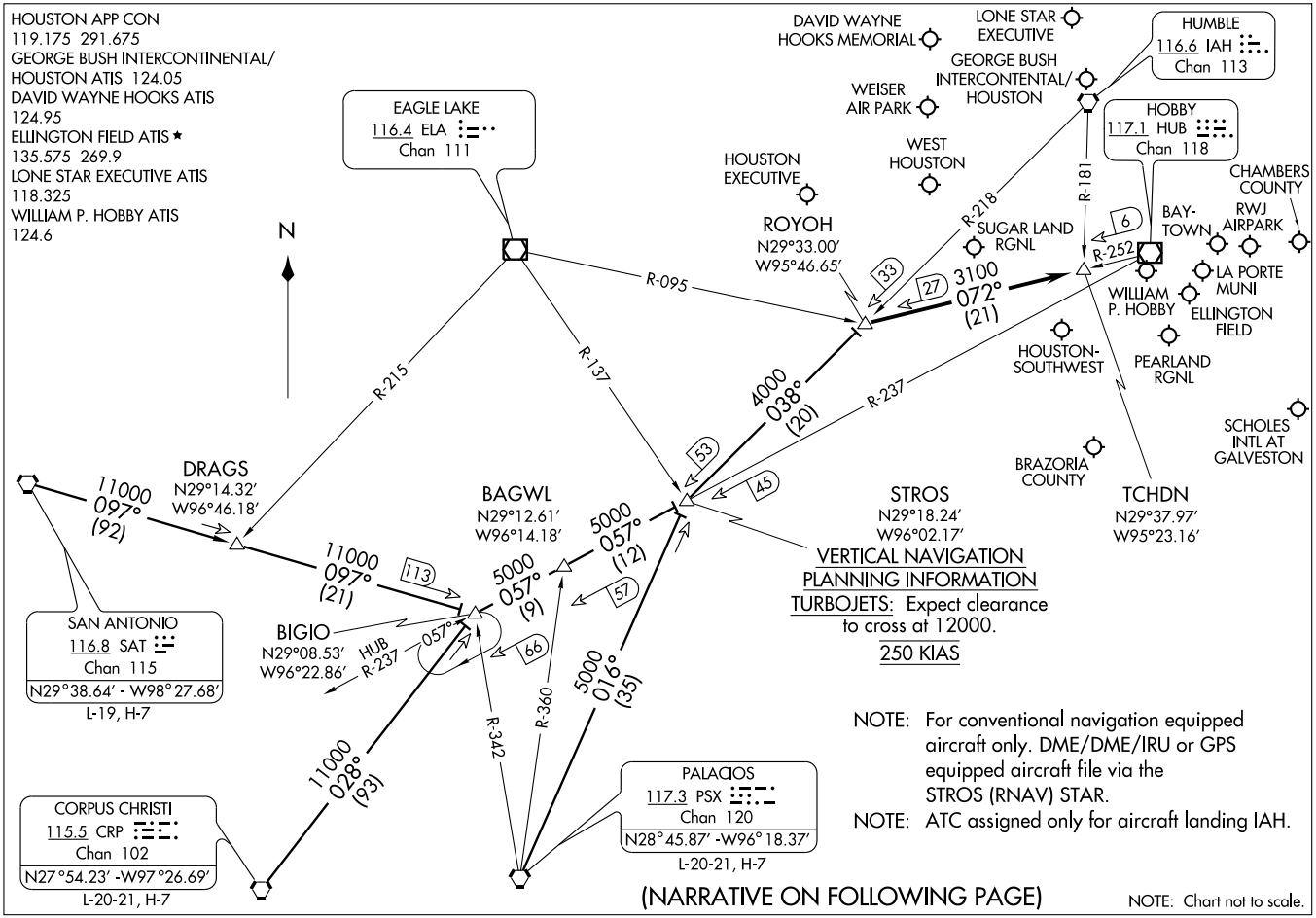
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 26 AUG 2010 to 23 SEP 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 26 AUG 2010 to 23 SEP 2010

SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI) 10210

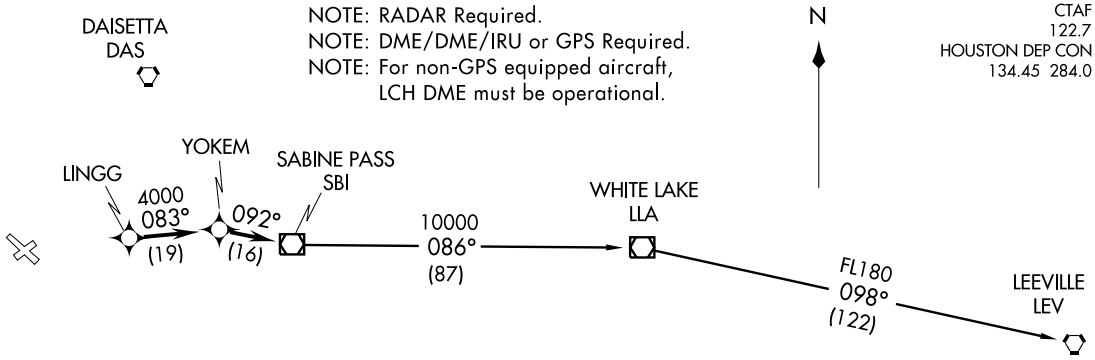
SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI) 10210

LA PORTE, TEXAS
LA PORTE MUNI (T41)

LA PORTE, TEXAS
LA PORTE MUNI (T41)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

CLNC DEL 125.6
CTAF 122.7
HOUSTON DEP CON 134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30,
ATC climb of 438′ per NM to 4000.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:
Rwy 12: Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.
Rwy 23: Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.
Rwy 30: Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

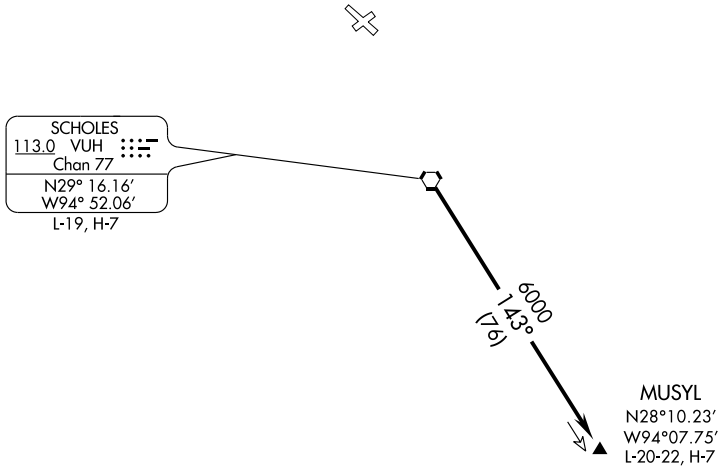
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SL-5433 (FAA)

TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 26 AUG 2010 to 23 SEP 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO
SAT

5000
084°
(63)

SEEDS

5000
085°
(13)

WEMAR

5000
118°
(49)

BAGWL

5000
057°
(12)

5000
100°
(92)

DRAGS

5000
101°
(21)

BIGIO

5000
057°
(9)

10 NM

5000
019°
(35)

PALACIOS
PSX

5000
032°
(93)

CORPUS CHRISTI
CRP

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(NARRATIVE ON FOLLOWING PAGE)

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(STROS.STROS1) 10210

SC-5, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

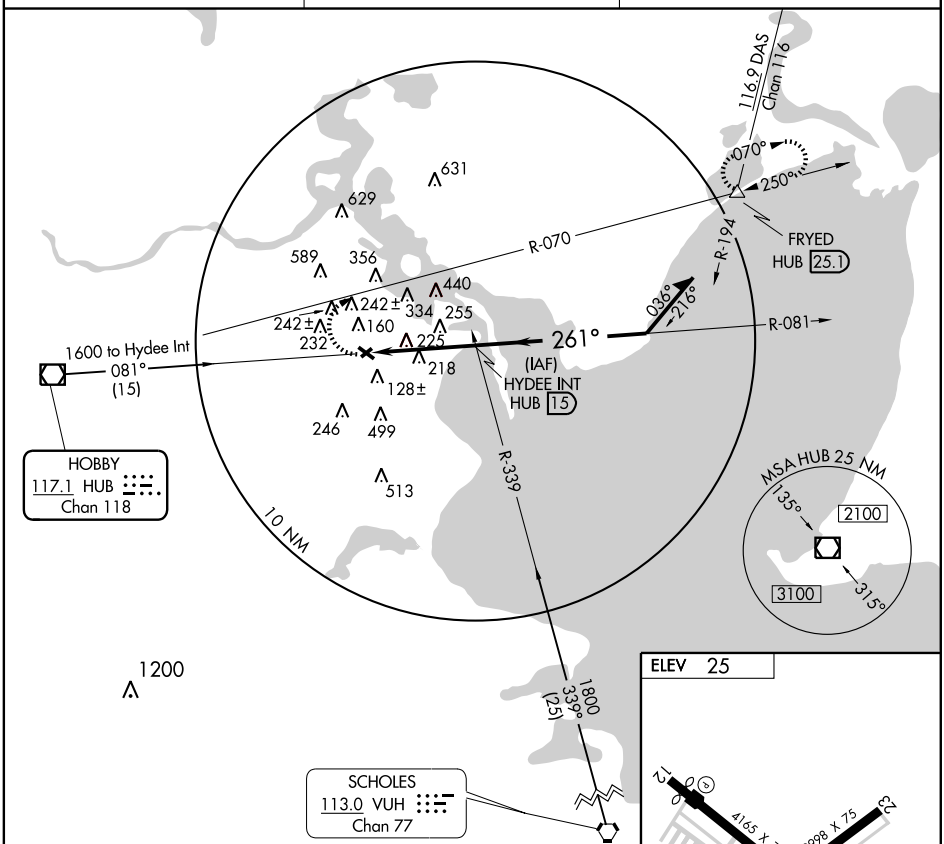
VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	261°	TDZE	N/A
Chan 118		Apt Elev	25

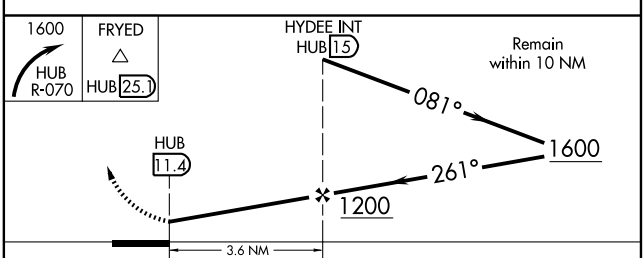
VOR-A
LA PORTE MUNI (T41)

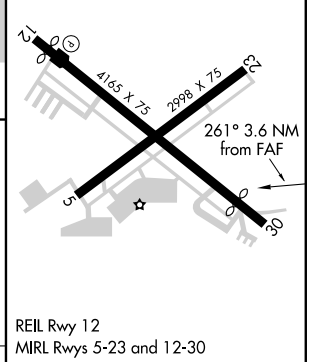
Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	660-1	635 (700-1)	660-1¾ 635 (700-1¾)	NA

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

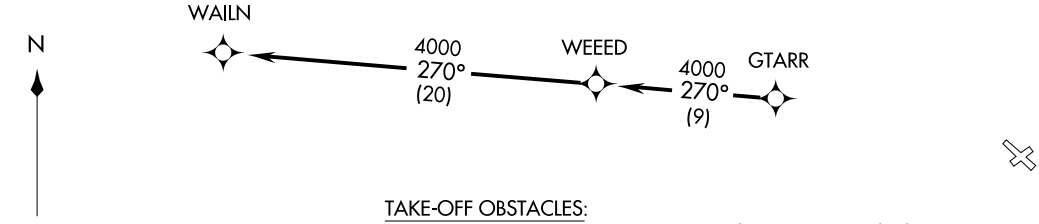
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.



TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

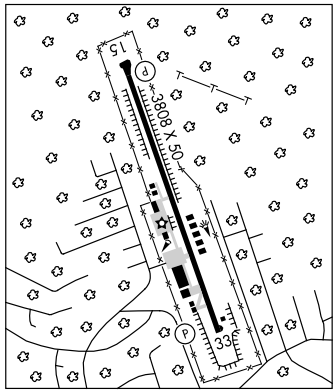
Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

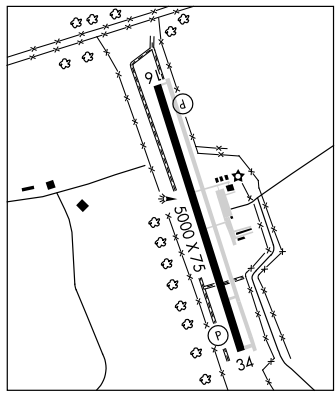
(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-5433 (FAA)
LA PORTE MUNI (T41)
LA PORTE, TEXAS

LAGO VISTA TX–RUSTY ALLEN (RYW) 2 NE UTC−6(−5DT) N30°29.92′ W97°58.17′ SAN ANTONIO
1231 B S4 **FUEL** 100LL NOTAM FILE SJT L–19C, 21A
RWY 15–33: H3808X50 (ASPH) S–12.5 MIRL 0.6% up NW IAP
RWY 15: PAPI(P2L)—GA 4.0° TCH 55′. Trees.
RWY 33: PAPI(P2L)—GA 3.5° TCH 30′. P–line.
AIRPORT REMARKS: Attended dusk–0600Z‡. Deer (seasonal) on and invof rwys and twys. PAPI Rwy 15 and Rwy 33 ops continuously. MIRL Rwy 15–33 preset low ints, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.375 (512) 267–1365
COMMUNICATIONS: CTAF/UNICOM 122.725 Unicom not monitored.
Ⓡ **AUSTIN APP/DEP CON** 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 282° 23.9 NM to fld. 593/6E.



LA GRANGE

FAYETTE RGNL AIR CENTER (3T5) 2 W UTC−6(−5DT) N29°54.48′ W96°57.00′ HOUSTON
324 B S2 **FUEL** 100LL, JET A NOTAM FILE 3T5 H–7C, L–19D, 21A
RWY 16–34: H5000X75 (ASPH) S–30 MIRL 0.3% up SE IAP, AD
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1100–2300Z‡. For arpt attendant after hrs call 979–966–9139. Fuel avbl 24 hrs with credit card. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 124.175 (979) 242–5777.
COMMUNICATIONS: CTAF/UNICOM 122.7
HOUSTON CENTER APP/DEP CON 132.15
GCO 121.725 (HOUSTON CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36′ W96°33.73′ 254° 20.4 NM to fld. 419/8E.



LAKE DALLAS

LAKEVIEW (3ØF) 1 NE UTC−6(−5DT) N33°07.92′ W97°00.85′ DALLAS–FT. WORTH
535 S4 NOTAM FILE FTW COPTER
RWY 18L–36R: H2815X30 (ASPH) S–4
RWY 18L: Trees. **RWY 36R:** Pole.
RWY 18R–36L: 2600X75 (TURF)
RWY 18R: Trees.
RWY 36L: Poles.
AIRPORT REMARKS: Unattended. Arpt CLOSED to transient students. 150′ AGL unlighted cranes 1000′ NNW of arpt. Birds on and invof arpt. No touch and go landing permitted. Rwy 18L–36R numerous pavement failures with loose aggregate.
COMMUNICATIONS: CTAF 122.9

LAKEVIEW (See LAKE DALLAS)

LAKEWAY AIRPARK (See AUSTIN)

APP CRS	Rwy Idg	3808
154°	TDZE	1231
	Apt Elev	1231

GPS RWY 15

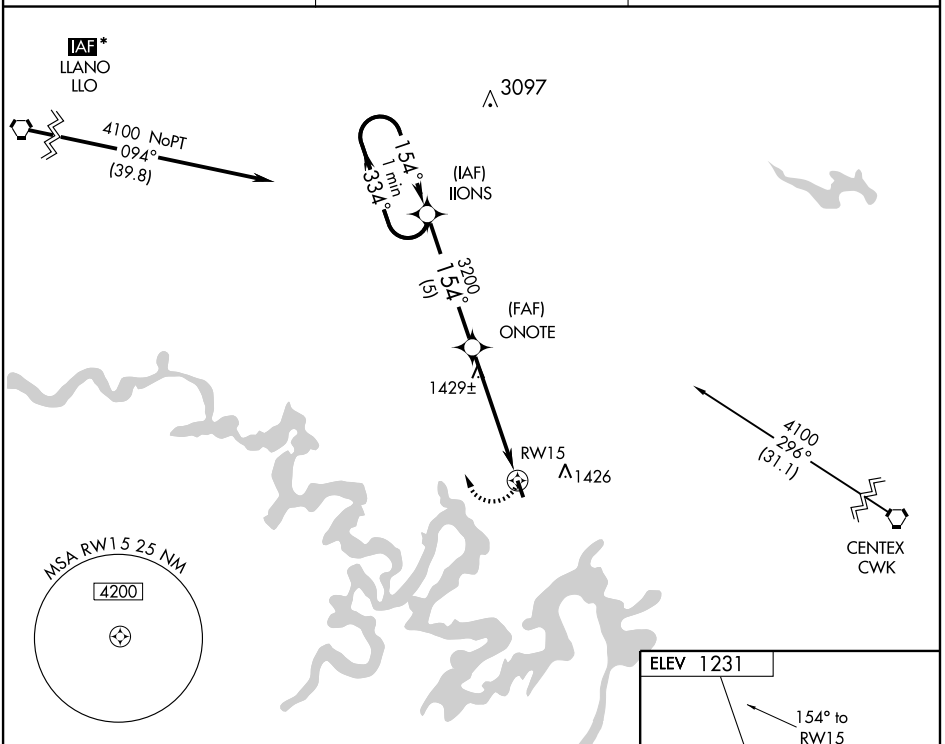
LAGO VISTA TX-RUSTY ALLEN (RYW)

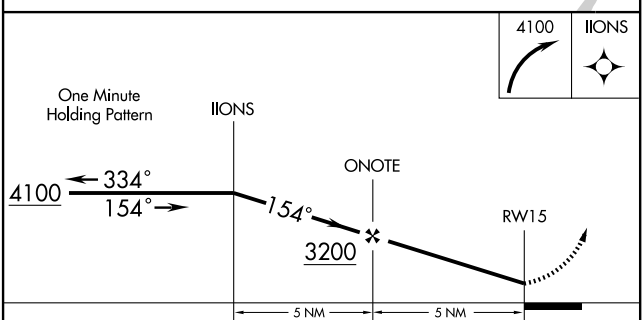
IAF
NA

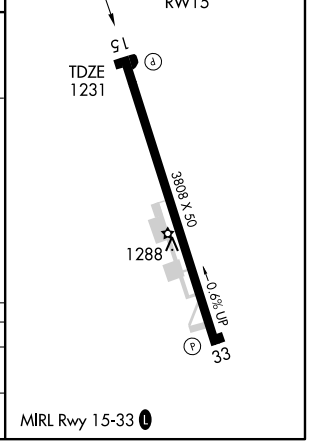
Use Austin-Bergstrom Intl altimeter setting.
ARM APPROACH MODE 30 NM PRIOR TO IAF.*

MISSED APPROACH: Climbing right turn to 4100 direct IIONS WP and hold.

AWOS-3	AUSTIN APP CON	UNICOM
119.375	119.0 370.85	122.725 (CTAF) L





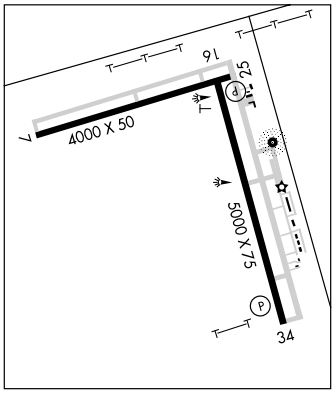


CATEGORY	A	B	C	D
S-15	1880-1 649- (700-1)		1880-1¾ 649 (700-1¾)	NA
CIRCLING	1880-1 649 (700-1)		1940-2 709 (800-2)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

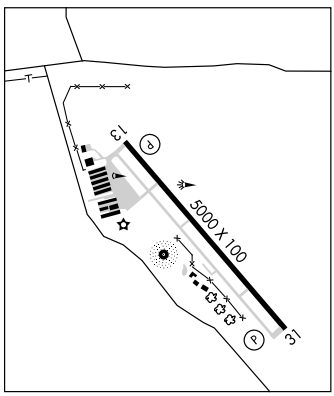
LAMESA MUNI (2F5) 2 NE UTC−6(−5DT) N32°45.38′ W101°55.21′ — DALLAS–FT. WORTH
2999 B S6 **FUEL** 100LL NOTAM FILE FTW — H–6G, L–6H
RWY 16–34: H5000X75 (ASPH) S–20 MIRL — IAP
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 34: PAPI(P2L)—3.0° TCH 31′.
RWY 07–25: H4000X50 (ASPH) S–12 MIRL
RWY 25: Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Svcs on call after hrs and Sun, call 806–759–9696. PAPI Rwy 16 and Rwy 34 OTS indef. ACTIVATE MIRL Rwy 07–25—CTAF. MIRL Rwy 16–34 ops dusk–0530Z‡, after 0530Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.
BIG SPRING (L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 304° 31.4 NM to fld. 2670/11E.
NDB (MHW) 338 LSA N32°45.51′ W101°54.97′ at fld. NOTAM FILE FTW.



LAMPASAS N31°11.13′ W98°08.51′ NOTAM FILE SJT. — SAN ANTONIO
RCO 122.55 (SAN ANGELO RADIO) — H–6H, L–19C

LAMPASAS (LZZ) 3 N UTC−6(−5DT) N31°06.37′ W98°11.75′ — SAN ANTONIO
1215 B **FUEL** 100LL, JET A NOTAM FILE SJT — L–19C
RWY 16–34: H4200X75 (ASPH) S–12.5 MIRL 1.4% up NW — IAP
RWY 16: PVASI(PSIL)—GA 3.0° TCH 44′. Trees. **RWY 34:** PVASI (PSIL)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after hours call 512–556–6640. Deer on and in vicinity of arpt at night. ACTIVATE MIRL Rwy 16–34 and PVASI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (512) 556–6392.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.55 (SAN ANGELO RADIO)
Ⓡ **GRAY APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 205° 5.5 NM to fld. 1290/8E.

LANCASTER (LNC) 2 S UTC−6(−5DT) N32°34.75′ W96°43.14′ — DALLAS–FT. WORTH
501 B S4 **FUEL** 100LL, JET A NOTAM FILE LNC — COPTER
RWY 13–31: H5000X100(ASPH) S–20, D–40 MIRL 0.4% up NW — H–6H, L–17C, A
RWY 13: PAPI(P2L)—GA 3.5° TCH 25′. Brush. — IAP
RWY 31: REIL. PAPI(P2L)—GA 3.50°. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡.
WEATHER DATA SOURCES: AWOS–3 118.975 (972) 227–0471
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **RGNL APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 147° 20.9 NM to fld. 450/6E.
NDB (MHW) 239 LNC N32°34.66′ W96°43.30′ at fld. NOTAM FILE LNC.



LANE AIRPARK (See ROSENBURG)

NDB LSA	APP CRS	Rwy Idg	5000
338	155°	TDZE	2990
		Apt Elev	2998

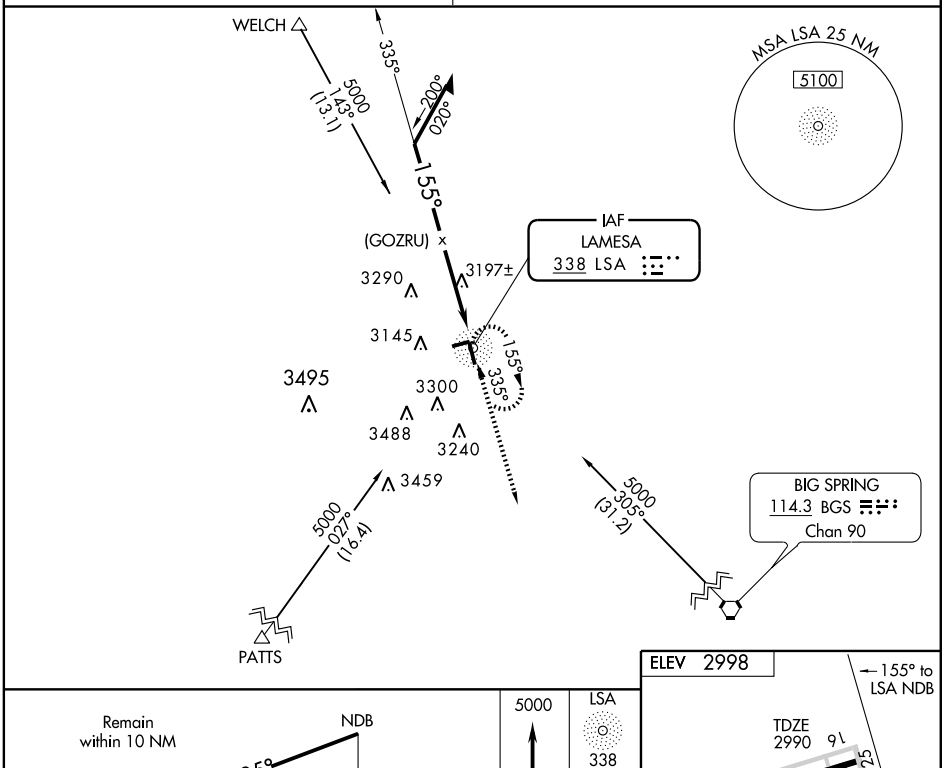
NDB or GPS RWY 16
LAMESA MUNI (2F5)

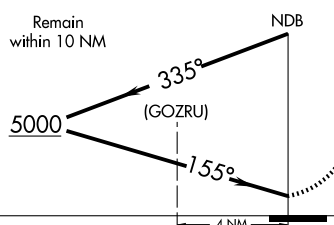
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
NA

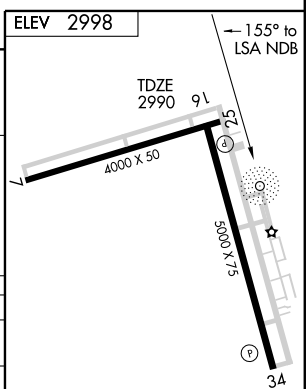
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	3640-1 650 (700-1)		3640-1¾ 650 (700-1¾)	3640-2 650 (700-2)
CIRCLING	3640-1 642 (700-1)		3640-1¾ 642 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-16	3780-1 790 (800-1)	3780-1¼ 790 (800-1¼)	3780-2¼ 790 (800-2¼)	3780-2½ 790 (800-2½)
CIRCLING	3780-1 782 (800-1)	3780-1¼ 782 (800-1¼)	3780-2¼ 782 (800-2¼)	3800-2½ 802 (800-2½)

MIRL Rwys 7-25 and 16-34 L

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB LSA	APP CRS	Rwy Idg	5000
338	339°	TDZE	2995
		Apt Elev	2998

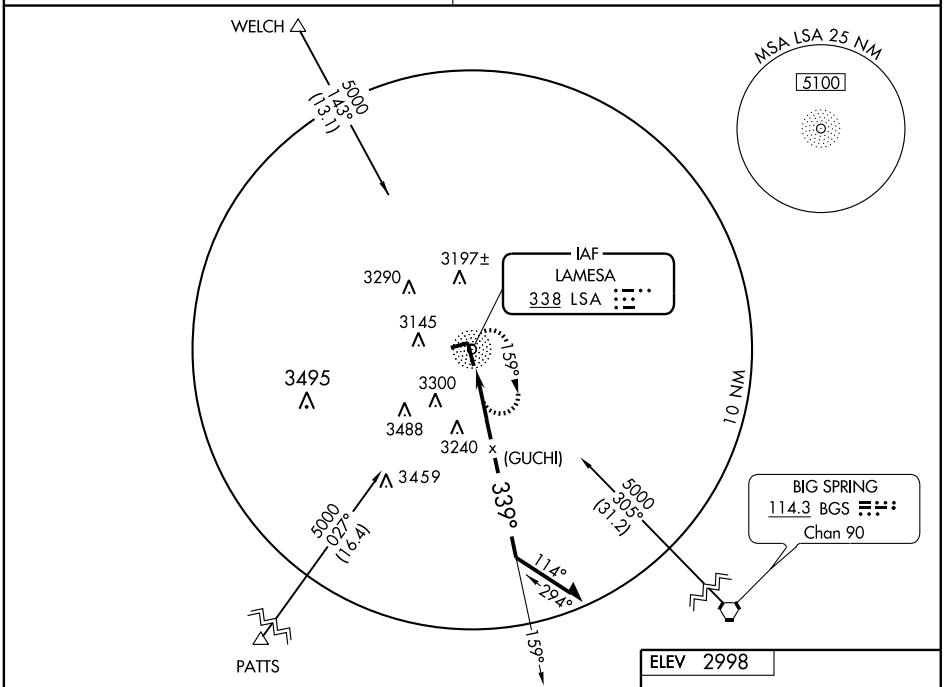
NDB or GPS RWY 34
LAMESA MUNI (2F5)

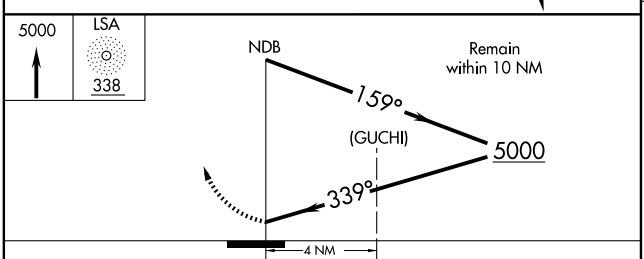
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

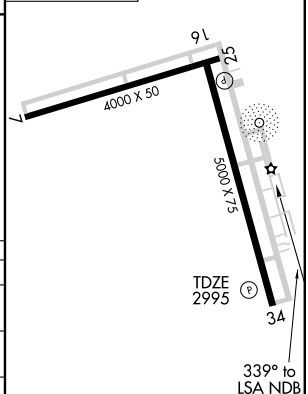
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







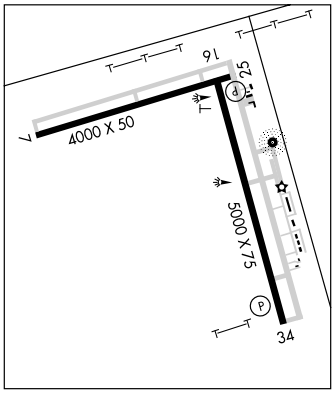
MIRL Rwys 7-25 and 16-34 L

CATEGORY	A	B	C	D
S-34	3600-1	605 (700-1)	3600-1¾ 605 (700-1¾)	3600-2 605 (700-2)
CIRCLING	3600-1	602 (700-1)	3600-1¾ 602 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-34	3740-1 745 (800-1)	3740-1¼ 745 (800-1¼)	3740-2¼ 745 (800-2¼)	3740-2½ 745 (800-2½)
CIRCLING	3740-1 742 (800-1)	3740-1¼ 742 (800-1¼)	3740-2¼ 742 (800-2¼)	3800-2½ 802 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

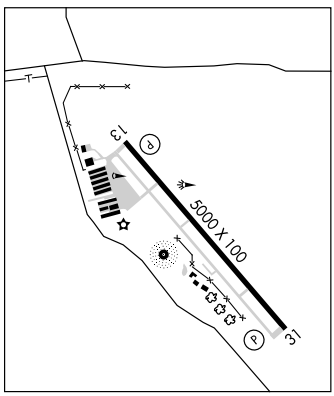
LAMESA MUNI (2F5) 2 NE UTC−6(−5DT) N32°45.38′ W101°55.21′ — DALLAS–FT. WORTH
2999 B S6 **FUEL** 100LL NOTAM FILE FTW — H–6G, L–6H
RWY 16–34: H5000X75 (ASPH) S–20 MIRL — IAP
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 34: PAPI(P2L)—3.0° TCH 31′.
RWY 07–25: H4000X50 (ASPH) S–12 MIRL
RWY 25: Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Svcs on call after hrs and Sun, call 806–759–9696. PAPI Rwy 16 and Rwy 34 OTS indef. ACTIVATE MIRL Rwy 07–25—CTAF. MIRL Rwy 16–34 ops dusk–0530Z‡, after 0530Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.
BIG SPRING (L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 304° 31.4 NM to fld. 2670/11E.
NDB (MHW) 338 LSA N32°45.51′ W101°54.97′ at fld. NOTAM FILE FTW.



LAMPASAS N31°11.13′ W98°08.51′ NOTAM FILE SJT. — SAN ANTONIO
RCO 122.55 (SAN ANGELO RADIO) — H–6H, L–19C

LAMPASAS (LZZ) 3 N UTC−6(−5DT) N31°06.37′ W98°11.75′ — SAN ANTONIO
1215 B **FUEL** 100LL, JET A NOTAM FILE SJT — L–19C
RWY 16–34: H4200X75 (ASPH) S–12.5 MIRL 1.4% up NW — IAP
RWY 16: PVASI(PSIL)—GA 3.0° TCH 44′. Trees. **RWY 34:** PVASI (PSIL)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after hours call 512–556–6640. Deer on and in vicinity of arpt at night. ACTIVATE MIRL Rwy 16–34 and PVASI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (512) 556–6392.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.55 (SAN ANGELO RADIO)
Ⓡ **GRAY APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 205° 5.5 NM to fld. 1290/8E.

LANCASTER (LNC) 2 S UTC−6(−5DT) N32°34.75′ W96°43.14′ — DALLAS–FT. WORTH
501 B S4 **FUEL** 100LL, JET A NOTAM FILE LNC — COPTER
RWY 13–31: H5000X100(ASPH) S–20, D–40 MIRL 0.4% up NW — H–6H, L–17C, A
RWY 13: PAPI(P2L)—GA 3.5° TCH 25′. Brush. — IAP
RWY 31: REIL. PAPI(P2L)—GA 3.50°. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡.
WEATHER DATA SOURCES: AWOS–3 118.975 (972) 227–0471
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **RGNL APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 147° 20.9 NM to fld. 450/6E.
NDB (MHW) 239 LNC N32°34.66′ W96°43.30′ at fld. NOTAM FILE LNC.



LANE AIRPARK (See ROSENBURG)

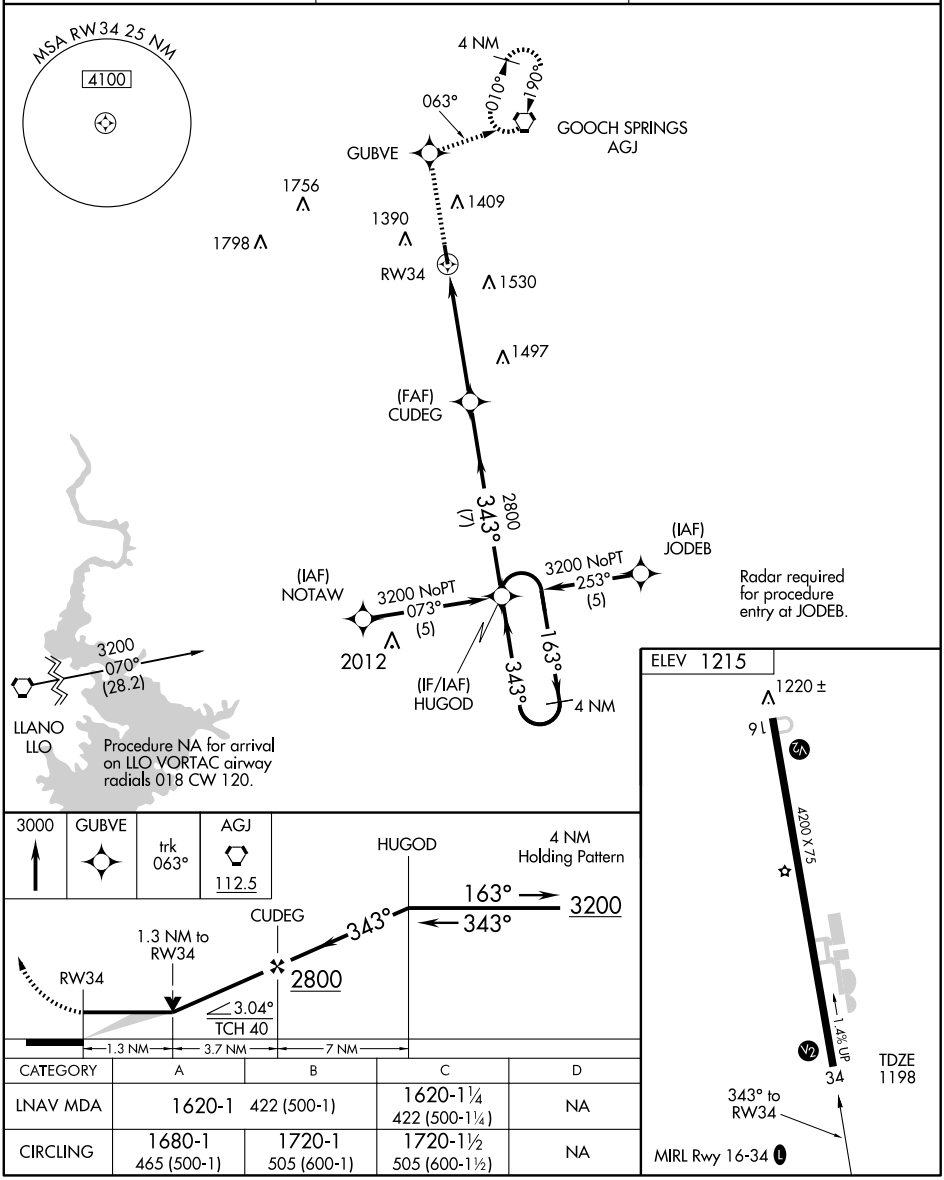
APP CRS	Rwy Idg	4200
343°	TDZE	1198
	Apt Elev	1215

RNAV (GPS) RWY 34
LAMPASAS (LZZ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Robert Gray AAF altimeter setting.

MISSED APPROACH: Climb to 3000 direct GUBVE and via track 063° to AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1620-1	422 (500-1)	1620-1¼ 422 (500-1¼)	NA
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

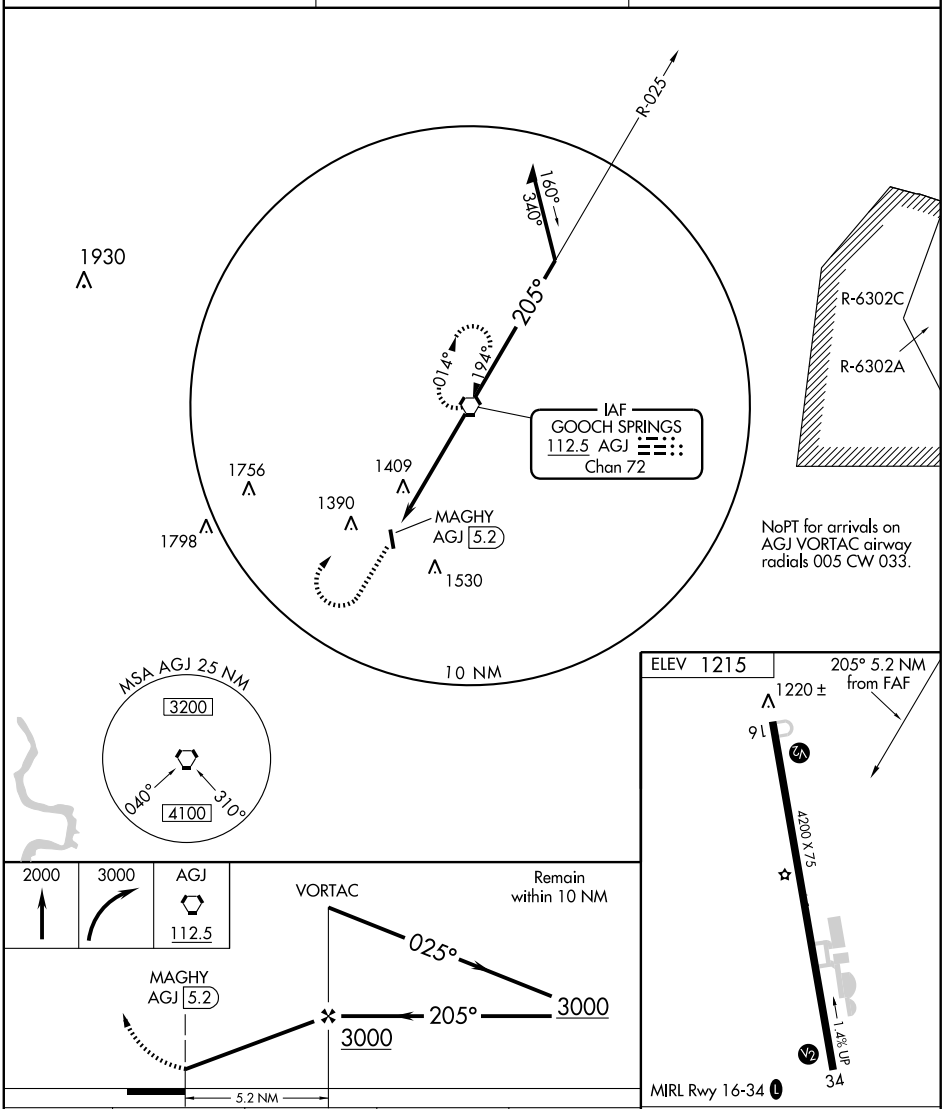
VORTAC AGJ 112.5 Chan 72	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 1215

VOR-A
LAMPASAS (LZZ)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF)

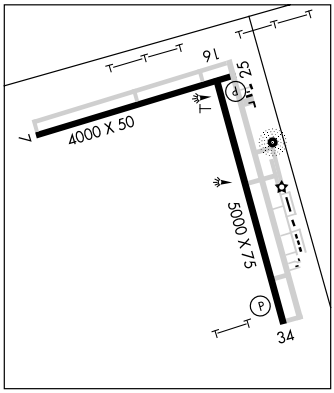


CATEGORY	A	B	C	D
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

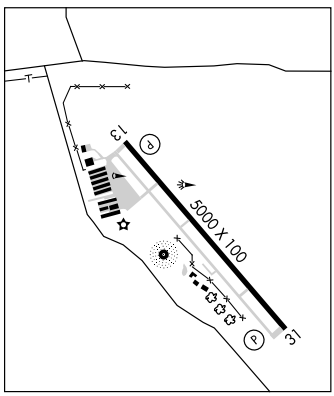
LAMESA MUNI (2F5) 2 NE UTC−6(−5DT) N32°45.38′ W101°55.21′ — DALLAS–FT. WORTH
2999 B S6 **FUEL** 100LL NOTAM FILE FTW — H–6G, L–6H
RWY 16–34: H5000X75 (ASPH) S–20 MIRL — IAP
RWY 16: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 34: PAPI(P2L)—3.0° TCH 31′.
RWY 07–25: H4000X50 (ASPH) S–12 MIRL
RWY 25: Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Svcs on call after hrs and Sun, call 806–759–9696. PAPI Rwy 16 and Rwy 34 OTS indef. ACTIVATE MIRL Rwy 07–25—CTAF. MIRL Rwy 16–34 ops dusk–0530Z‡, after 0530Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.
BIG SPRING (L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 304° 31.4 NM to fld. 2670/11E.
NDB (MHW) 338 LSA N32°45.51′ W101°54.97′ at fld. NOTAM FILE FTW.



LAMPASAS N31°11.13′ W98°08.51′ NOTAM FILE SJT. — SAN ANTONIO
RCO 122.55 (SAN ANGELO RADIO) — H–6H, L–19C

LAMPASAS (LZZ) 3 N UTC−6(−5DT) N31°06.37′ W98°11.75′ — SAN ANTONIO
1215 B **FUEL** 100LL, JET A NOTAM FILE SJT — L–19C
RWY 16–34: H4200X75 (ASPH) S–12.5 MIRL 1.4% up NW — IAP
RWY 16: PVASI(PSIL)—GA 3.0° TCH 44′. Trees. **RWY 34:** PVASI (PSIL)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after hours call 512–556–6640. Deer on and in vicinity of arpt at night. ACTIVATE MIRL Rwy 16–34 and PVASI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (512) 556–6392.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.55 (SAN ANGELO RADIO)
Ⓡ **GRAY APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
GOOCH SPRINGS (H) VORTACW 112.5 AGJ Chan 72 N31°11.13′ W98°08.51′ 205° 5.5 NM to fld. 1290/8E.

LANCASTER (LNC) 2 S UTC−6(−5DT) N32°34.75′ W96°43.14′ — DALLAS–FT. WORTH
501 B S4 **FUEL** 100LL, JET A NOTAM FILE LNC — COPTER
RWY 13–31: H5000X100(ASPH) S–20, D–40 MIRL 0.4% up NW — H–6H, L–17C, A
RWY 13: PAPI(P2L)—GA 3.5° TCH 25′. Brush. — IAP
RWY 31: REIL. PAPI(P2L)—GA 3.50°. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡.
WEATHER DATA SOURCES: AWOS–3 118.975 (972) 227–0471
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **RGNL APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 147° 20.9 NM to fld. 450/6E.
NDB (MHW) 239 LNC N32°34.66′ W96°43.30′ at fld. NOTAM FILE LNC.



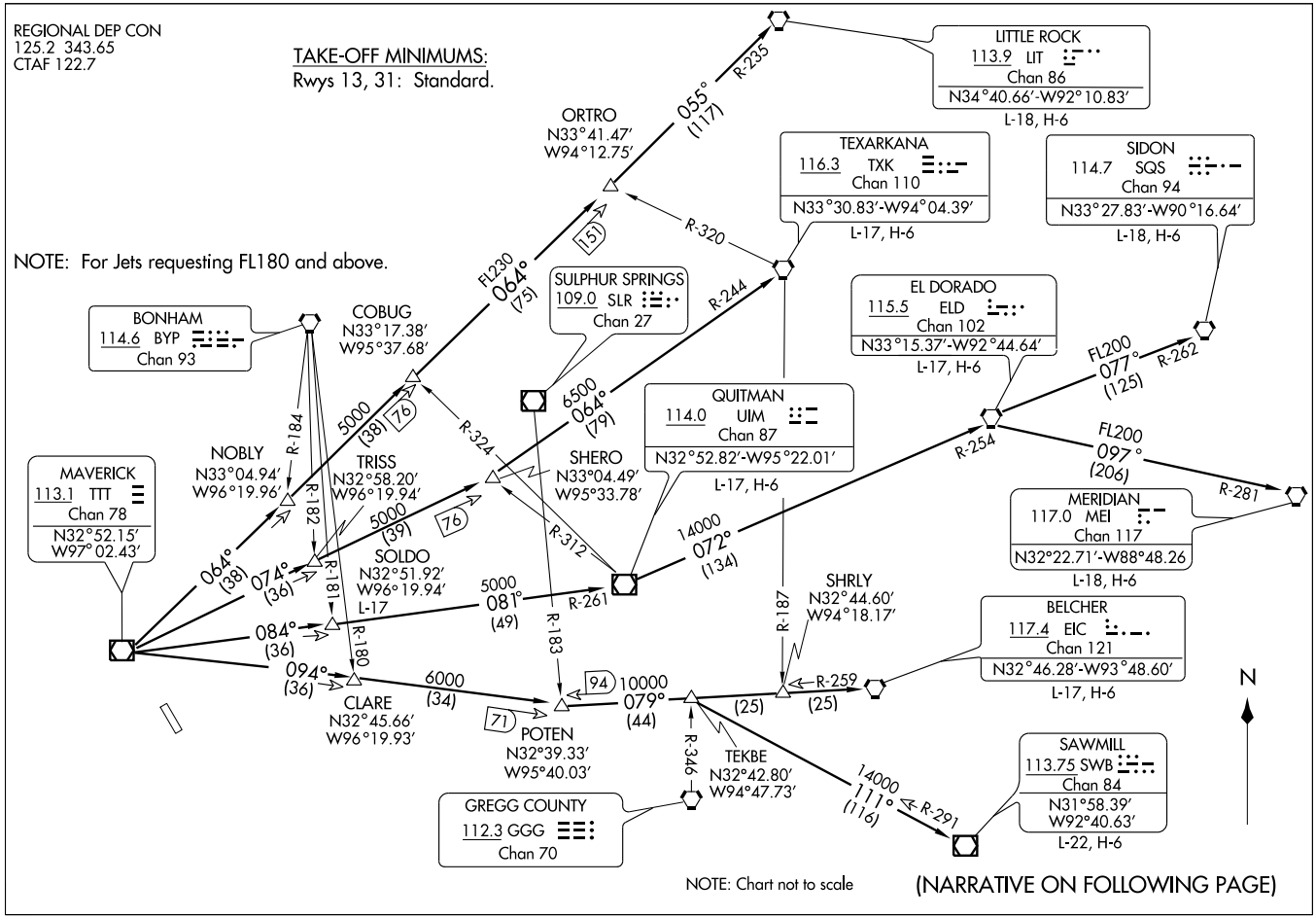
LANE AIRPARK (See ROSENBURG)

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

LANCASTER, TEXAS

LANCASTER (LNC)



DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

LANCASTER, TEXAS

LANCASTER (LNC)

SL-5936 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 26 AUG 2010 to 23 SEP 2010

DODJE THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(DODJE.DODJE3) 10154

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

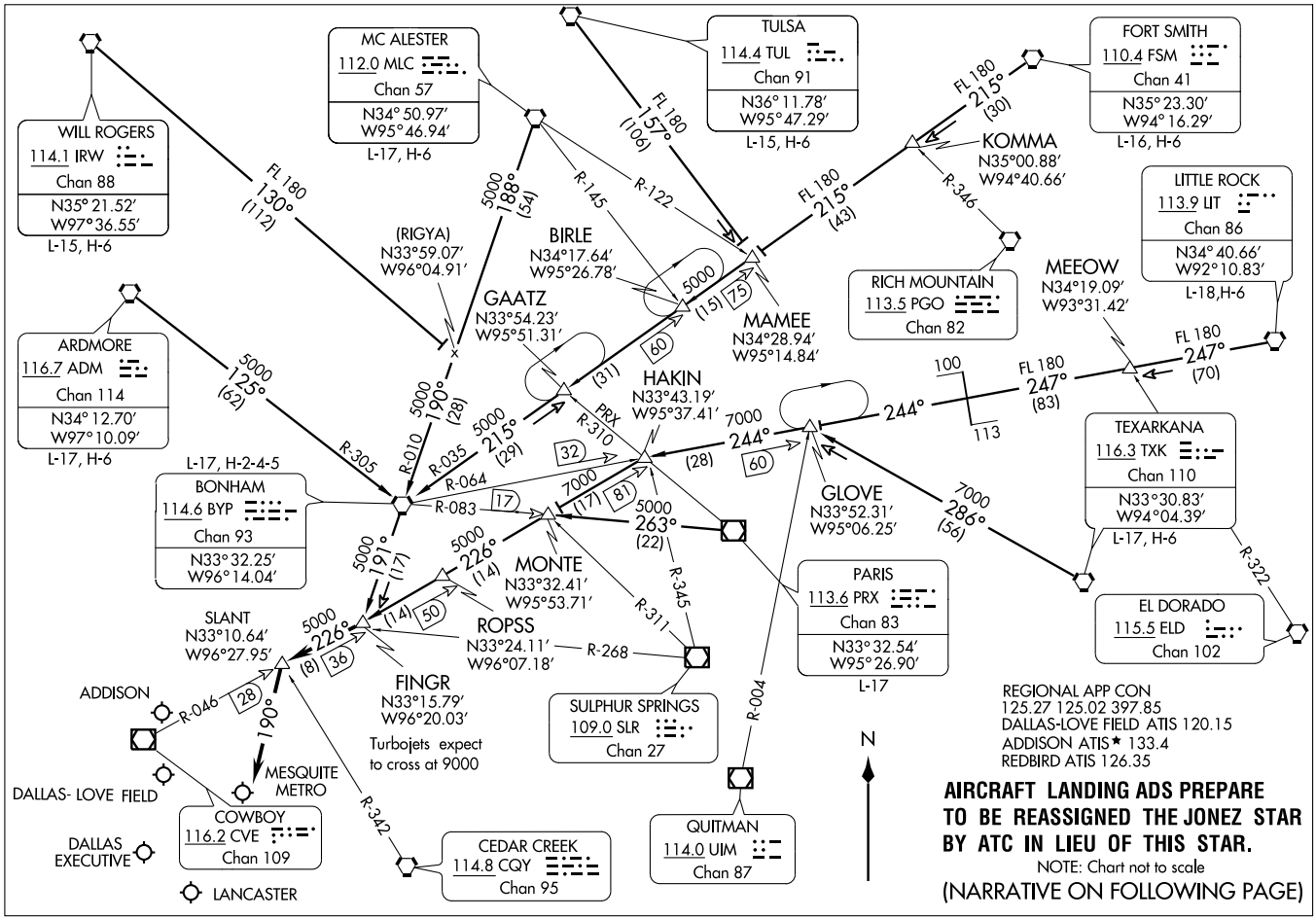
WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351



DALLAS-FT. WORTH, TEXAS

ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

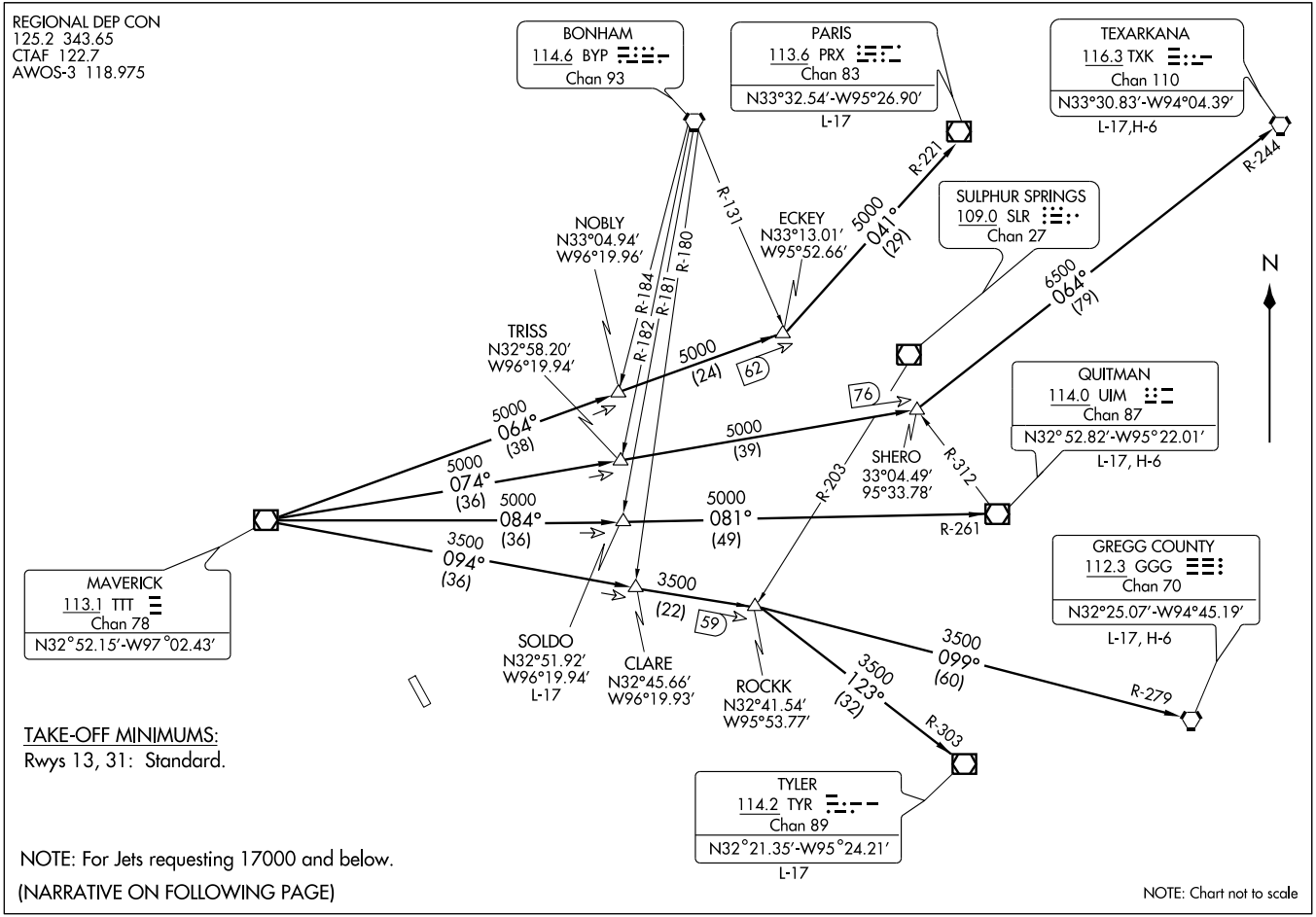
GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

LANCASTER, TEXAS

LANCASTER (LNC)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975



TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
LANCASTER (LNC)
LANCASTER, TEXAS

SL-5936 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

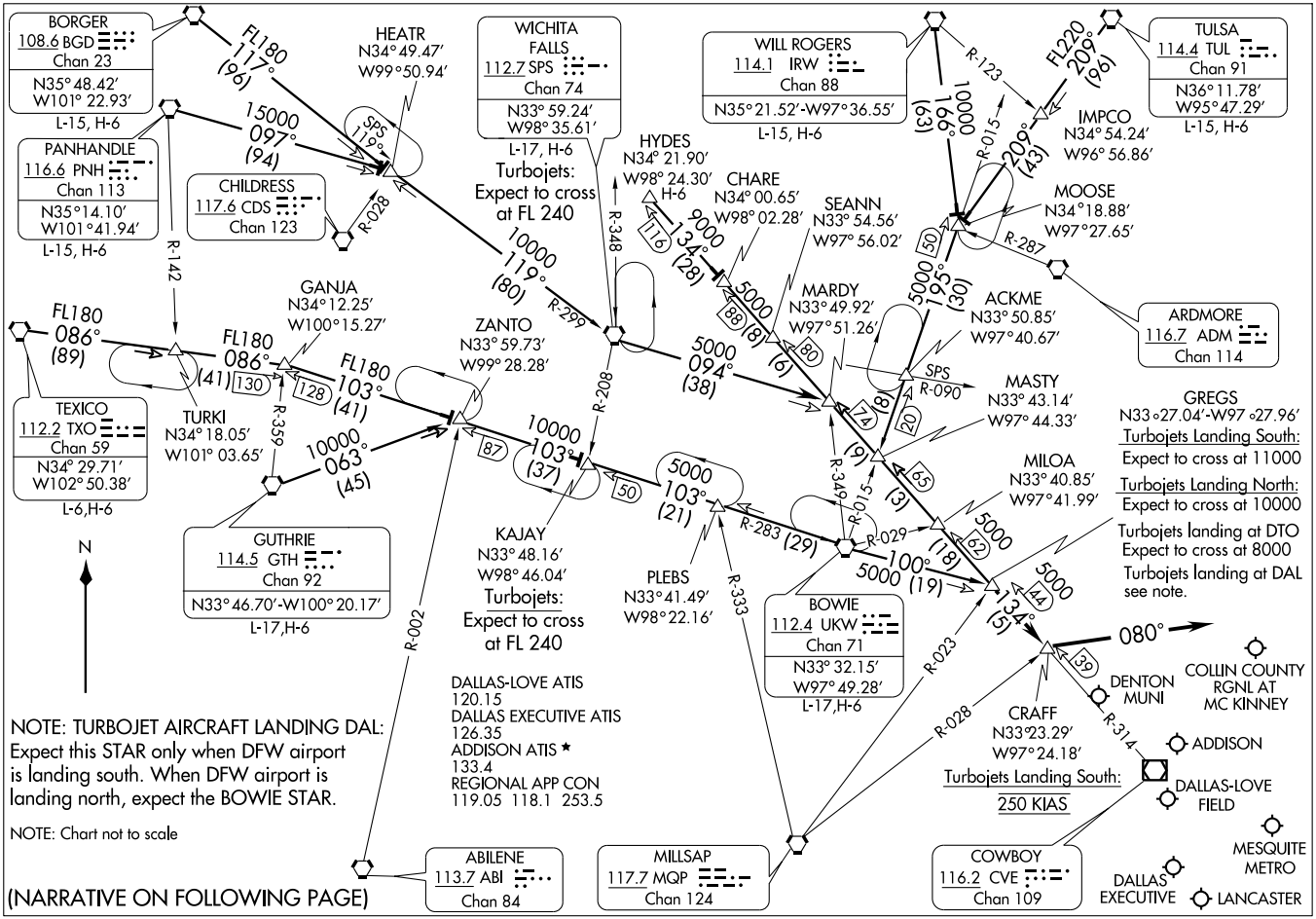
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

LANCASTER, TEXAS
LANCASTER (LNC)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-181
R-182
R-184
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

DEPARTURE PROCEDURE:
Rwy 31: Climb via heading 314° to 1900 before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SL-5936 (FAA)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
LANCASTER (LNC)
LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31:
Multiple trees beginning 1,133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL.
Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL.
Multiple poles beginning 5,613' from departure end of runway, 1,171' right of centerline, up to 101' AGL/661' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

JOE POOL FOUR DEPARTURE

SL-5936 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

186° (36)
156° (37)
166° (35)
176° (35)
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
7000 (35)
6000 (23)

R-357
8000 (45)
70

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
85
154°
11 NM

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
87

R-268

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012
R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

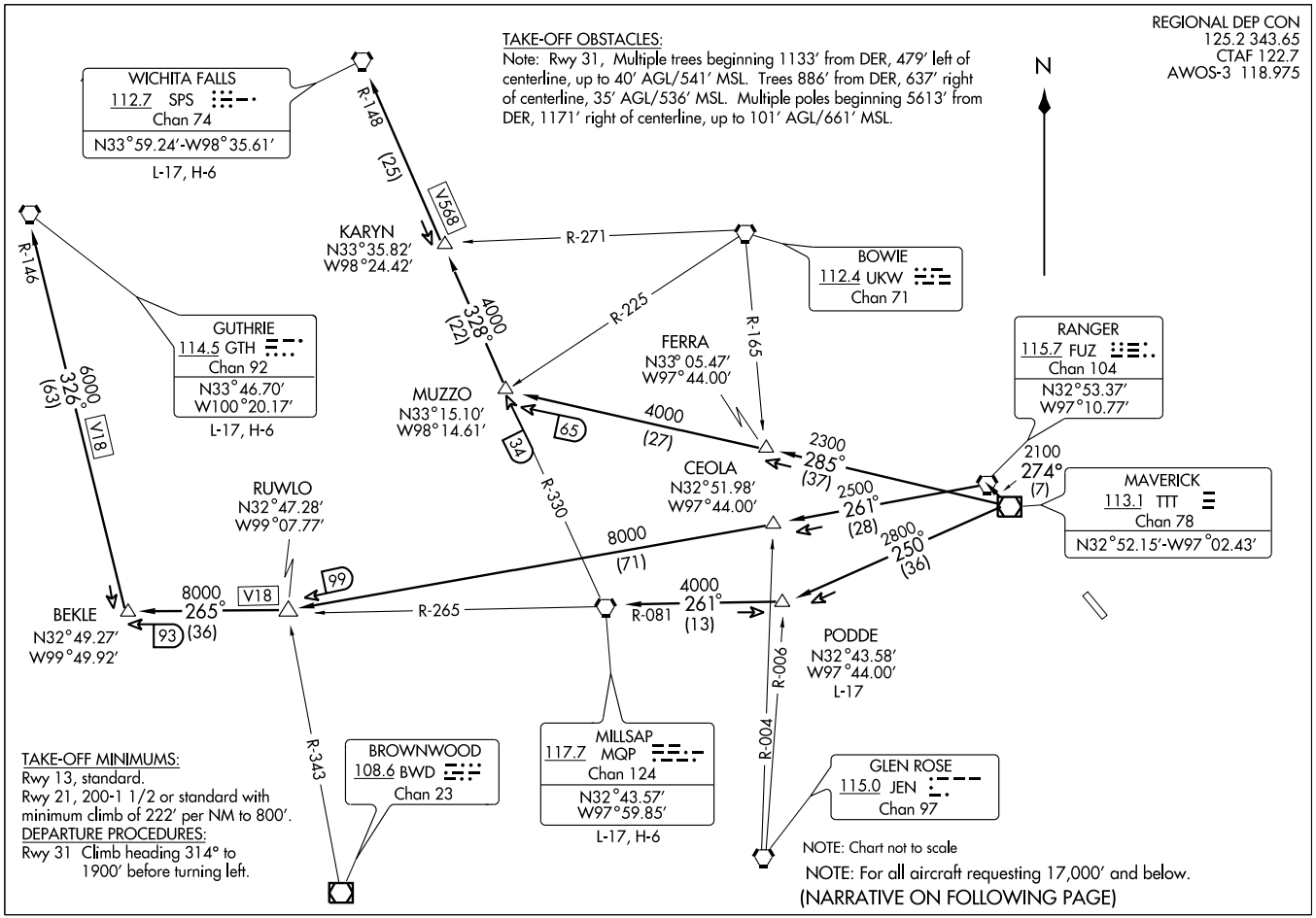
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE
(KING7.TTT) 08213
LANCASTER, TEXAS
LANCASTER (LNC)



KINGDOM SEVEN DEPARTURE SL-5936 (FAA)
(KING7.TTT) 08213
LANCASTER, TEXAS
LANCASTER (LNC)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

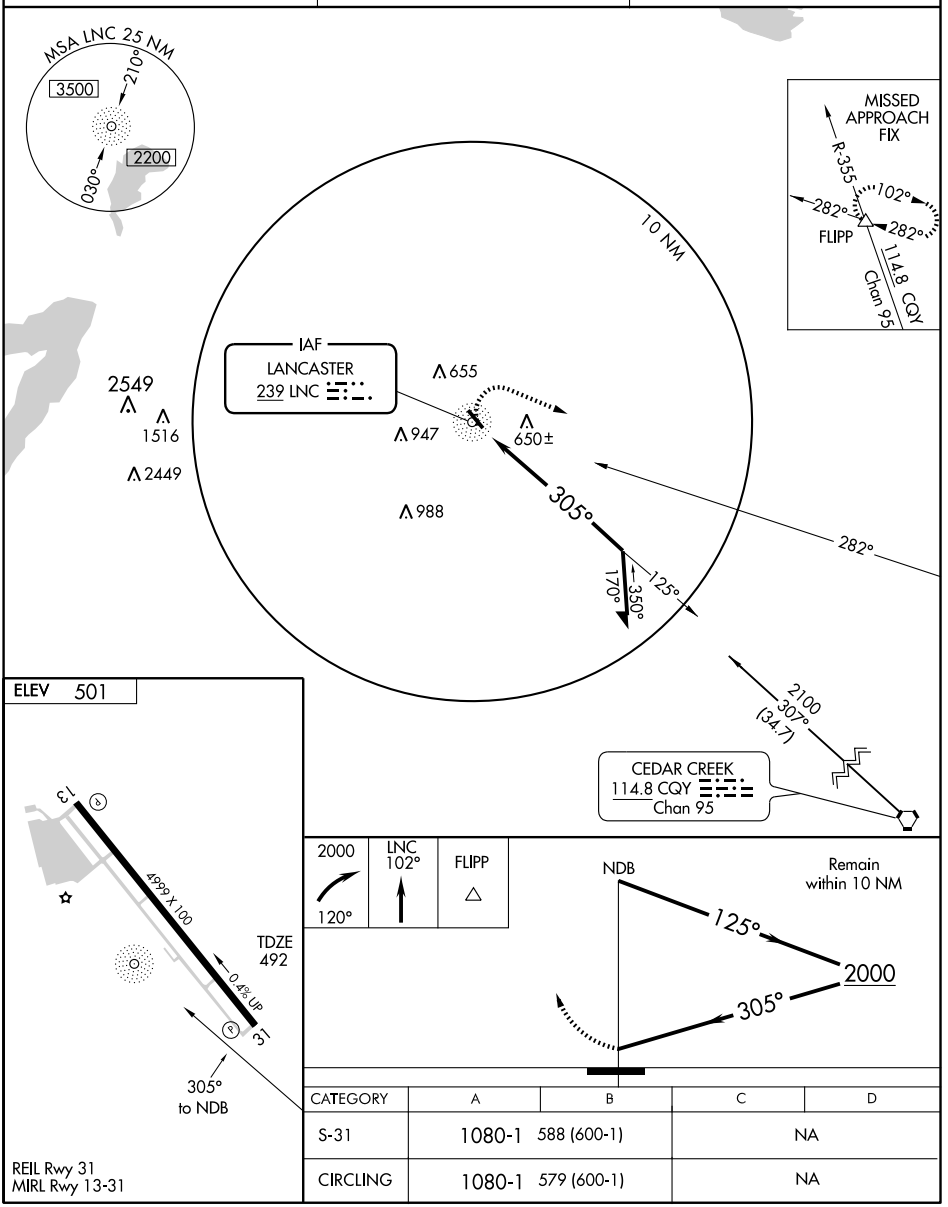
NDB LNC 239	APP CRS 305°	Rwy Idg 4999 TDZE 492 Apt Elev 501

NDB RWY 31
LANCASTER (LNC)

▼ If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and 102° bearing from LNC NDB to FLIPP Int and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)



CATEGORY	A	B	C	D
S-31	1080-1	588 (600-1)	NA	
CIRCLING	1080-1	579 (600-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

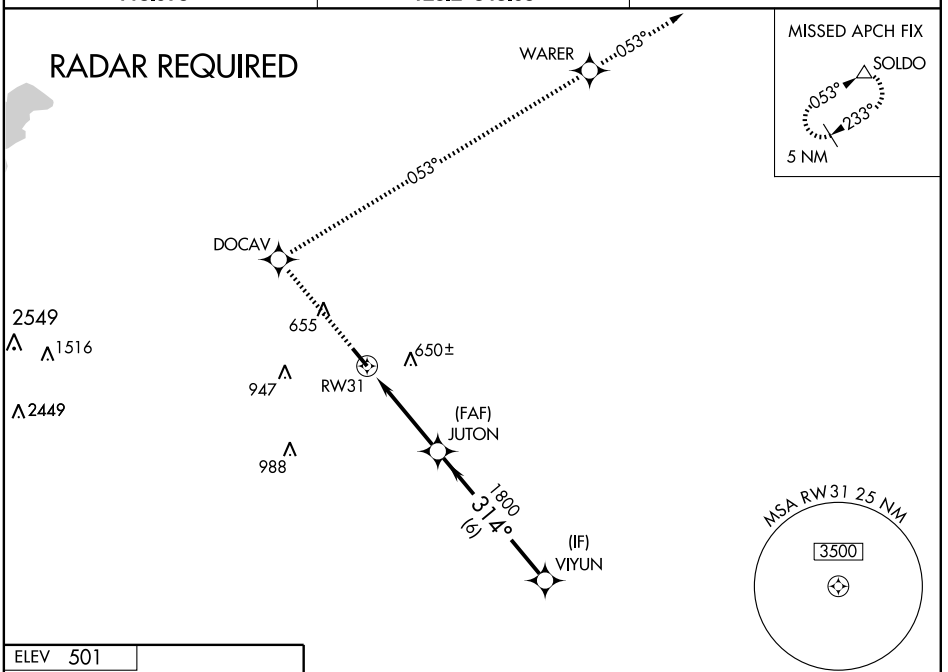
WAAS	APP CRS	Rwy Idg	4999
Chan 97305	314°	TDZE	492
W31A		Apt Elev	501

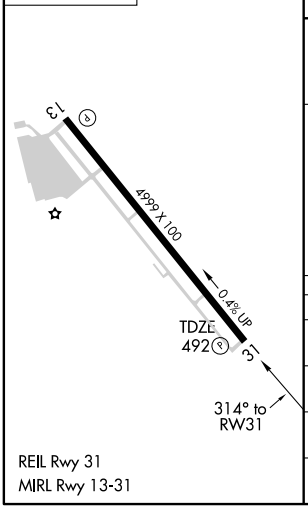
RNAV (GPS) RWY 31
LANCASTER (LNC)

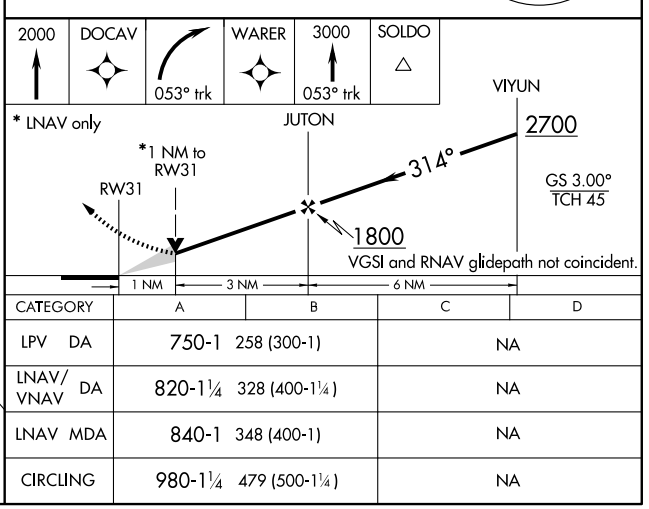
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct DOCAV and turn right via 053° track to WARER, then climb to 3000 via 053° track to SOLDO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	750-1 258 (300-1)		NA	
LNAV/VNAV DA	820-1¼ 328 (400-1¼)		NA	
LNAV MDA	840-1 348 (400-1)		NA	
CIRCLING	980-1¼ 479 (500-1¼)		NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-5936 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 IBL R-126 Chan 70
115.2 SYO R-010 Chan 99
J52
R-277
R-212
R-145
R-179
R-201
R-196
R-206
R-094
R-092
R-256
R-254
ADM R-071
URH R-307
ADM R-097
13000 02° (124)
15000 303° (85)
15000 303° (60)
11000 325° (66)
11000 016° (90)
11000 026° (57)
9000 360° (56)
9000 012° (55)
8000 022° (42)
4000 359° (46)
348° (34)
360° (34)
012° (35)
022° (38)
90
80

TAKE-OFF MINIMUMS:
Rwys 13, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

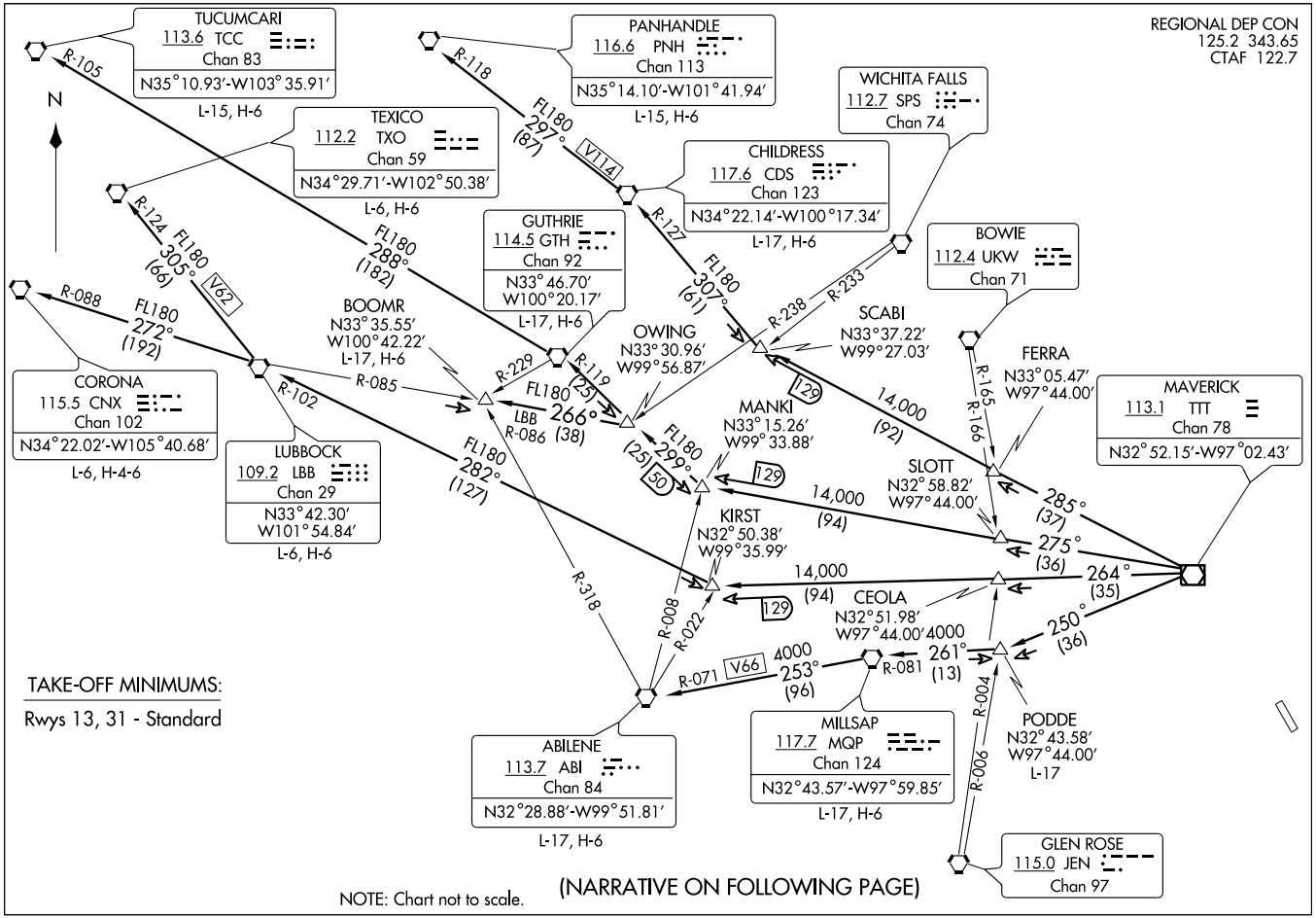
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

LANCASTER, TEXAS

LANCASTER (LNC)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

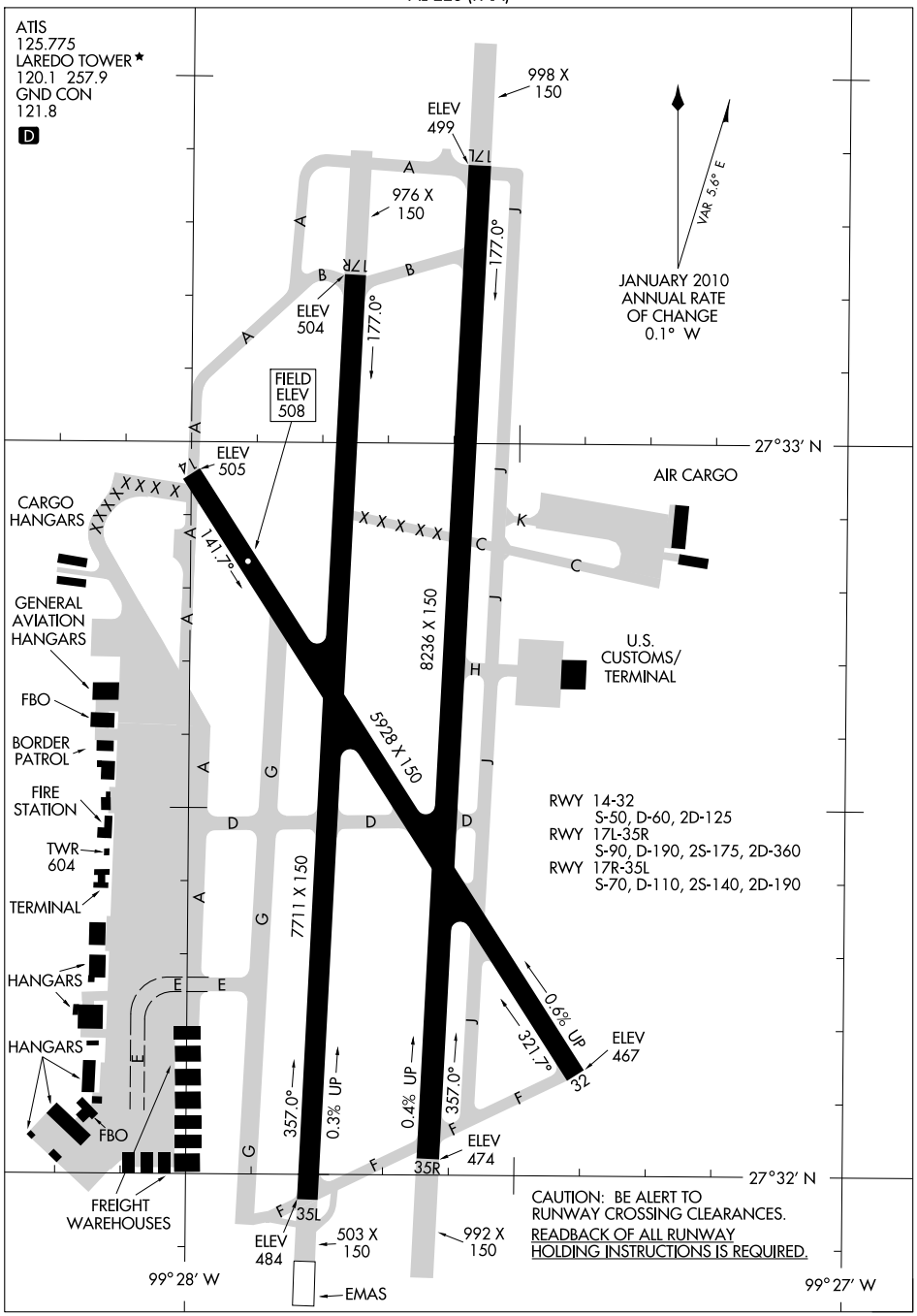
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010



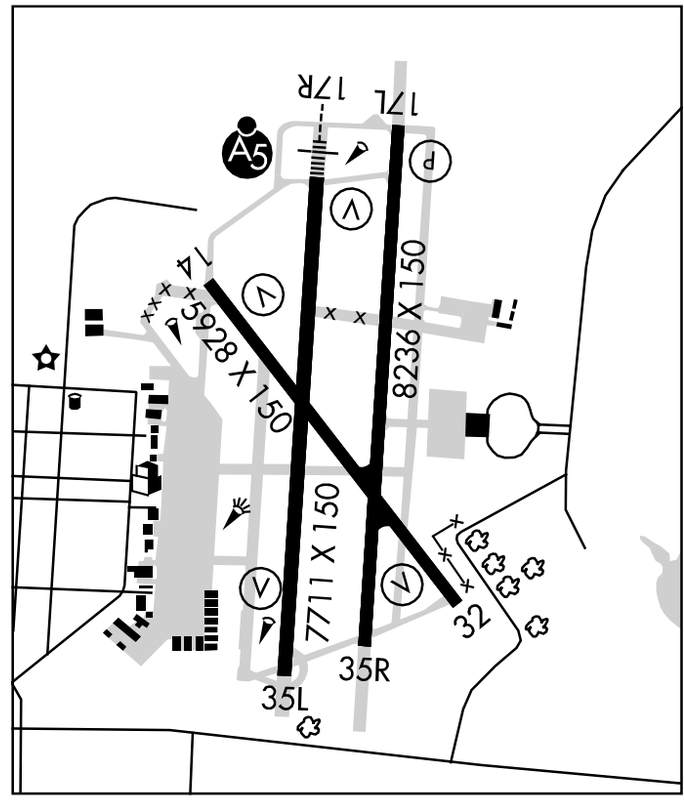
SC-3, 26 AUG 2010 to 23 SEP 2010

LAREDO INTL (LRD) 3 NE UTC−6(−5DT) N27°32.63′ W99°27.69′

BROWNSVILLE
H–7B, L–20G
IAP, AD

508 B S7 **FUEL** 100LL, JET A OX 2, 4 AOE Class I, ARFF Index B
NOTAM FILE LRD

RWY 17L–35R: H8236X150 (CONC–GRVD) S–90, D–190, 2S–175, 2D–360 HIRL
RWY 17L: PAPI (P4L)—GA 3.0° TCH 51′.
RWY 35R: Rgt tfc. 0.4% up.
RWY 17R–35L: H7711X150 (ASPH–GRVD) S–70, D–110, 2S–140, 2D–190 HIRL 0.3% up N
RWY 17R: MALSR. VASI(V4L)—GA 3.0° TCH 53′.
RWY 35L: VASI(V4L)—GA 3.0° TCH 63′. Rgt tfc.
RWY 14–32: H5928X150 (CONC) S–50, D–60, 2D–125 MIRL 0.6% up NW
RWY 14: VASI(V4L)—GA 3.0° TCH 55′.
RWY 32: VASI(V4L)—GA 3.0° TCH 55′. Road. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 14:	TORA–5928	TODA–5928	ASDA–5928	LDA–5928
RWY 17L:	TORA–8236	TODA–8236	ASDA–8236	LDA–8236
RWY 17R:	TORA–7711	TODA–7711	ASDA–7711	LDA–7711
RWY 32:	TORA–5928	TODA–5928	ASDA–5928	LDA–5928
RWY 35L:	TORA–7711	TODA–7711	ASDA–7711	LDA–7711
RWY 35R:	TORA–8236	TODA–8236	ASDA–8236	LDA–8236

ARRESTING GEAR/SYSTEMS
RWY 17R: EMAS. OTS indef.

AIRPORT REMARKS: Attended continuously. 5′ line of sight not available between ends of Rwy 14–32. Rwy 14–32 restricted to acft less than 60,000 pounds DTW. Rwy 17R–35L GRVD center 75′ only. First 1,900′ of Rwy 17R excellent, center 75′ of remaining good. Twy C clsd between Rwy 17L–35R and Rwy 14–32 indef. When twr clsd ACTIVATE MALSR Rwy 17R–120.1, MIRL Rwy 14–32 and HIRL Rwy 17R–35L and Rwy 17L–35R preset medium intensity. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (956) 712–8640. **HIWAS** 117.4 LRD. LAWRS. SAWRS.

COMMUNICATIONS: CTAF 120.1 **UNICOM** 122.95 **ATIS** 125.775
RCO 122.3 (SAN ANGELO RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 127.8
TOWER 120.1 (Mon–Fri 1200–0600Z‡, Sat 1300–0200Z‡, Sun 1400–0200Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc Mon–Fri 1200–0600Z‡, Sat 1300–0200Z‡, Sun 1400–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LRD.
(H) VORTACW 117.4 LRD Chan 121 N27°28.72′ W99°25.06′ 320° 4.5 NM fld. 580/9E. **HIWAS.**
PEKKS NDB (LOM) 405 LR N27°38.54′ W99°27.49′ 174° 5.9 NM to fld.
ILS/DME 111.9 I–LRD Chan 56 Rwy 17R. LOM PEKKS NDB. ILS unmonitored when twr clsd. LOC BC unusable byd 20° left of course and 25° right of course. DME unusable byd 20° left of LOC BC.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	175°	TDZE	504
Chan 56		Apt Elev	508

ILS or LOC/DME RWY 17R

LAREDO INTL (LRD)

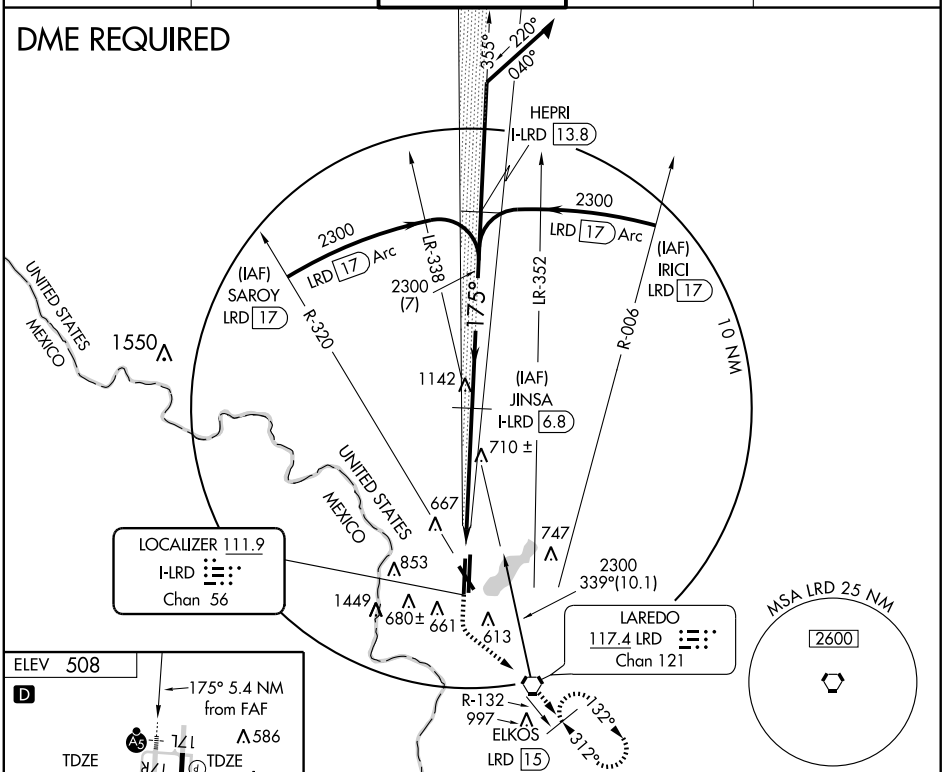
Circling NA west of Rwys 14 and 35L.
For inoperative MALSR, increase S-ILS CAT E visibility to ¾ , and S-LOC CAT E to 1¾ .

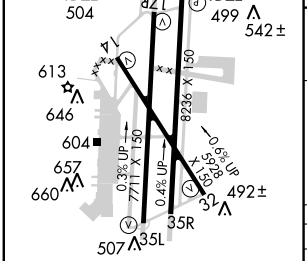
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and LRD R-132 to ELKOS/LRD 15 DME and hold.

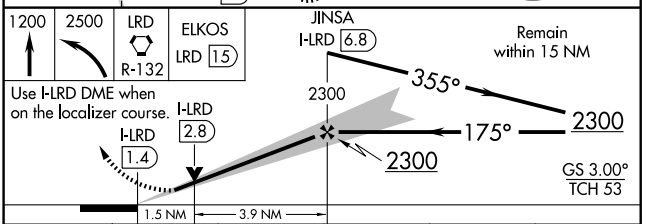
ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95

DME REQUIRED





MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
S-ILS 17R	704-½ 200 (200-½)				
S-LOC 17R	1020-½ 516 (600-½)		1020-1 516 (600-1)	1020-1¼ 516 (600-1¼)	
SIDESTEP 17L	1020-1 521 (600-1)		1020-1½ 521 (600-1½)	1020-2 521 (600-2)	
CIRCLING	1020-1 512 (600-1)		1020-1½ 512 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	355°	TDZE	497
Chan 56		Apt Elev	508

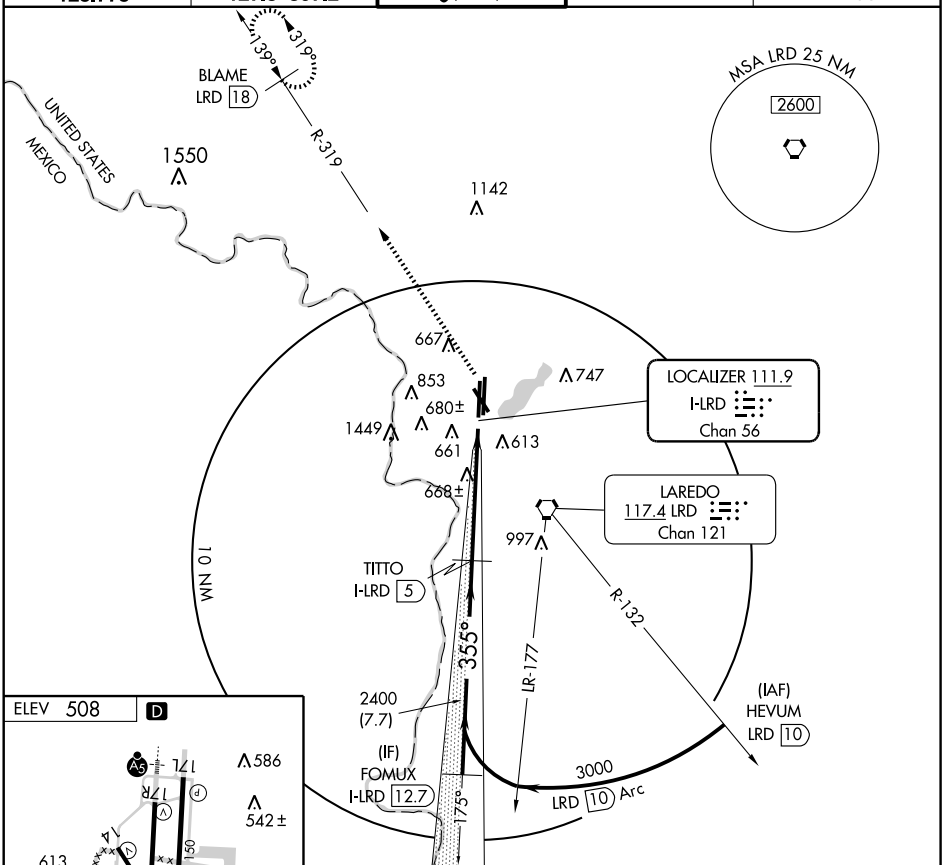
LOC/DME BC RWY 35L

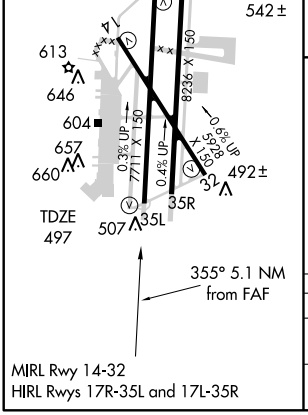
LAREDO INTL (LRD)

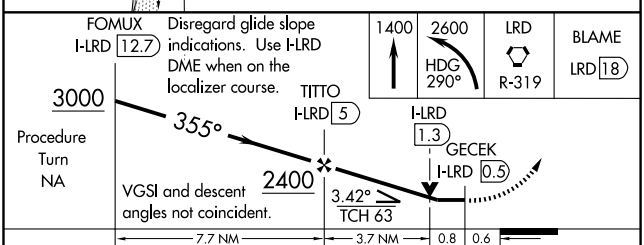
Circling NA west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 via heading 290° and LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
S-35L	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

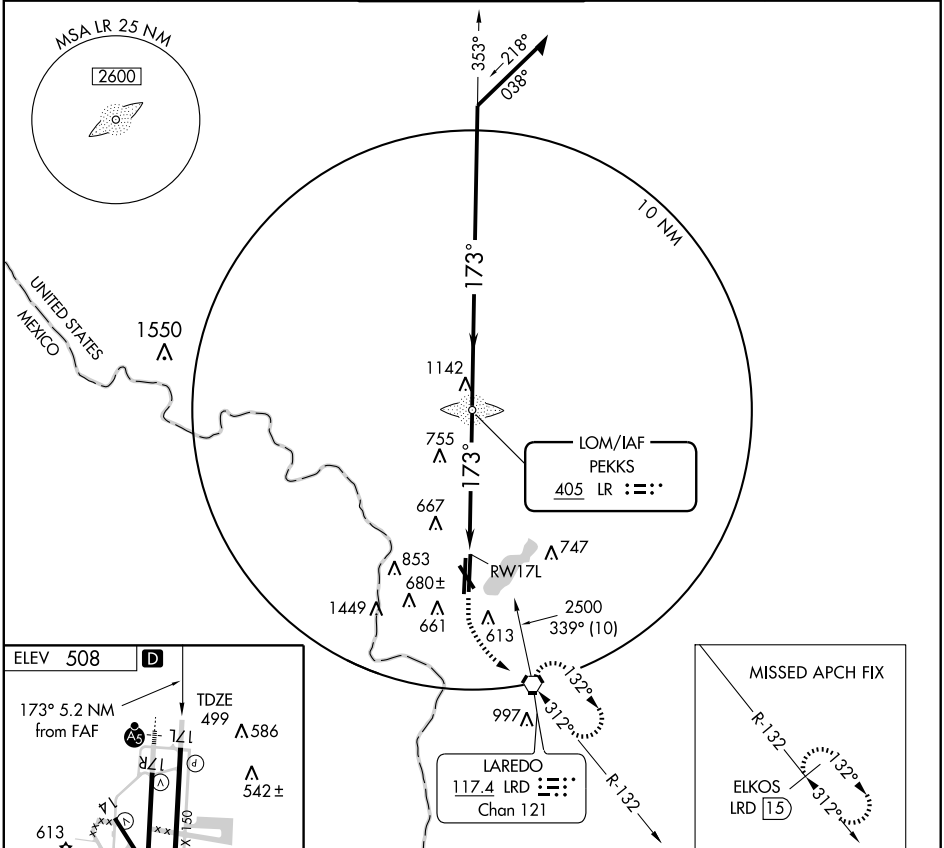
LOM LR	APP CRS	Rwy Idg	8236
405	173°	TDZE	499
		Apt Elev	508

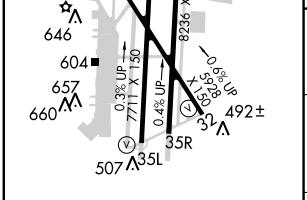
NDB RWY 17L
LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95

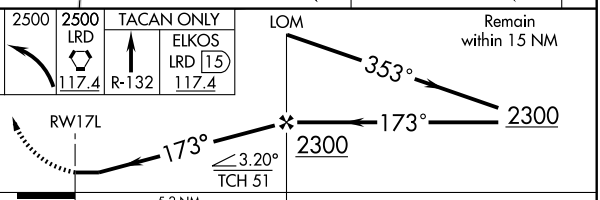




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1200	2500	2500 LRD 117.4	TACAN ONLY R-132	TACAN ONLY ELKOS LRD 15 117.4



CATEGORY	A	B	C	D	E
S-17L	1060-1	561 (600-1)	1060-1½ 561 (600-1½)	1060-1¾ 561 (600-1¾)	1060-2 561 (600-2)
CIRCLING	1060-1	552 (600-1)	1060-1½ 552 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5928
139°	TDZE	508
	Apt Elev	508

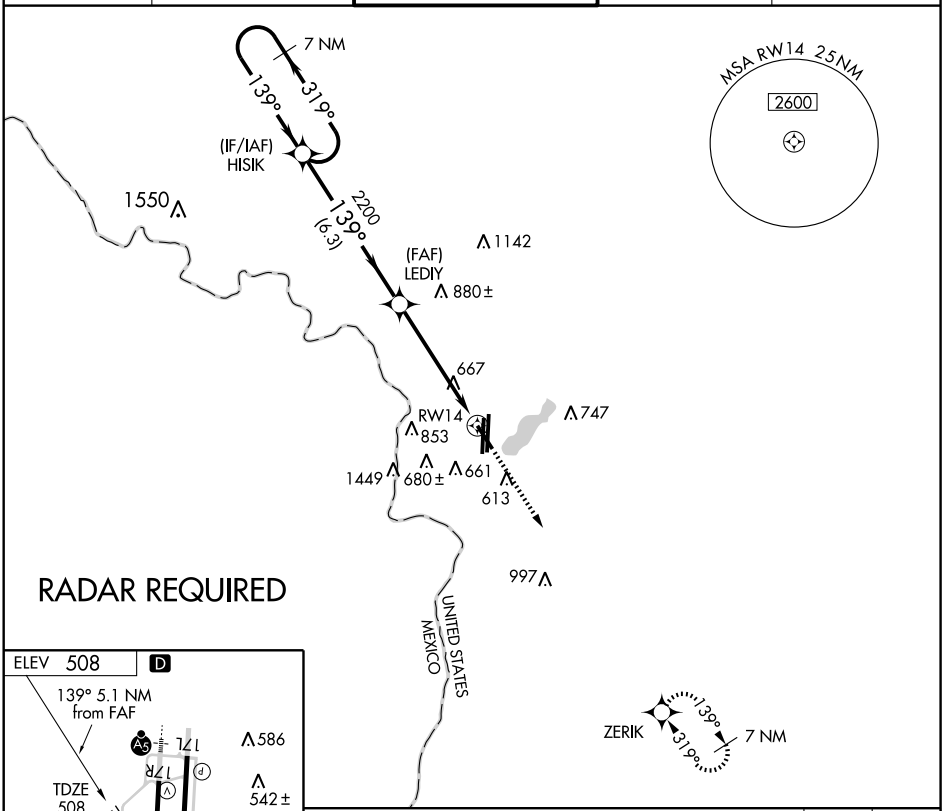
RNAV (GPS) RWY 14

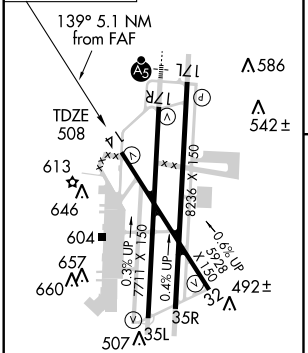
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA. Circling not authorized west of Rwys 14 and 35L.

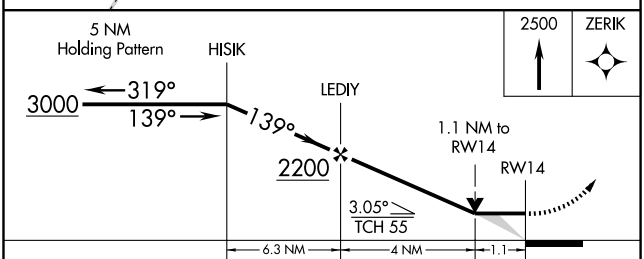
MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95





MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
LNAV MDA	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 8236
Ch 77899	175°	TDZE 499
W17B		Apt Elev 508

RNAV (GPS) RWY 17L

LAREDO INTL (LRD)

T A W — DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 2500 direct YANGU and via 130° track to ELKOS and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95

Procedure NA for arrivals at KAHAN via V17 northbound.

5 NM
355°
175°
(IF/IAF) PUCIK
3000 NoPT
255° (6.5)
(IAF) KAHAN
2300
175° (6.8)
1550
1142
(FAF) HOLOV
710±
667
853
680±
1449
661
RW17L
747
613
YANGU
997
MSA RW17L 25 NM
2600

MISSED APCH FIX
133°
313°
5 NM
ELKOS

ELEV 508
D
175° to RW17L
586
17L
17R
TDZE
542±
499
613
646
604
657
660
492±
35R
35L
507
8236 X 150
7711 X 150
5708 X 150
0.6% UP
0.3% UP
0.4% UP

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

2500 | YANGU | 130° TRK | ELKOS

* LNAV only
*1.3 NM to RW17L
RW17L
HOLOV
175°
2300
PUCIK
5 NM Holding Pattern
355°
175°
3000
GS 3.00°
TCH 51
1.3 NM | 4.1 NM | 6.8 NM

CATEGORY	A	B	C	D	E
LPV DA	749-¾ 250 (300-¾)				
LNAV/VNAV DA	954-1½ 455 (500-1½)				
LNAV MDA	960-1 461 (500-1)		960-1¼ 461 (500-1¼)	960-1½ 461 (500-1½)	960-1¾ 461 (500-1¾)
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7711
Ch 82599	175°	TDZE	504
W17A		Apt Elev	508

RNAV (GPS) RWY 17R

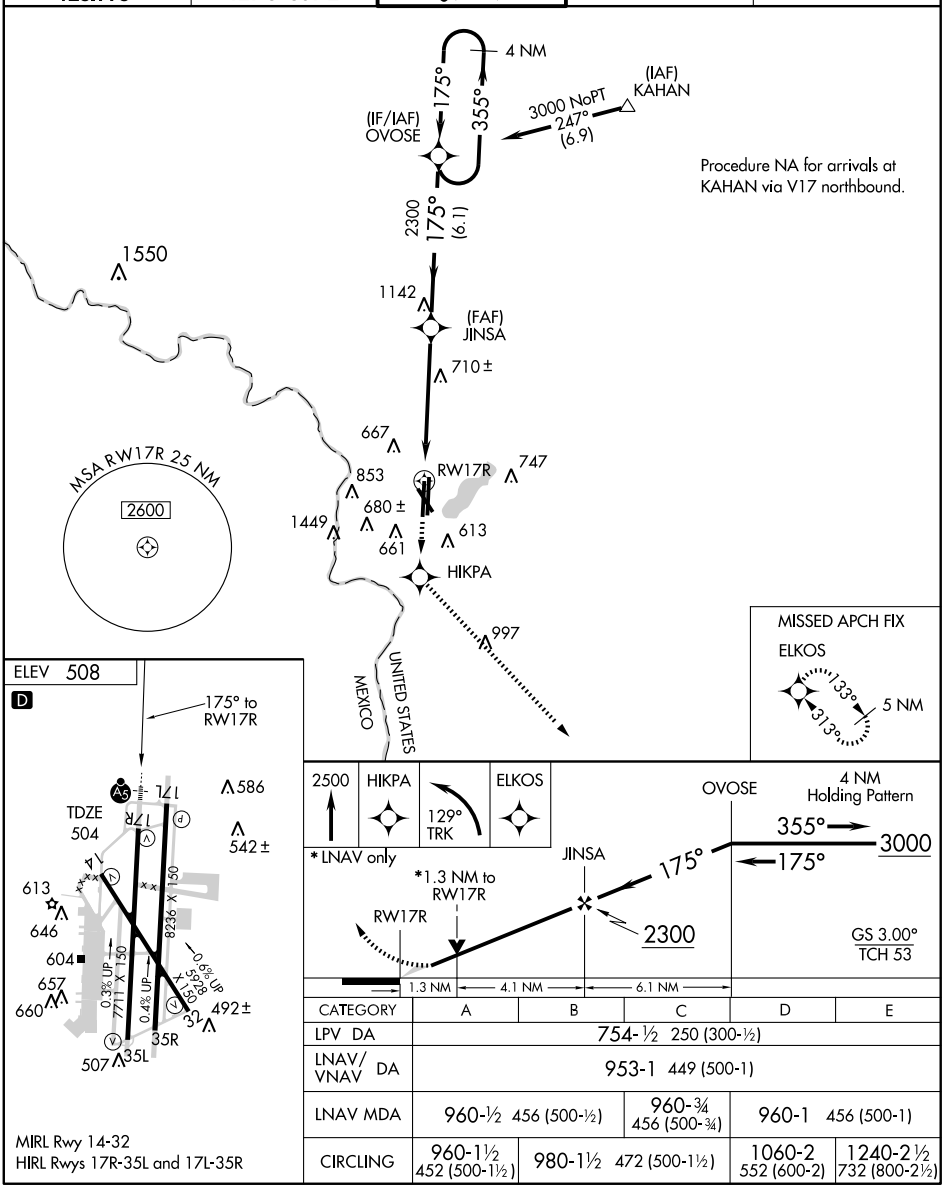
LAREDO INTL (LRD)

T DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).
A For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.
W Circling NA west of runways 14 and 35L.

MALSR

MISSED APPROACH: Climb to 2500 direct HIKPA and via 129° track to ELKOS and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

CATEGORY	A	B	C	D	E
LPV DA	754-½ 250 (300-½)				
LNAV/VNAV DA	953-1 449 (500-1)				
LNAV MDA	960-½ 456 (500-½)		960-¾ 456 (500-¾)	960-1 456 (500-1)	
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5928
319°	TDZE	494
	Apt Elev	508

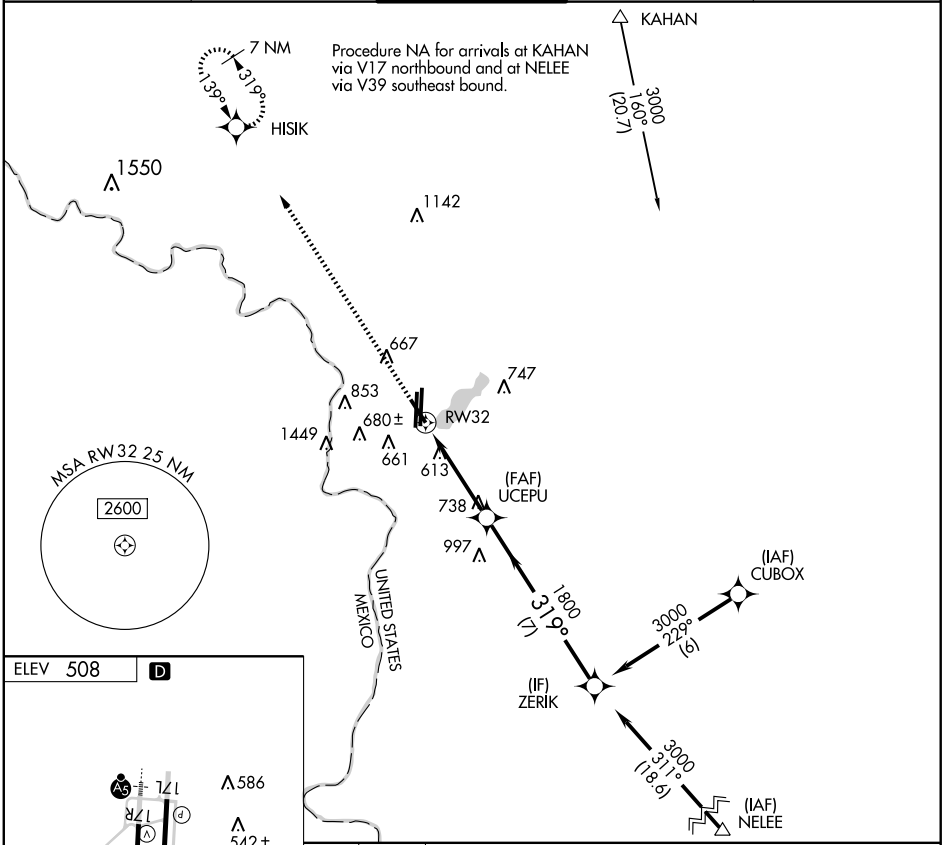
RNAV (GPS) RWY 32

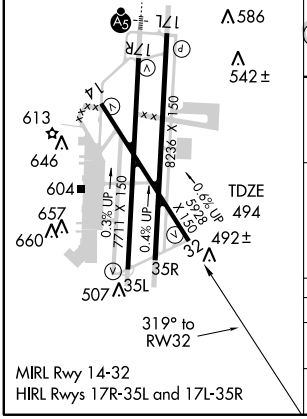
LAREDO INTL (LRD)

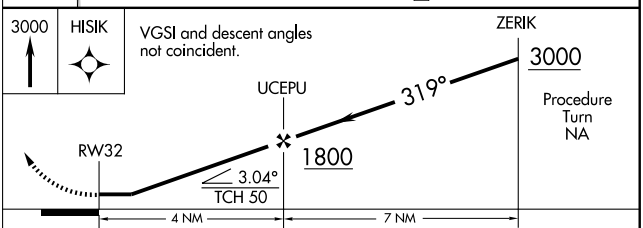
If local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwys 14 and 35L.
DME/DME RNP-0.3 NA. Visiblity reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HISIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7711
355°	TDZE	497
	Apt Elev	508

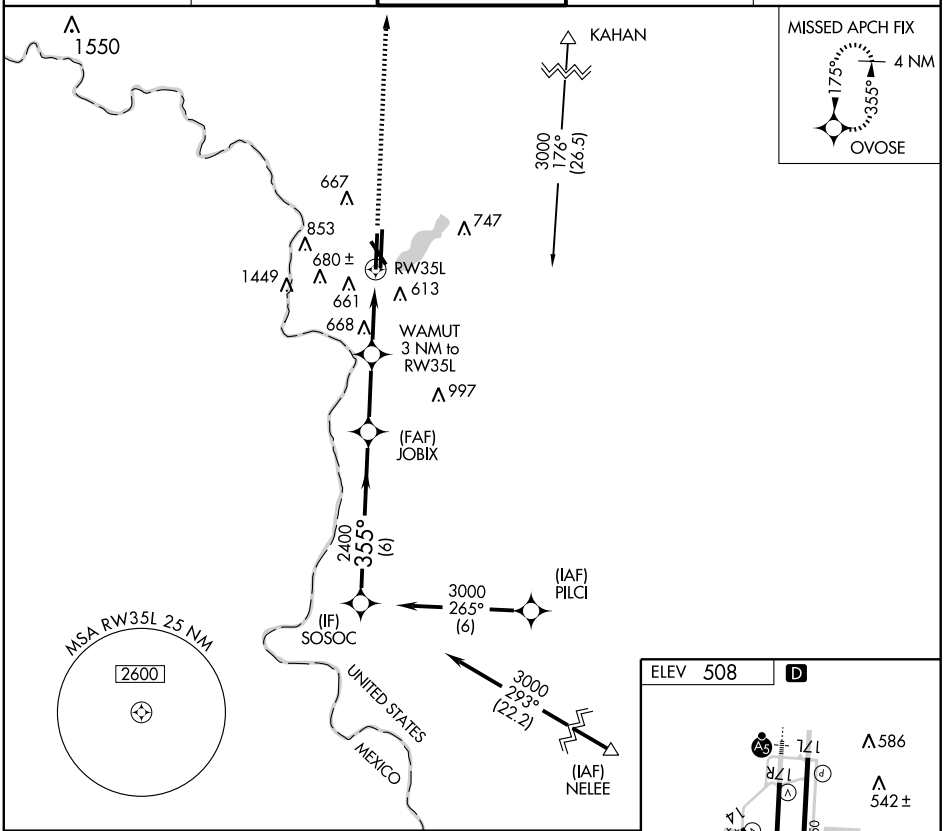
RNAV (GPS) RWY 35L

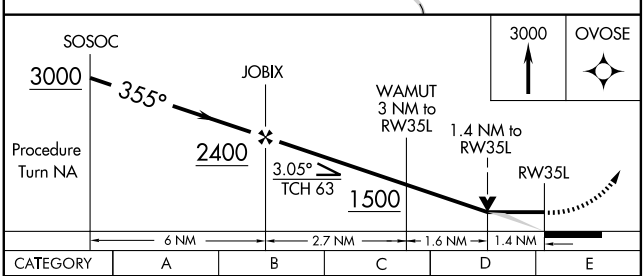
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA.
Circling NA west of runways 14 and 35L.

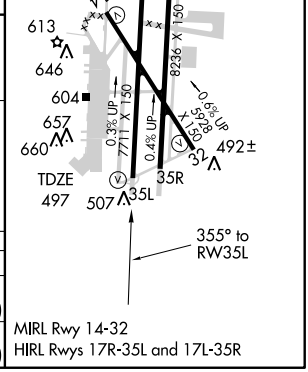
MISSED APPROACH: Climb to 3000 direct OVOSE and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.10 (CTAF) 257.9	121.8	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC LRD 117.4 Chan 121	APP CRS 139°	Rwy Idg 5928 TDZE 508 Apt Elev 508

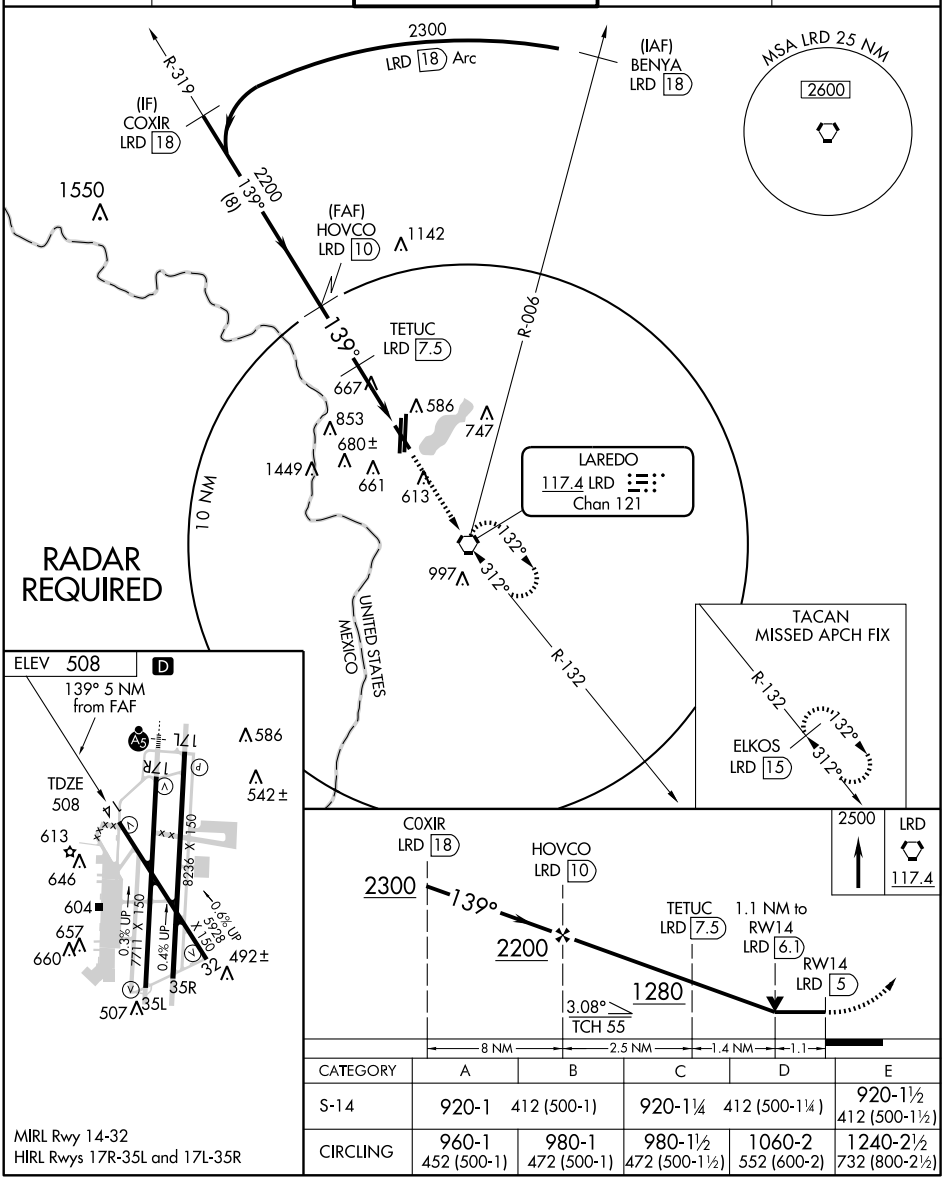
VOR/DME or TACAN RWY 14

LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95



CATEGORY	A	B	C	D	E
S-14	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC LRD 117.4 Chan 121	APP CRS 320°	Rwy Idg 5928 TDZE 494 Apt Elev 508

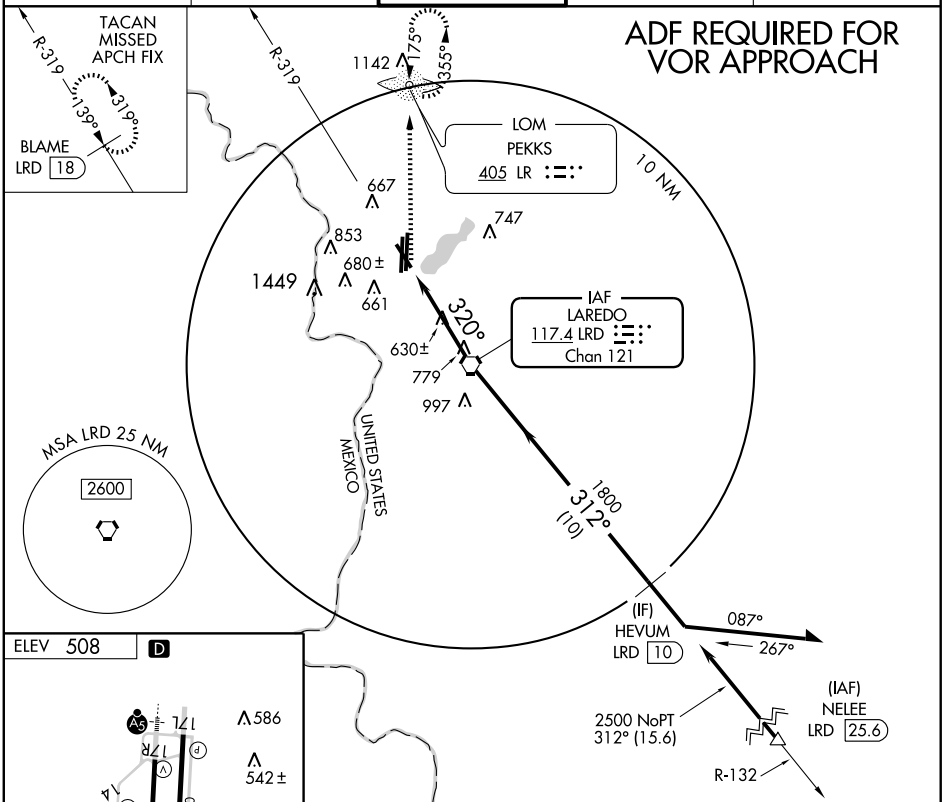
VOR or TACAN RWY 32

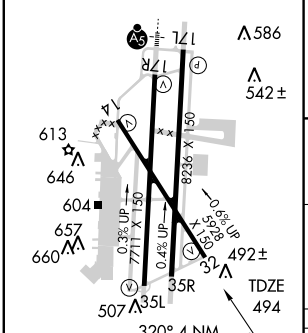
LAREDO INTL (LRD)

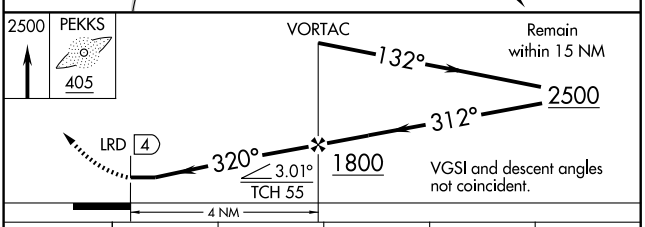
When local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet, Cat C and E visibility ¼ mile, Cat D ½ mile and circling Cat D visibility ¼ mile and Cat E ½ mile. Circling NA west of Rwys 14 and 35L. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct LR NDB and hold. (TACAN aircraft climb to 2600 via LRD VORTAC R-319 to BLAME/18 DME and hold NW, left turn, 139° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-32	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LEAGUE CITY

BAY ELECTRIC SUPPLY HELIPORT (T95) 3 SW UTC−6(−5DT) N29°29.30′ W95°06.45′ **HOUSTON**
26 NOTAM FILE CXO **COPTER**
HELIPAD H1: H90X90 (CONC)
HELIPORT REMARKS: Attended continuously. Helipad H1 perimeter lgts. Helipad H1 15′ road 100′ north, 110′ p–line 540′ north, 180′ twr 720′ northeast, 25′ building with 10′ wind sock 155′ southeast, +15′ road 65′ southeast, 25′ tree 128′ southeast, +15′ road 171′ northwest.
COMMUNICATIONS: CTAF 122.9

LEAKEY

REAL CO (49R) 1 N UTC−6(−5DT) N29°44.73′ W99°45.65′ **SAN ANTONIO**
1640 NOTAM FILE SJT **L–19B**
RWY 15–33: H3975X50 (ASPH) S–11 LIRL (NSTD)
RWY 15: Thld dsplcd 240′. Trees. **RWY 33:** Thld dsplcd 270′. Trees.
AIRPORT REMARKS: Unattended. Ultralight activity adjacent to rwy. Do not use turf taxiway from apron to end of Rwy 33. Rwy 15–33 NSTD LIRL due to color.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ERV.
CENTER POINT (H) VORTAC 117.5 CSI Chan 122 N29°55.34′ W99°12.87′ 242° 30.4 NM to fld. 2080/8E.

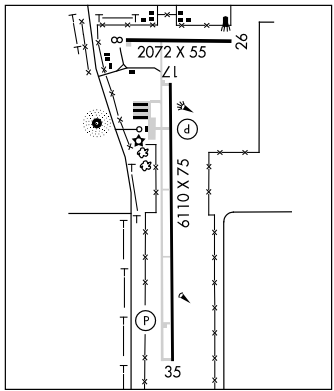
LEANDER

KITTIE HILL (77T) 3 E UTC−6(−5DT) N30°36.13′ W97°49.13′ **SAN ANTONIO**
1020 S4 **FUEL** 100LL NOTAM FILE SJT
RWY 07–25: 3450X55 (TURF)
RWY 07: Tree. **RWY 25:** Trees. Rgt tfc.
RWY 12–30: 2620X55 (TURF)
RWY 12: Trees. **RWY 30:** Tree. Rgt tfc.
RWY 17–35: 2350X60 (TURF)
RWY 17: Trees. **RWY 35:** Fence. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat dalgt. Call for fuel availability 512–259–0350. Heavy equipment occasionally on rwy. Construction east side of arpt. 25′ P-line 200′ from end Rwy 25. Rwy 07–25, Rwy 12–30 and Rwy 17–35 15′ tall rwy numbers over grown with grass. For repairs call 512–259–9146.
COMMUNICATIONS: CTAF 122.9

LEONA N31°07.44′ W95°58.08′ NOTAM FILE CXO. **HOUSTON**
(L) VORTACW 110.8 LOA Chan 45 168° 12.7 NM to Madisonville Muni. 350/8E. **H–6I, L–19D, 21A**

LEROI N31°44.45′ W97°04.68′ NOTAM FILE FTW. **SAN ANTONIO**
NDB (LOM) 378 CN 171° 6.2 NM to Tstc–Waco.

LEVELLAND MUNI (LLN) 2 S UTC−6(−5DT) N33°33.15′ W102°22.35′ **ALBUQUERQUE**
3514 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW **H–6G, L–6H**
RWY 17–35: H6110X75 (ASPH) S–30 MIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Rgt tfc.
RWY 08–26: H2072X55 (ASPH)
RWY 08: Road. Rgt tfc. **RWY 26:** Road.
AIRPORT REMARKS: Attended SR–SS. For fuel after hrs call 806–894–7328. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LUBBOCK APP/DEP CON** 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 237° 24.7 NM to fld. 3310/11E. **HIWAS.**
NDB (MHW) 266 LLN N33°33.34′ W102°22.51′ at fld. NOTAM FILE FTW.



APP CRS	Rwy Idg	6110
173°	TDZE	3508
	Apt Elev	3514

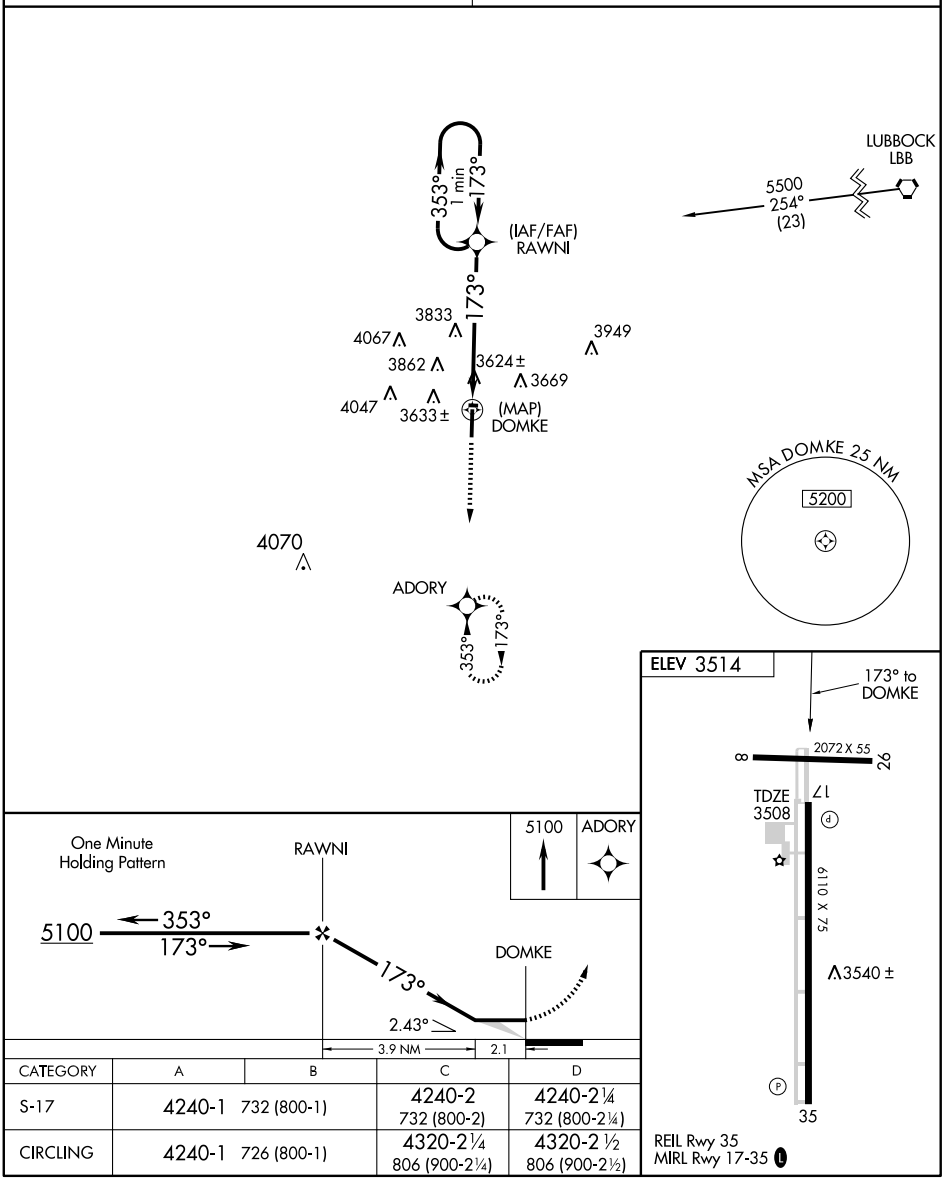
GPS RWY 17
LEVELLAND MUNI (LLN)

Use Lubbock Preston Smith Intl altimeter setting.

NA

MISSED APPROACH: Climb to 5100 direct ADORY WP and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	4240-1	732 (800-1)	4240-2 732 (800-2)	4240-2¼ 732 (800-2¼)
CIRCLING	4240-1	726 (800-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

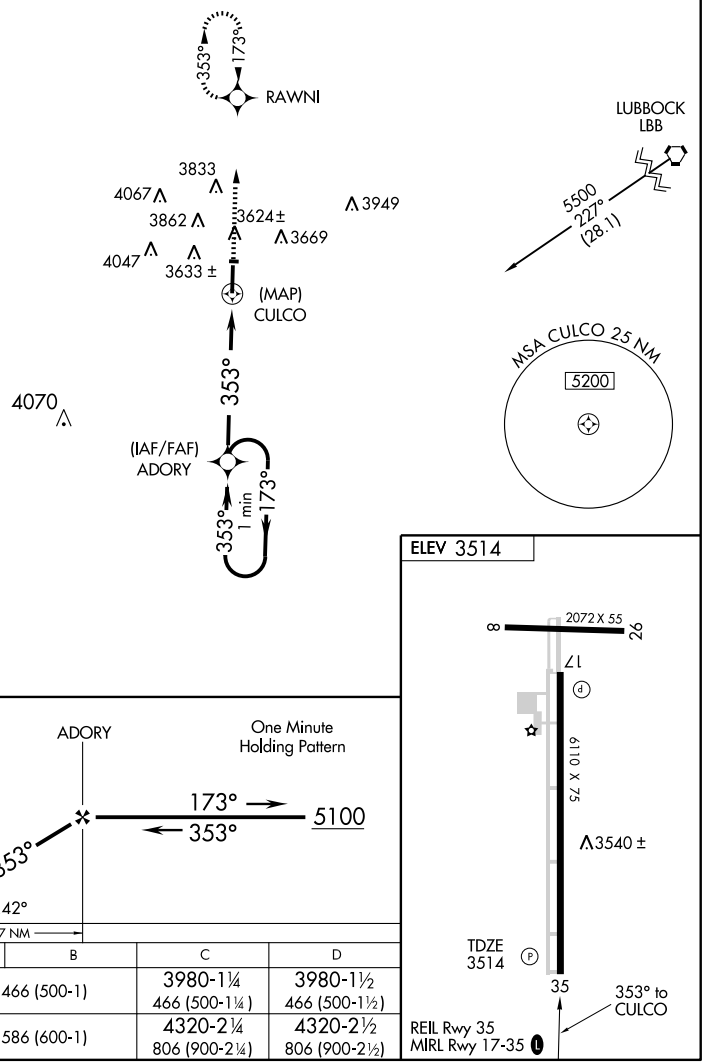
APP CRS	Rwy Idg	6110
353°	TDZE	3514
	Apt Elev	3514

GPS RWY 35
LEVELLAND MUNI (LLN)

Use Lubbock Preston Smith Intl altimeter setting.
NA

MISSED APPROACH: Climb to 5100 direct RAWNI WP and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	3980-1	466 (500-1)	3980-1¼ 466 (500-1¼)	3980-1½ 466 (500-1½)
CIRCLING	4100-1	586 (600-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB LLN	APP CRS	Rwy Idg 6110 TDZE 3508 Apt Elev 3514
266	185°	

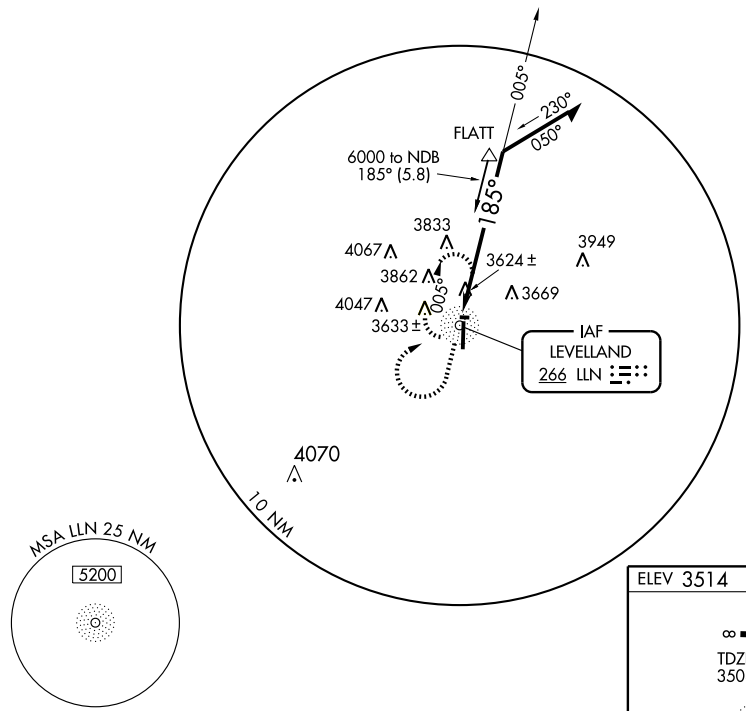
NDB RWY 17
LEVELLAND MUNI (LLN)

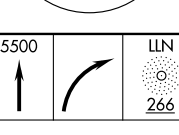
T
NA

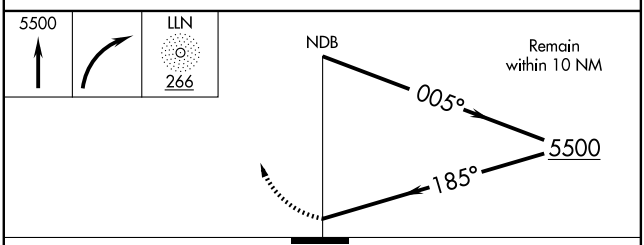
Use Lubbock Preston Smith Intl altimeter setting.

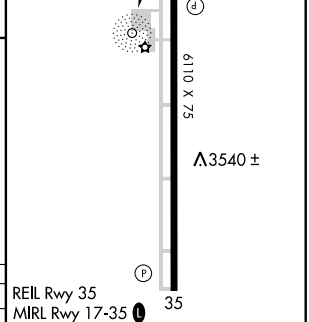
MISSED APPROACH: Climb to 5500 then right turn direct LLN NDB and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	4360-1 852 (900-1)	4360-1¼ 852 (900-1¼)	4360-2½ 852 (900-2½)	4360-2¾ 852 (900-2¾)
CIRCLING	4360-1 846 (900-1)	4360-1¼ 846 (900-1¼)	4360-2½ 846 (900-2½)	4360-2¾ 846 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB LLN	APP CRS	Rwy Idg	6110
266	345°	TDZE	3514
		Apt Elev	3514

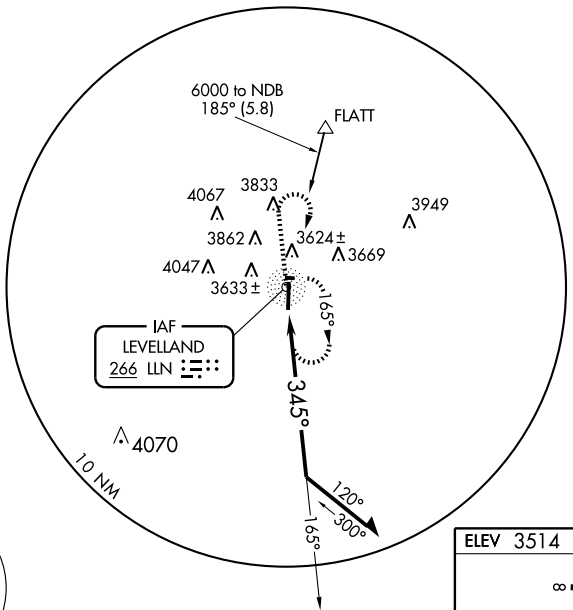
NDB RWY 35
LEVELLAND MUNI (LLN)

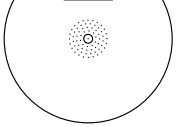
Use Lubbock Preston Smith Intl altimeter setting.

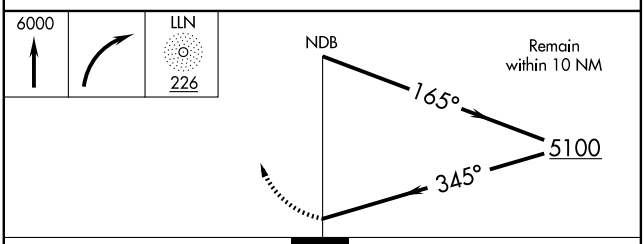
NA

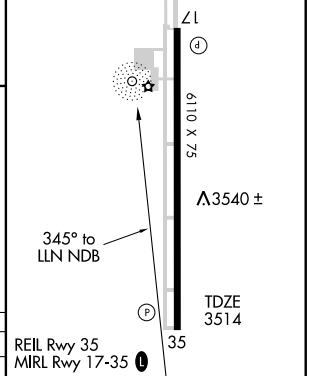
MISSED APPROACH: Climb to 6000, then right turn direct LLN NDB and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF) L







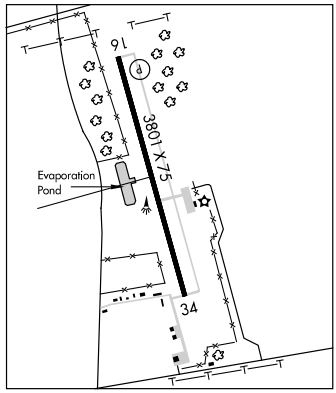


CATEGORY	A	B	C	D
S-35	4140-1	626 (700-1)	4140-1½ 626 (700-1½)	4140-1¾ 626 (700-1¾)
CIRCLING	4140-1	626 (700-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LIBERTY MUNI (T78) 6 NE UTC−6(−5DT) N30°04.67′ W94°41.91′ **HOUSTON**
70 B **FUEL** 100LL NOTAM FILE CXO **L–19E, 21A, 60MW**
RWY 16–34: H3801X75 (ASPH) S–10 MIRL **IAP**
RWY 16: PAPI(P2L). Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Attended on call. For arpt attendant call 409–336–7441. 24 hr self–svc fuel. Twy lgts OTS indef. ACTIVATE MIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON APP/DEP CON** 119.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
DAISETTA (H) VORTACW 116.9 DAS Chan 116 N30°11.38′ W94°38.70′ 198° 7.3 NM to fld. 76/5E.

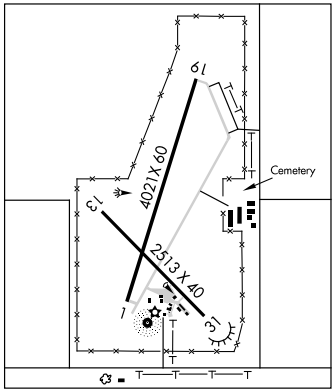


LINDSAY

FREEDOM FLD (7TØ) 3 S UTC−6(−5DT) N33°35.61′ W97°13.16′ **DALLAS–FT. WORTH**
885 NOTAM FILE FTW
RWY 17–35: 2400X60 (TURF)
RWY 17: Road. Rgt tfc. **RWY 35:** Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

LITTLE C RANCH HELIPORT (See HICO)

LITTLEFIELD MUNI (LIU) 3 W UTC−6(−5DT) N33°55.44′ W102°23.20′ **ALBUQUERQUE**
3616 B S2 **FUEL** 100LL NOTAM FILE FTW **L–6H**
RWY 01–19: H4021X60 (ASPH) S–12 MIRL **IAP**
RWY 01: Tree.
RWY 13–31: H2513X40 (ASPH) S–5 0.4% up NW
RWY 13: Road. **RWY 31:** P-line.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hrs call 806–777–5030, 806–778–1418/8848 or 806–241–0761. Glider operations sunrise to sunset weekends. Hangers obstruct transitional surface Rwy 13–31.
COMMUNICATIONS: CTAF/UNICOM 122.8.
Ⓡ **LUBBOCK APP/DEP CON** 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 288° 27.0 NM to fld. 3310/11E. **HIWAS.**
NDB (MHW) 212 LIU N33°55.15′ W102°23.20′ at fld. NOTAM FILE FTW. Unmonitored.



LIVE OAK CO (See GEORGE WEST)

APP CRS	Rwy ldg	3801
162°	TDZE	70
	Apt Elev	70

RNAV (GPS) RWY 16

LIBERTY MUNI (T78)

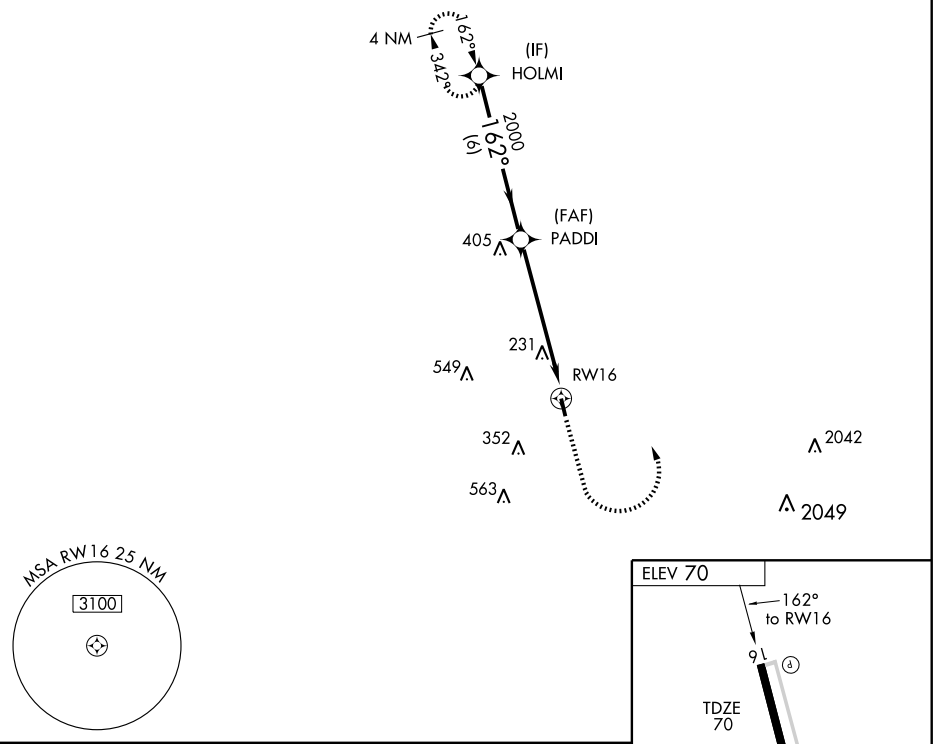
DME/DME RNP-0.3 NA.
Use George Bush Intercontinental/Houston altimeter setting.

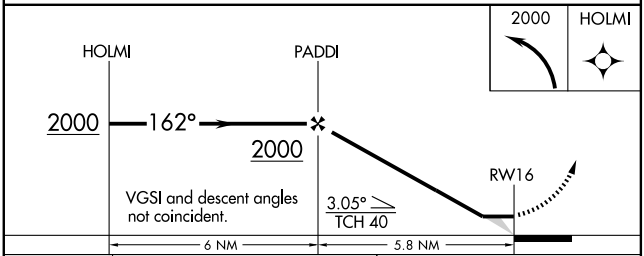
NA

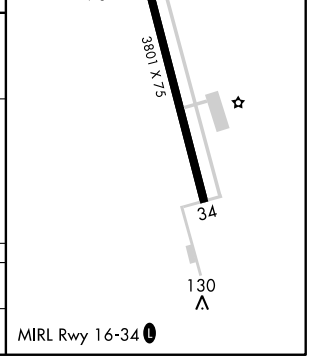
MISSED APPROACH: Climbing left turn to 2000 direct HOLMI and hold.

HOUSTON APP CON	CTAF
119.7 281.4	122.9 (L)

RADAR REQUIRED







LNAV MDA	620-1 550 (600-1)	NA
CIRCLING	620-1 550 (600-1)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

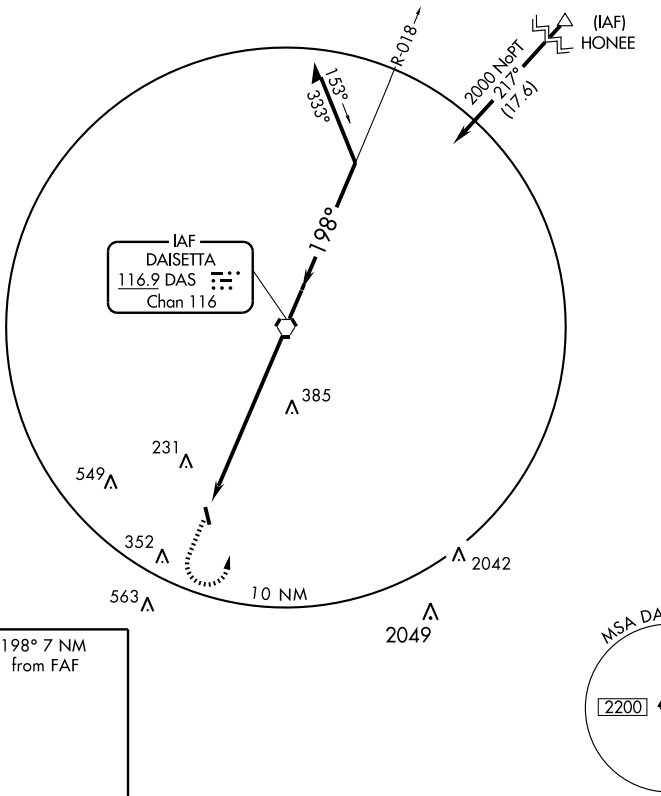
VORTAC DAS	APP CRS	Rwy Idg	N/A
116.9	198°	TDZE	N/A
Chan 116		Apt Elev	70

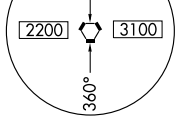
VOR-A
LIBERTY MUNI (T78)

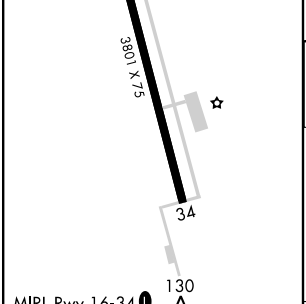
NA — Use George Bush Intercontinental/Houston altimeter setting.

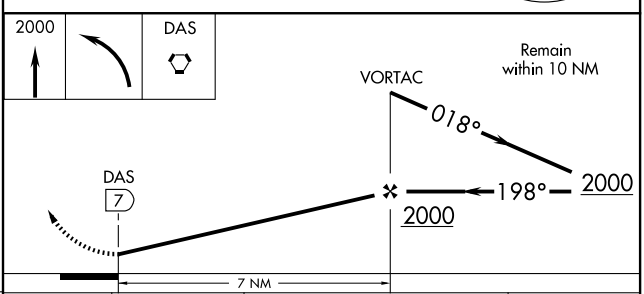
MISSED APPROACH: Climb to 2000, then left turn direct DAS VORTAC.

HOUSTON APP CON	CTAF
119.7 281.4	122.9







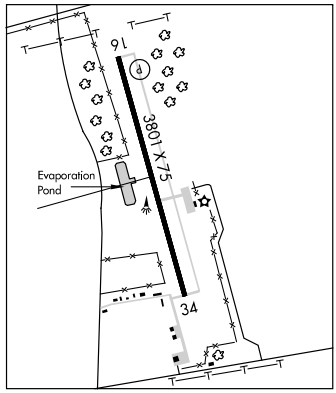


FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

CATEGORY	A	B	C	D
CIRCLING	600-1	530 (600-1)	NA	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

LIBERTY MUNI (T78) 6 NE UTC−6(−5DT) N30°04.67′ W94°41.91′ **HOUSTON**
70 B **FUEL** 100LL NOTAM FILE CXO **L–19E, 21A, 60MW**
RWY 16–34: H3801X75 (ASPH) S–10 MIRL **IAP**
RWY 16: PAPI(P2L). Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Attended on call. For arpt attendant call 409–336–7441. 24 hr self–svc fuel. Twy lgts OTS indef. ACTIVATE MIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON APP/DEP CON** 119.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
DAISETTA (H) VORTACW 116.9 DAS Chan 116 N30°11.38′ W94°38.70′ 198° 7.3 NM to fld. 76/5E.

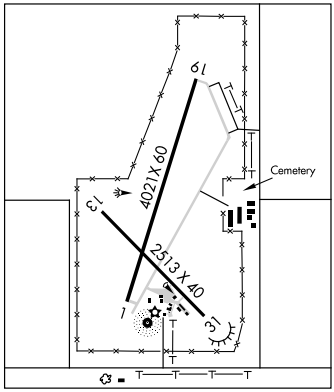


LINDSAY

FREEDOM FLD (7TØ) 3 S UTC−6(−5DT) N33°35.61′ W97°13.16′ **DALLAS–FT. WORTH**
885 NOTAM FILE FTW
RWY 17–35: 2400X60 (TURF)
RWY 17: Road. Rgt tfc. **RWY 35:** Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

LITTLE C RANCH HELIPORT (See HICO)

LITTLEFIELD MUNI (LIU) 3 W UTC−6(−5DT) N33°55.44′ W102°23.20′ **ALBUQUERQUE**
3616 B S2 **FUEL** 100LL NOTAM FILE FTW **L–6H**
RWY 01–19: H4021X60 (ASPH) S–12 MIRL **IAP**
RWY 01: Tree.
RWY 13–31: H2513X40 (ASPH) S–5 0.4% up NW
RWY 13: Road. **RWY 31:** P-line.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hrs call 806–777–5030, 806–778–1418/8848 or 806–241–0761. Glider operations sunrise to sunset weekends. Hangers obstruct transitional surface Rwy 13–31.
COMMUNICATIONS: CTAF/UNICOM 122.8.
Ⓡ **LUBBOCK APP/DEP CON** 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 288° 27.0 NM to fld. 3310/11E. **HIWAS.**
NDB (MHW) 212 LIU N33°55.15′ W102°23.20′ at fld. NOTAM FILE FTW. Unmonitored.



LIVE OAK CO (See GEORGE WEST)

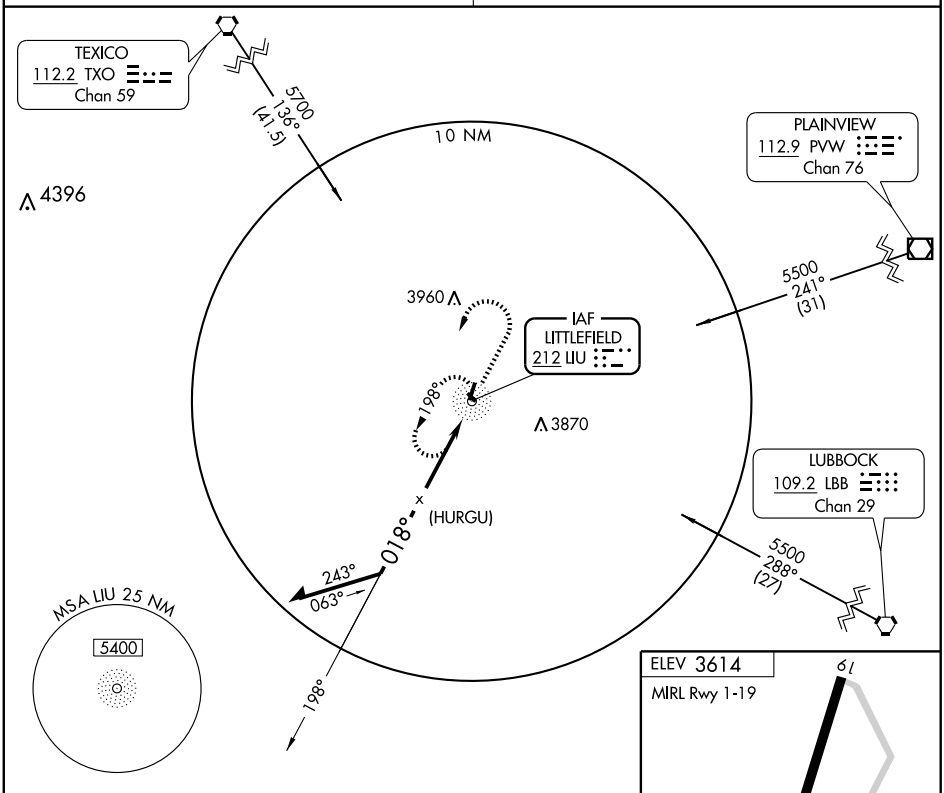
NDB LIU 212	APP CRS 018°	Rwy Idg 4021 TDZE 3614 Apt Elev 3614

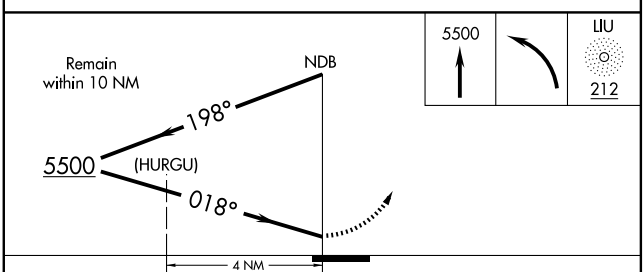
NDB or GPS RWY 1
LITTLEFIELD MUNI (LIU)

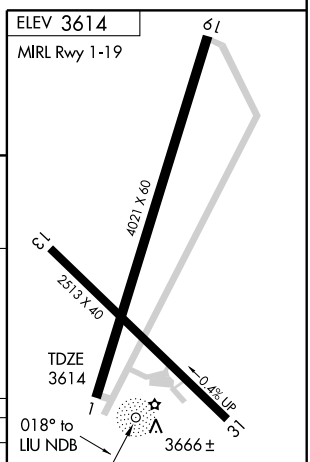
NA Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500, then left turn direct LIU NDB and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-1	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA
CIRCLING	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA

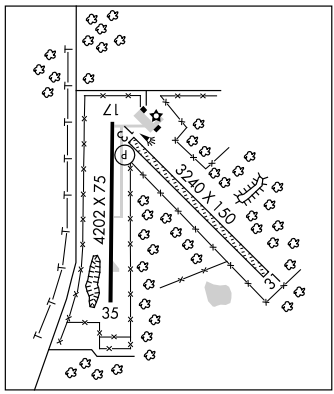
Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

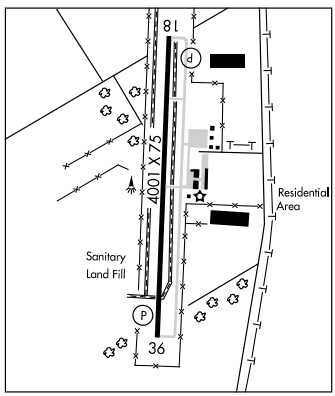
LIVINGSTON MUNI (ØØR) 5 SW UTC−6(−5DT) N30°41.15′ W95°01.08′ — HOUSTON
151 B S4 **FUEL** 100LL NOTAM FILE CXO — L–19E, 21A
RWY 12–30: H3700X60 (ASPH) S–11 MIRL — IAP
RWY 12: Tree. **RWY 30:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun 1800–2300Z‡.
COMMUNICATIONS: CTAF/UNICOM 122.7
HOUSTON CENTER APP/DEP CON 125.175
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 204° 32.5 NM to fld. 200/5E. **HIWAS.**

LLANO N30°47.78′ W98°47.24′ NOTAM FILE AQO. — SAN ANTONIO
(L) VORTACW 108.2 LLO Chan 19 089° 6.5 NM to Llano Muni. 1200/8E. **HIWAS.** — H–7B, 6G, L–19C

LLANO MUNI (AQO) 2 NE UTC−6(−5DT) N30°47.07′ W98°39.62′ — SAN ANTONIO
1102 B S4 **FUEL** 100LL, JET A NOTAM FILE AQO — L–19C
RWY 17–35: H4202X75 (ASPH) S–20 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 60′. Trees.
RWY 13–31: 3240X150 (TURF) 0.6% up NW
RWY 31: Trees.
AIRPORT REMARKS: Attended Tue–Thu 1400–2300Z‡, Fri–Mon 1400–0000Z‡. Deer on and invof arpt. 100LL self–service 24 hrs with credit card. For Jet A call 325–247–5635. Rwy 13–31 thlds marked with yellow tires. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (325) 247–2189. **HIWAS** 108.2 LLO.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
(L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 088° 6.6 NM to fld. 1200/8E. **HIWAS.**



LOCKHART MUNI (5ØR) 2 S UTC−6(−5DT) N29°51.02′ W97°40.35′ — SAN ANTONIO
532 B **FUEL** 100LL NOTAM FILE SJT — L–19C, 21A
RWY 18–36: H4001X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: PAPI(P2L)—GA 3.5° TCH 24′.
RWY 36: PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended dawn–dusk. Parallel twy has green centerline reflectors. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AUSTIN APP/DEP CON** 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 187° 32.5 NM to fld. 593/6E.



LONE STAR EXECUTIVE (See HOUSTON)

APP CRS	Rwy Idg	3700
305°	TDZE	151
	Apt Elev	151

RNAV (GPS) RWY 30

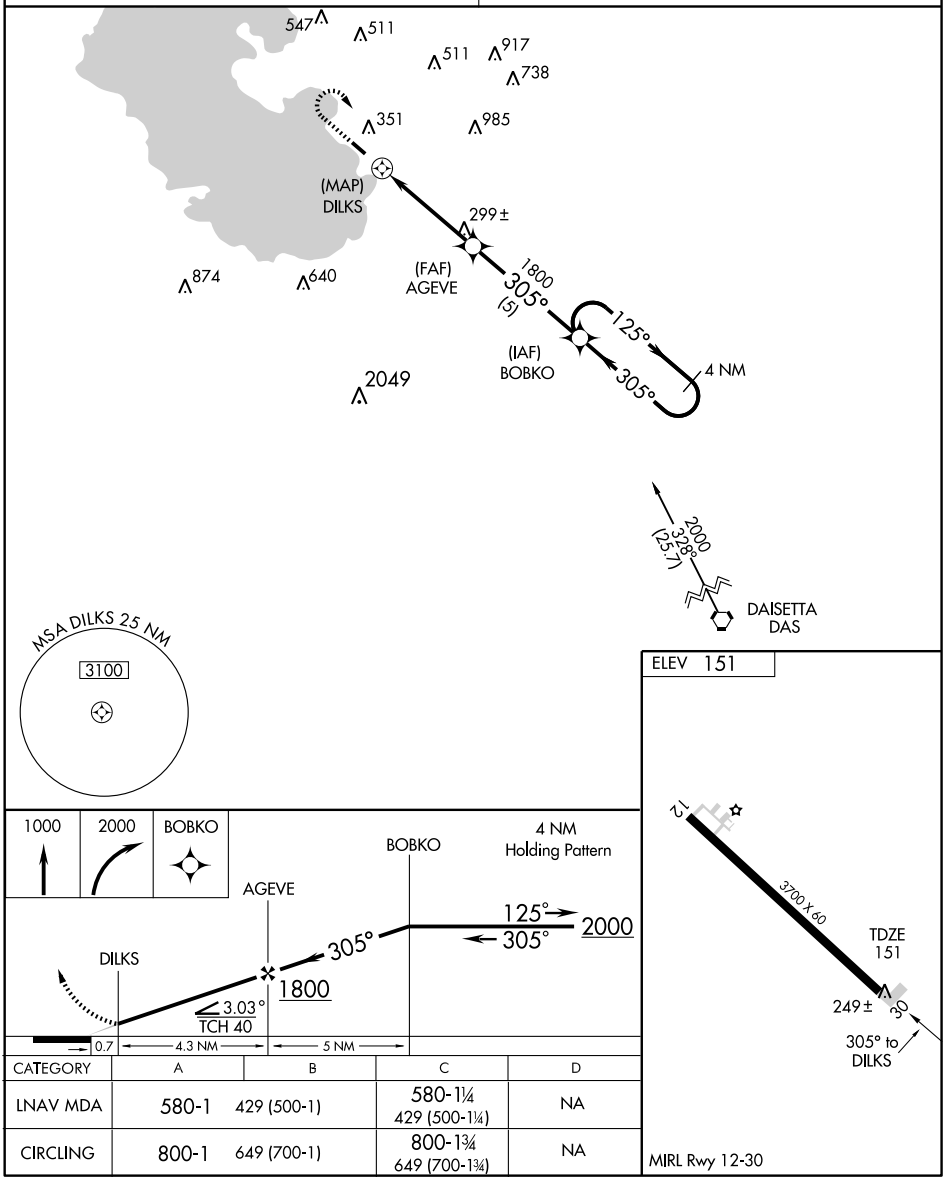
LIVINGSTON MUNI (ØØR)

Use Houston/Lone Star Executive altimeter setting.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BOBKO WP and hold.

HOUSTON CENTER	UNICOM
125.175 285.575	122.7 (CTAF)

SC-5, 26 AUG 2010 to 23 SEP 2010

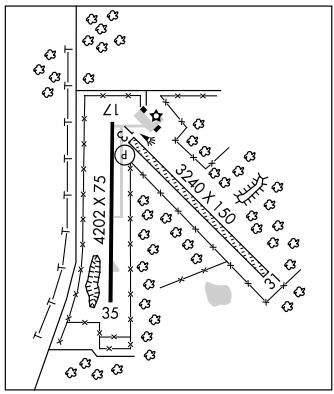


CATEGORY	A	B	C	D
LNAV MDA	580-1	429 (500-1)	580-1¼ 429 (500-1¼)	NA
CIRCLING	800-1	649 (700-1)	800-1¾ 649 (700-1¾)	NA

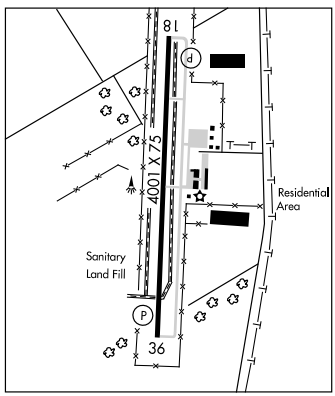
LIVINGSTON MUNI (ØØR) 5 SW UTC−6(−5DT) N30°41.15′ W95°01.08′ — HOUSTON
151 B S4 **FUEL** 100LL NOTAM FILE CXO — L–19E, 21A
RWY 12–30: H3700X60 (ASPH) S–11 MIRL — IAP
RWY 12: Tree. **RWY 30:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun 1800–2300Z‡.
COMMUNICATIONS: CTAF/UNICOM 122.7
HOUSTON CENTER APP/DEP CON 125.175
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 204° 32.5 NM to fld. 200/5E. **HIWAS.**

LLANO N30°47.78′ W98°47.24′ NOTAM FILE AQO. — SAN ANTONIO
(L) VORTACW 108.2 LLO Chan 19 089° 6.5 NM to Llano Muni. 1200/8E. **HIWAS.** — H–7B, 6G, L–19C

LLANO MUNI (AQO) 2 NE UTC−6(−5DT) N30°47.07′ W98°39.62′ — SAN ANTONIO
1102 B S4 **FUEL** 100LL, JET A NOTAM FILE AQO — L–19C
RWY 17–35: H4202X75 (ASPH) S–20 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 60′. Trees.
RWY 13–31: 3240X150 (TURF) 0.6% up NW
RWY 31: Trees.
AIRPORT REMARKS: Attended Tue–Thu 1400–2300Z‡, Fri–Mon 1400–0000Z‡. Deer on and invof arpt. 100LL self–service 24 hrs with credit card. For Jet A call 325–247–5635. Rwy 13–31 thlds marked with yellow tires. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (325) 247–2189. **HIWAS** 108.2 LLO.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
(L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 088° 6.6 NM to fld. 1200/8E. **HIWAS.**



LOCKHART MUNI (5ØR) 2 S UTC−6(−5DT) N29°51.02′ W97°40.35′ — SAN ANTONIO
532 B **FUEL** 100LL NOTAM FILE SJT — L–19C, 21A
RWY 18–36: H4001X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: PAPI(P2L)—GA 3.5° TCH 24′.
RWY 36: PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended dawn–dusk. Parallel twy has green centerline reflectors. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AUSTIN APP/DEP CON** 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 187° 32.5 NM to fld. 593/6E.



LONE STAR EXECUTIVE (See HOUSTON)

RNAV (GPS) RWY 17

LLANO MUNI (AQO)

APP CRS	Rwy Idg	4202
174°	TDZE	1102
	Apt Elev	1102

DME/DME RNP-0.3 NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF)

4 NM
174°
354°
(IF/IAF)
AKEKY
3300 NoPT
244°
(28.9)
(IAF)
GOOCH SPRINGS
AGJ
Procedure NA for arrivals at AGJ VORTAC on airway radials 182 CW 199.
2343
174°
(8.5)
2700
(FAF)
HIWGO
1584 ±
1483 ±
1304 ±
FEPNI
2.6 NM
to RW17
RW17
3300
021°
(14.3)
LLANO
LLO
Procedure NA for arrivals at LLO VORTAC via V161-568 southbound.
1256
2029
2238
2130
MSA RW17 25 NM
3700
MISSED APCH FIX
IYMUD
174°
354°
4 NM
ELEV 1102
174° to RW17
TDZE
1102
3240 X 150
0.6% UP
4202 X 75
35
4 NM
Holding Pattern
AKEKY
HIWGO
FEPNI
2.6 NM
to RW17
3300
354°
174°
174°
3.04°
TCH 40
2700
1.3 NM
to RW17
RW17
1960
3500
IYMUD
VGSI and descent angles not coincident.
8.5 NM
2.2 NM
1.3 NM
1.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1560-1 458 (500-1)		NA	
CIRCLING	1660-1 558 (600-1)		NA	

MIRL Rwy 17-35

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

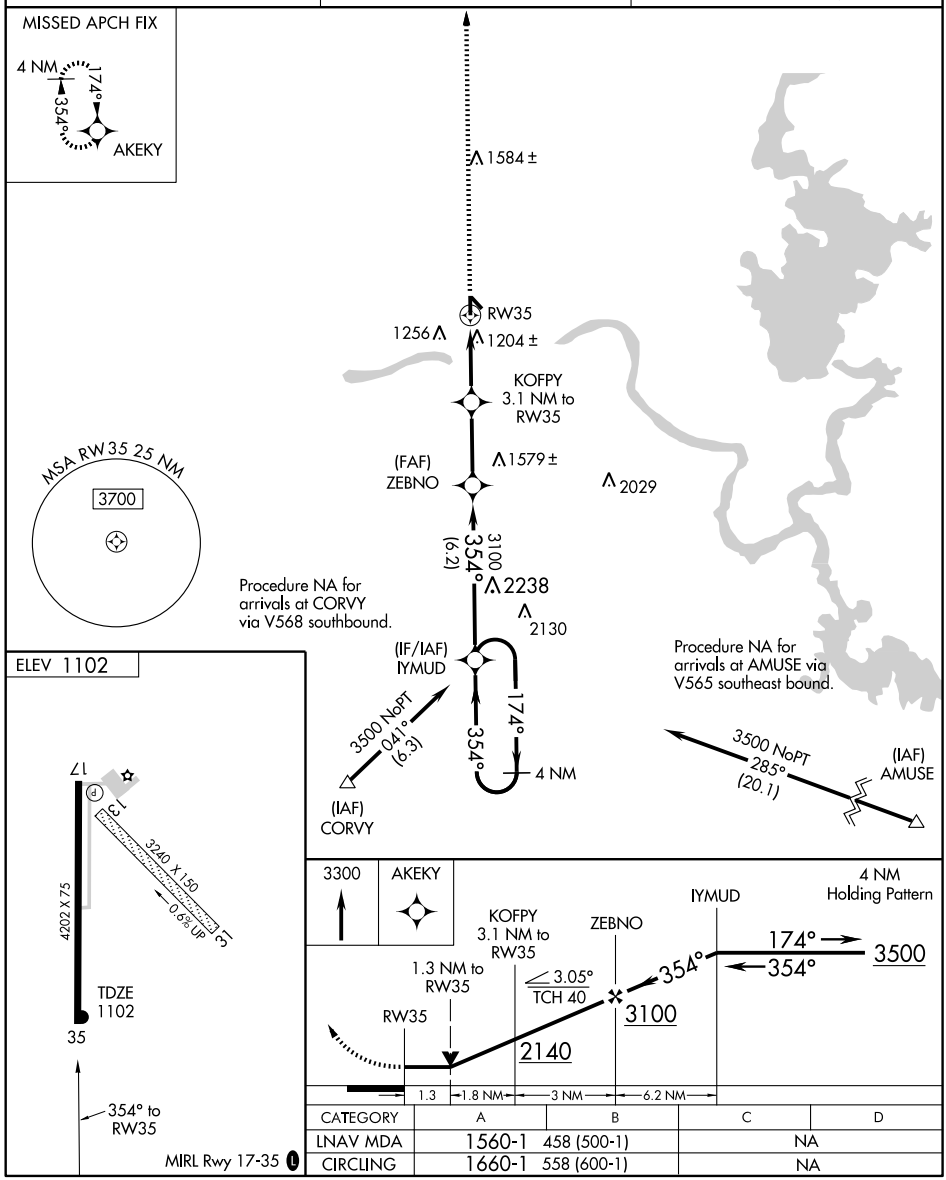
LLANO MUNI (AQO)

APP CRS	Rwy Idg	4202
354°	TDZE	1102
	Apt Elev	1102

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3300 direct AKEKY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1560-1 458 (500-1)		NA	
CIRCLING	1660-1 558 (600-1)		NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC LLO 108.2 Chan 19	APP CRS 089°	Rwy Idg N/A TDZE N/A Apt Elev 1102

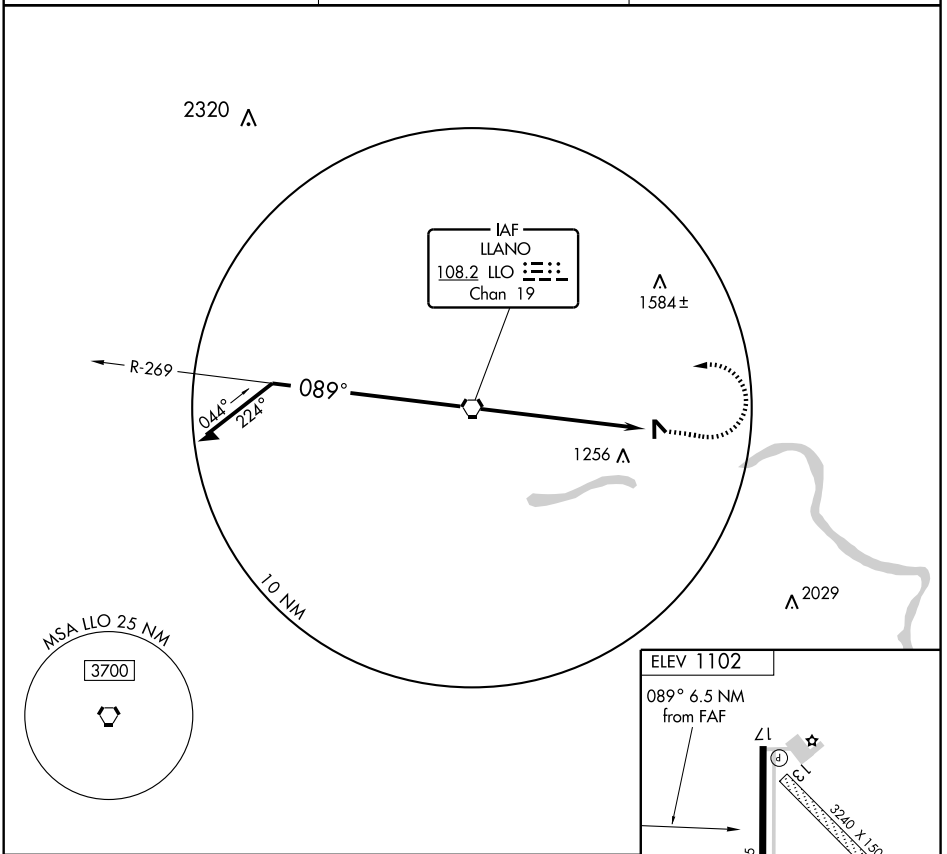
VOR-A
LLANO MUNI (AQO)

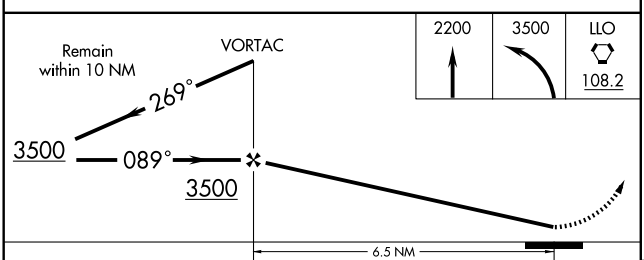
When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet, and Circling Cat B visibility ¼ mile.

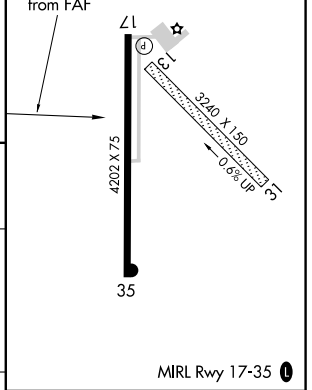
NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 3500 direct LLO VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1800-1 698 (700-1)		NA	

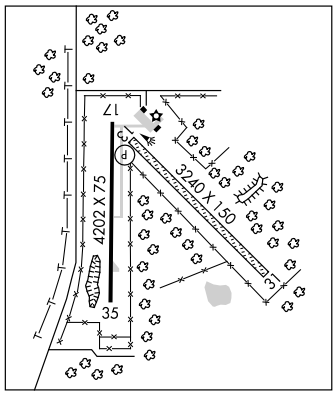
FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SC-3, 26 AUG 2010 to 23 SEP 2010

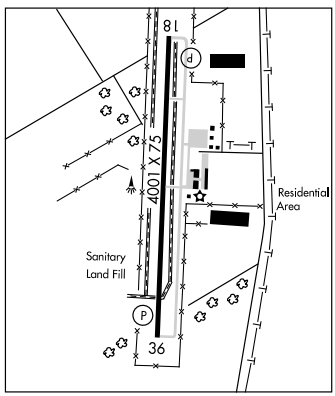
LIVINGSTON MUNI (ØØR) 5 SW UTC−6(−5DT) N30°41.15′ W95°01.08′ — HOUSTON
151 B S4 **FUEL** 100LL NOTAM FILE CXO — L–19E, 21A
RWY 12–30: H3700X60 (ASPH) S–11 MIRL — IAP
RWY 12: Tree. **RWY 30:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun 1800–2300Z‡.
COMMUNICATIONS: CTAF/UNICOM 122.7
HOUSTON CENTER APP/DEP CON 125.175
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 204° 32.5 NM to fld. 200/5E. **HIWAS.**

LLANO N30°47.78′ W98°47.24′ NOTAM FILE AQO. — SAN ANTONIO
(L) VORTACW 108.2 LLO Chan 19 089° 6.5 NM to Llano Muni. 1200/8E. **HIWAS.** — H–7B, 6G, L–19C

LLANO MUNI (AQO) 2 NE UTC−6(−5DT) N30°47.07′ W98°39.62′ — SAN ANTONIO
1102 B S4 **FUEL** 100LL, JET A NOTAM FILE AQO — L–19C
RWY 17–35: H4202X75 (ASPH) S–20 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 60′. Trees.
RWY 13–31: 3240X150 (TURF) 0.6% up NW
RWY 31: Trees.
AIRPORT REMARKS: Attended Tue–Thu 1400–2300Z‡, Fri–Mon 1400–0000Z‡. Deer on and invof arpt. 100LL self–service 24 hrs with credit card. For Jet A call 325–247–5635. Rwy 13–31 thlds marked with yellow tires. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (325) 247–2189. **HIWAS** 108.2 LLO.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
(L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 088° 6.6 NM to fld. 1200/8E. **HIWAS.**



LOCKHART MUNI (5ØR) 2 S UTC−6(−5DT) N29°51.02′ W97°40.35′ — SAN ANTONIO
532 B **FUEL** 100LL NOTAM FILE SJT — L–19C, 21A
RWY 18–36: H4001X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: PAPI(P2L)—GA 3.5° TCH 24′.
RWY 36: PAPI(P2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended dawn–dusk. Parallel twy has green centerline reflectors. MIRL Rwy 18–36 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AUSTIN APP/DEP CON** 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 187° 32.5 NM to fld. 593/6E.



LONE STAR EXECUTIVE (See HOUSTON)

GPS RWY 18

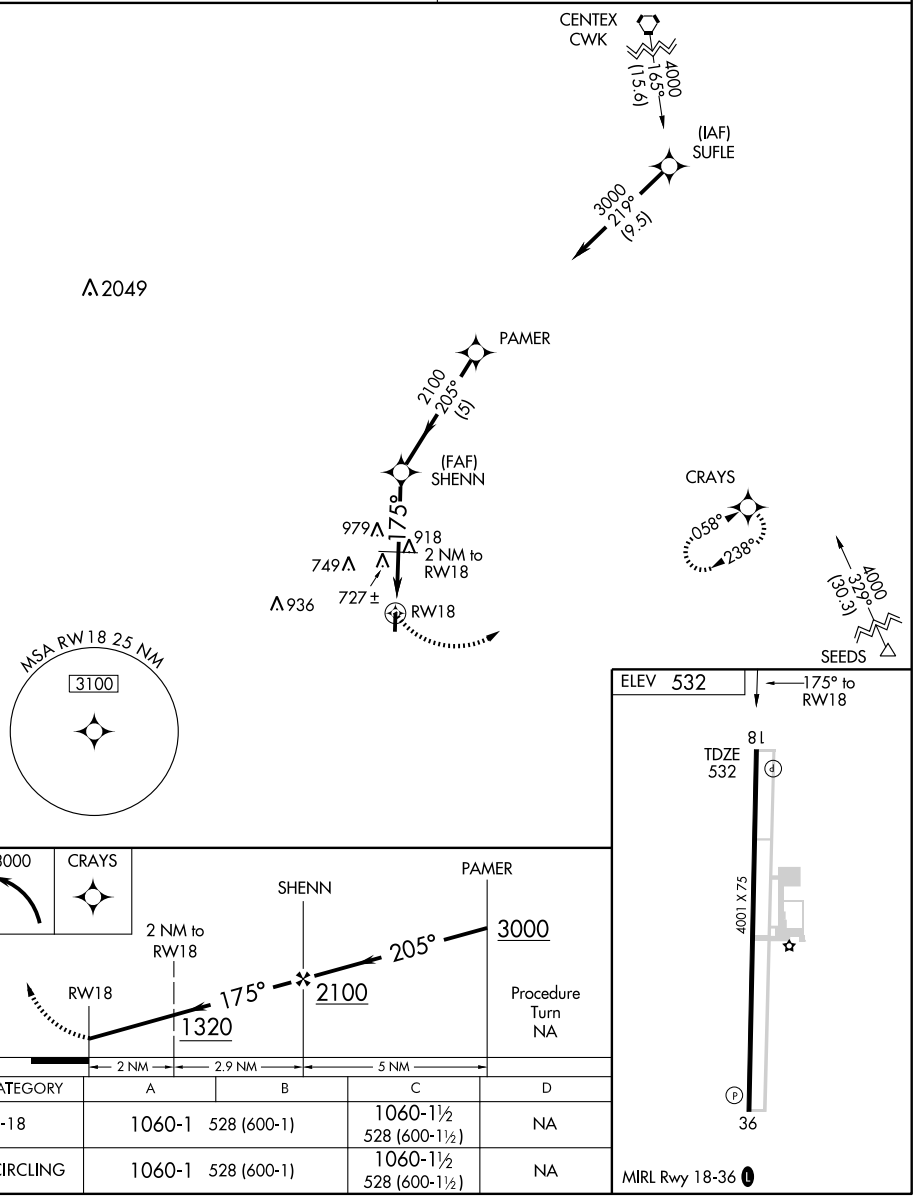
LOCKHART MUNI (5ØR)

APP CRS	Rwy Idg	4001
175°	TDZE	532
	Apt Elev	532

⚠ NA Use San Marcos Muni (HYI) altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CRAYS and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA
CIRCLING	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

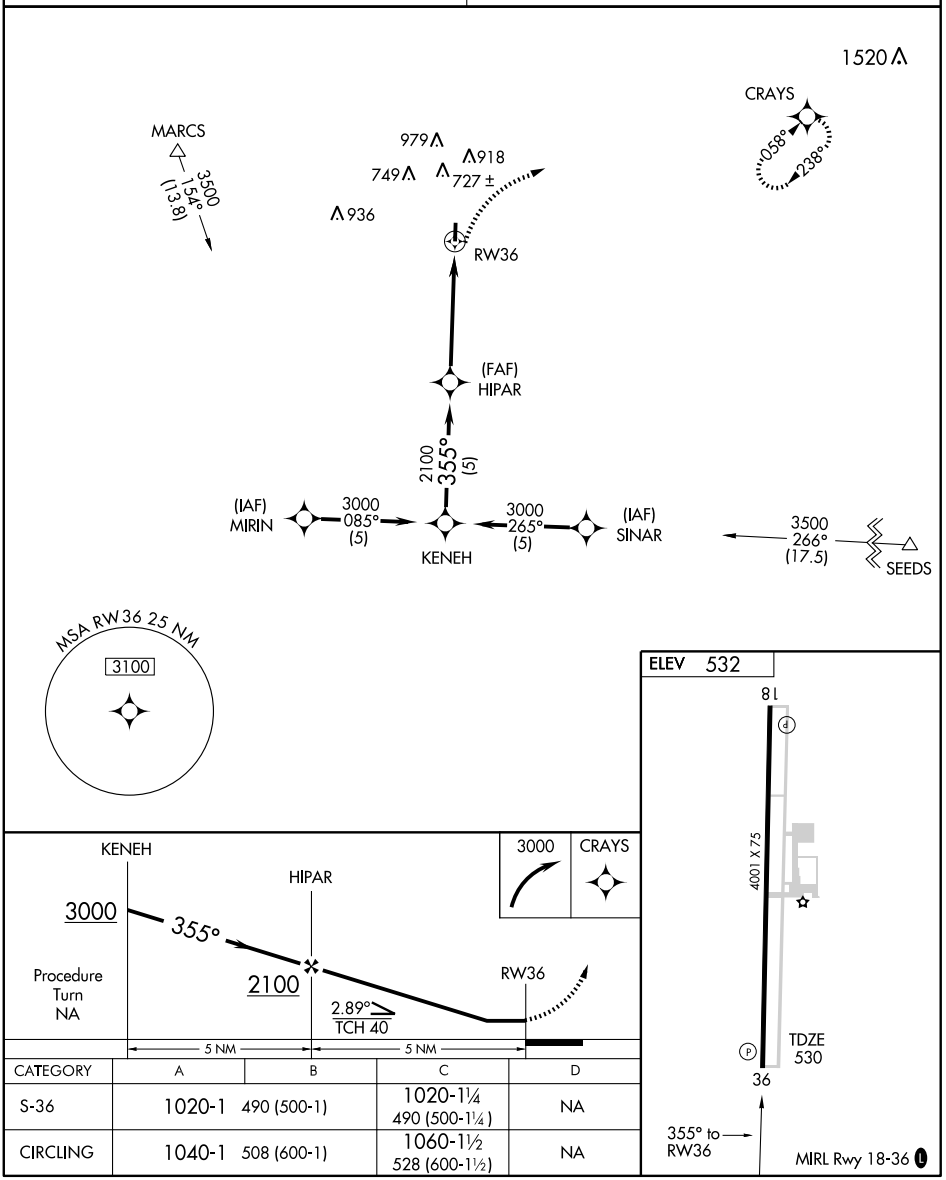
APP CRS	Rwy Idg	4001
355°	TDZE	530
	Apt Elev	532

GPS RWY 36
LOCKHART MUNI (5ØR)

NA Use San Marcos Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CRAYS WP and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1020-1	490 (500-1)	1020-1¼ 490 (500-1¼)	NA
CIRCLING	1040-1	508 (600-1)	1060-1½ 528 (600-1½)	NA

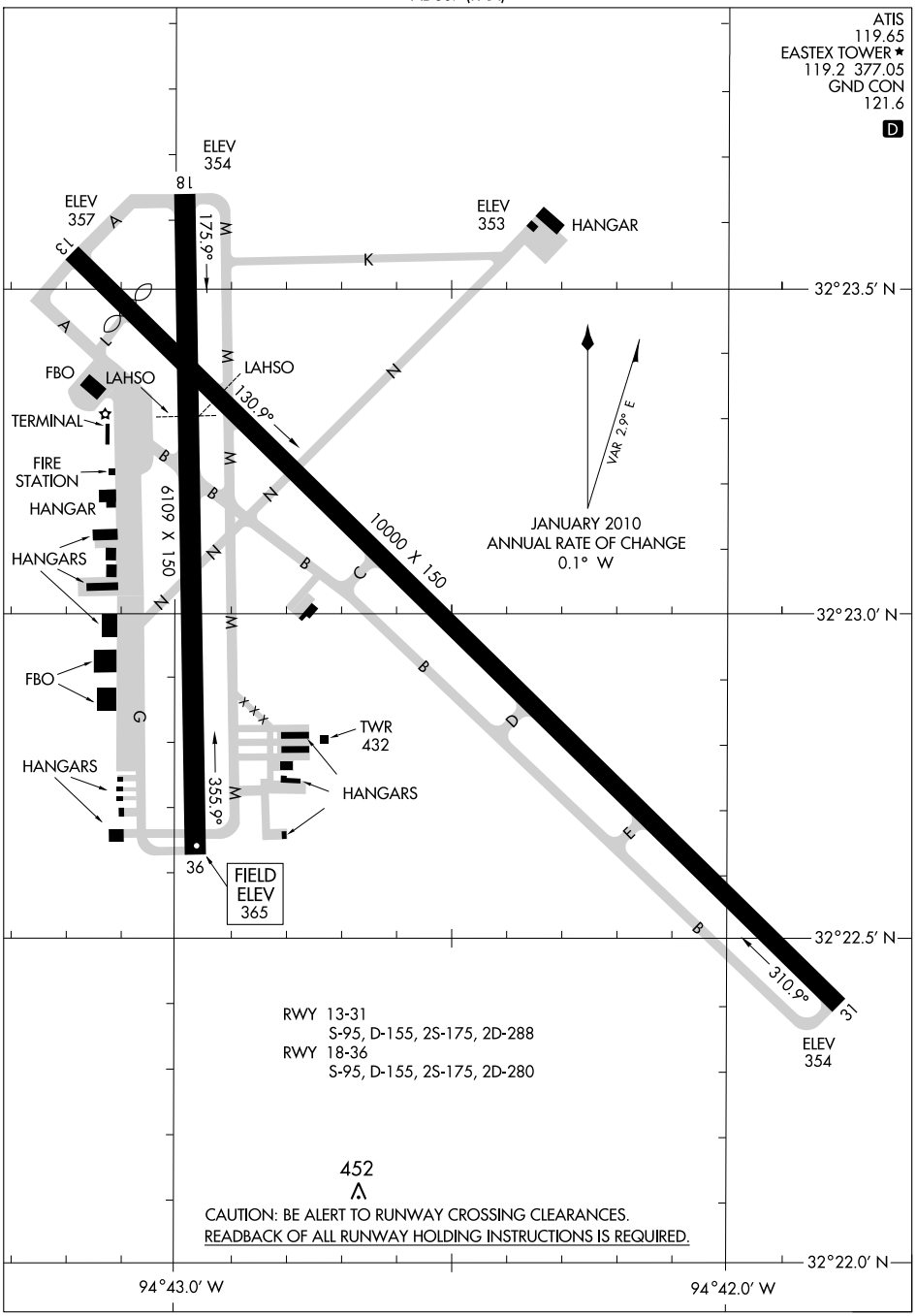
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/ EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

LONGVIEW, TEXAS
LONGVIEW/ EAST TEXAS RGNL (GGG)

10210

LONGVIEW

EAST TEXAS RGNL (GGG) 8 S UTC−6(−5DT) N32°23.04′ W94°42.69′ MEMPHIS

365 B S4 **FUEL** 100LL, JET A OX 3, 4 Class I, ARFF Index A NOTAM FILE GGG H–6I, L–17D

RWY 13–31: H10000X150 (ASPH–GRVD) S–95, D–155, 2S–175, 2D–288 HIRL IAP, AD

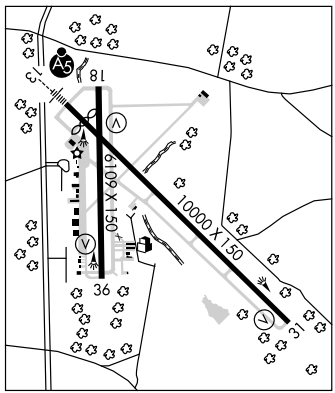
RWY 13: MALSR. Thld dsplcd 800′.

RWY 31: VASI(V4L)—GA 3.0° TCH 52′.

RWY 18–36: H6109X150 (ASPH–GRVD) S–95, D–155, 2S–175, 2D–280 MIRL

RWY 18: VASI(V4L)—GA 3.0° TCH 53′. Tree.

RWY 36: VASI(V4L)—GA 3.0° TCH 51′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	18–36	8100
RWY 36	13–31	4080

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–10000 TODA–10000 ASDA–10000 LDA–9200

RWY 18: TORA–6109 TODA–6109 ASDA–6109 LDA–6109

RWY 31: TORA–10000 TODA–10000 ASDA–9200 LDA–9200

RWY 36: TORA–6109 TODA–6109 ASDA–6109 LDA–6109

AIRPORT REMARKS: Attended 1200–0300Z‡. For fuel after hrs call 903–643–8748. When twr clsd ACTIVATE MALSR Rwy 13—CTAF. MIRL Rwy 18–36 not avbl when twr clsd. VASI Rwy 18, 36 and 31 opr continuously.

WEATHER DATA SOURCES: ASOS (903) 643–7028. LAWRS.

COMMUNICATIONS: CTAF 119.2 **ATIS** 119.65 **UNICOM** 122.95

GREGG RCO 122.2 (FORT WORTH RADIO)

Ⓡ **LONGVIEW APP/DEP CON** 128.75 124.675 (West at or blo 5000′) 118.25 (East at or blo 4000′) 133.1 (At or abv 4500′) 118.25 (1200–0400Z‡)

FORT WORTH CENTER APP/DEP CON 135.1 (0400–1200Z‡)

EASTEX TOWER 119.2 (1200–0400Z‡) **GND CON** 121.6

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

TRSA ctc **APP CON** within 30 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.

GREGG CO (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 127° 2.9 NM to fld. 320/7E. DME portion unusable 165°–235° beyond 25 NM below 2700′, 235′–280′ beyond 25 NM below 2300′.

VEELS NDB (LOM) 410 GG N32°27.34′ W94°47.86′ 128° 6.1 NM to fld.

ILS 109.5 I–GGG Rwy 13. Class IA. LOM VEELS NDB. Unmonitored when twr clsd.

LOUISE

FLYING V RANCH (T26) 1 SE UTC−6(−5DT) N29°06.50′ W96°23.93′ HOUSTON

60 NOTAM FILE CXO

RWY 14–32: 2990X80 (TURF)

RWY 14: Tree. **RWY 32:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 14 creek/ravine 10–15′ drop–off at thld E side of centerline.

COMMUNICATIONS: CTAF/UNICOM 122.8

LUBBI N33°39.76′ W101°43.39′ NOTAM FILE LBB. DALLAS–FT. WORTH

NDB (LOM) 272 LD 262° 5.0 NM to Lubbock Preston Smith Intl.

LOC I-GGG	APP CRS	Rwy Idg	9200
109.5	131°	TDZE	358
		Apt Elev	365

ILS or LOC RWY 13

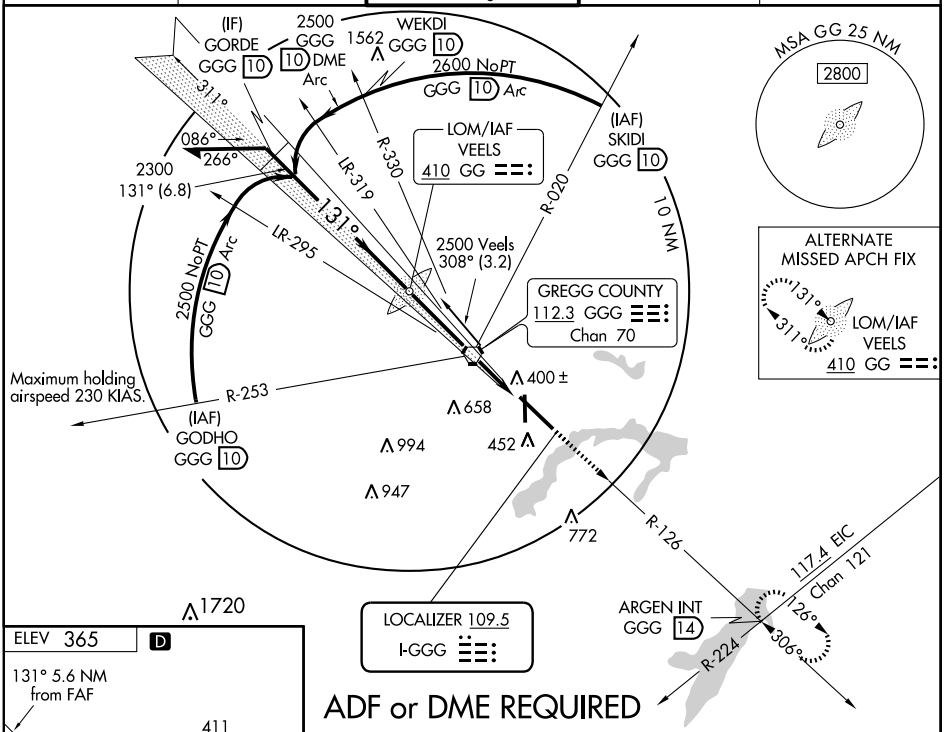
LONGVIEW/ EAST TEXAS RGNL (GGG)

For inoperative MALSR, increase S-ILS-13 Cat E visibility to RVR 4000, S-LOC-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and visibility S-LOC 13 and circling Cat D, E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase visibility S-ILS 13 all Cats to RVR 5000 and S-LOC 13 Cat E to 2. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

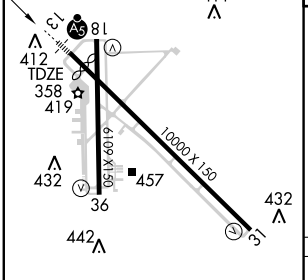
MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

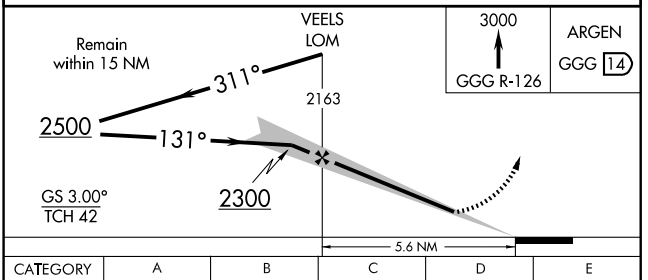
ATIS	LONGVIEW APP CON *	EASTEX TOWER *	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



ADF or DME REQUIRED



HIRL Rwy 13-31
MIRL Rwy 18-36



CATEGORY	A	B	C	D	E
S-ILS 13	*558/24 200 (200-½)				558/24 200 (200-½)
S-LOC 13	860/24 502 (500-½)		860/50 502 (500-1)		860/60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOM GG	APP CRS	Rwy Idg	9200
410	131°	TDZE	358
		Apt Elev	365

NDB RWY 13

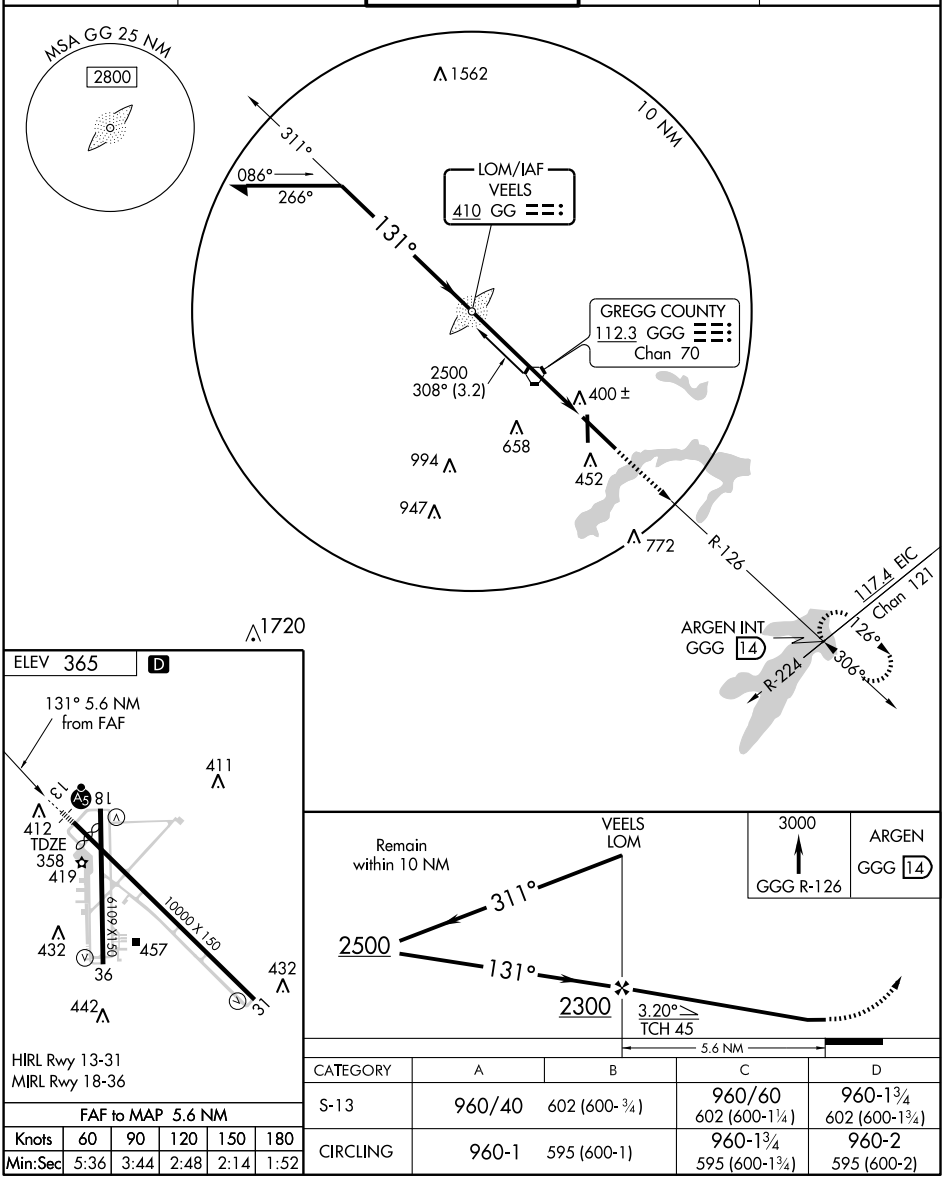
LONGVIEW/ EAST TEXAS RGNL (GGG)

When local altimeter setting not received use Gilmer altimeter setting and increase all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-13	960/40	602 (600-¾)	960/60 602 (600-1¼)	960-1¾ 602 (600-1¾)
CIRCLING	960-1	595 (600-1)	960-1¾ 595 (600-1¾)	960-2 595 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9200
CH 61100	131°	TDZE	358
W13A		Apt Elev	365

RNAV (GPS) RWY 13

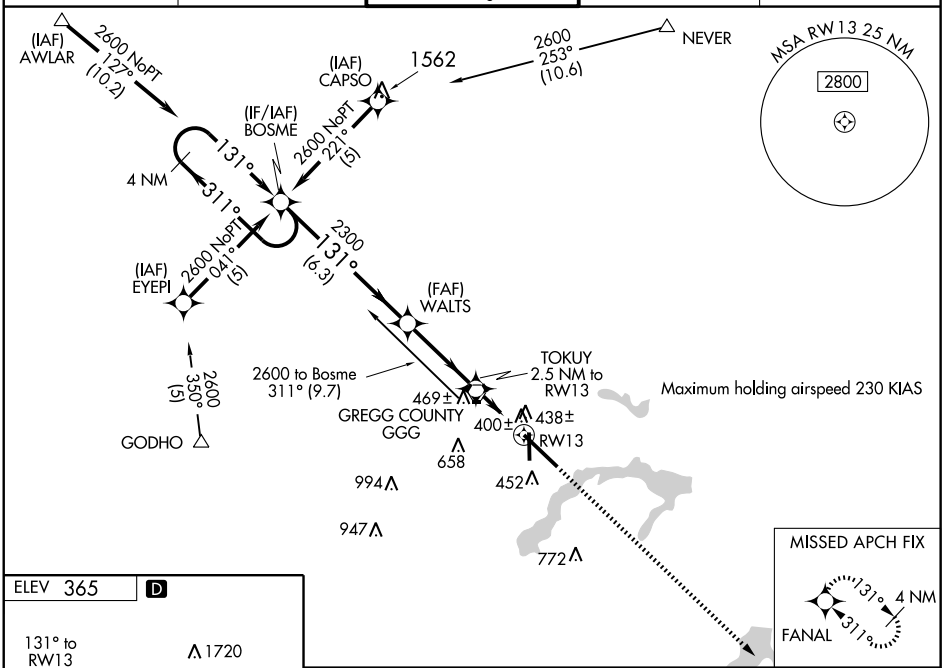
LONGVIEW/ EAST TEXAS RGNL (GGG)

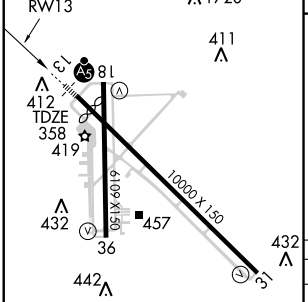
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cat E and circling Cat E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

MALSR

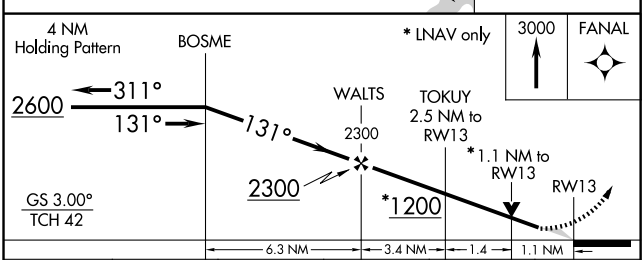
MISSED APPROACH: Climb to 3000 direct FANAL and hold.

ATIS	LONGVIEW APP CON*	EASTEX TOWER*	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95





HIRL Rwy 13-31
MIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LPV DA	612/24 254 (300-½)				
LNAV/VNAV DA	726/40 368 (400-¾)				
LNAV MDA	760/24 402 (400-½)		760/40 402 (400-¾)	760/50 402 (400-1)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6109
176°	TDZE	356
	Apt Elev	365

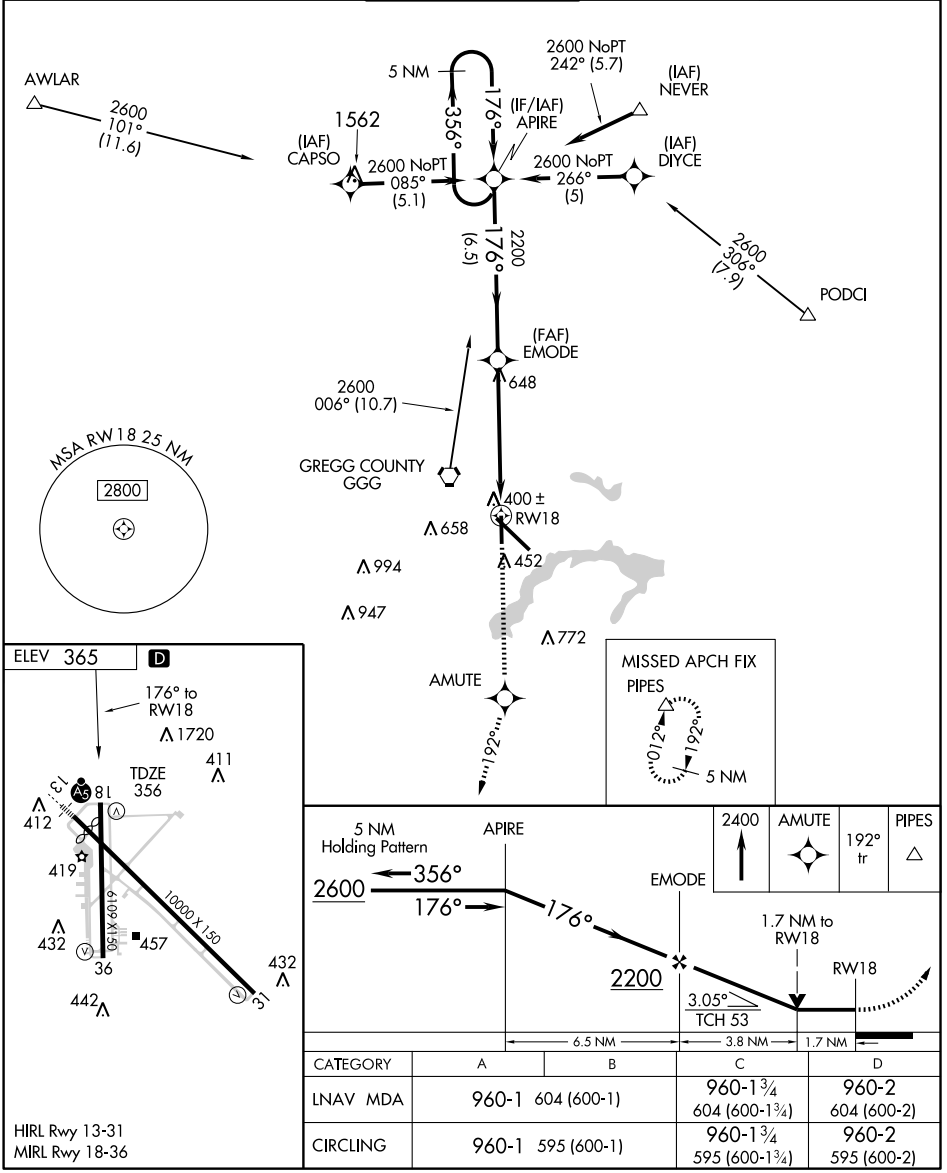
RNAV (GPS) RWY 18

LONGVIEW/ EAST TEXAS RGNL (GGG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct AMUTE and via 192° track to PIPES and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	960-1 604 (600-1)		960-1¾ 604 (600-1¾)	960-2 604 (600-2)
CIRCLING	960-1 595 (600-1)		960-1¾ 595 (600-1¾)	960-2 595 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9200
CH 53504	311°	TDZE	354
W31A		Apt Elev	365

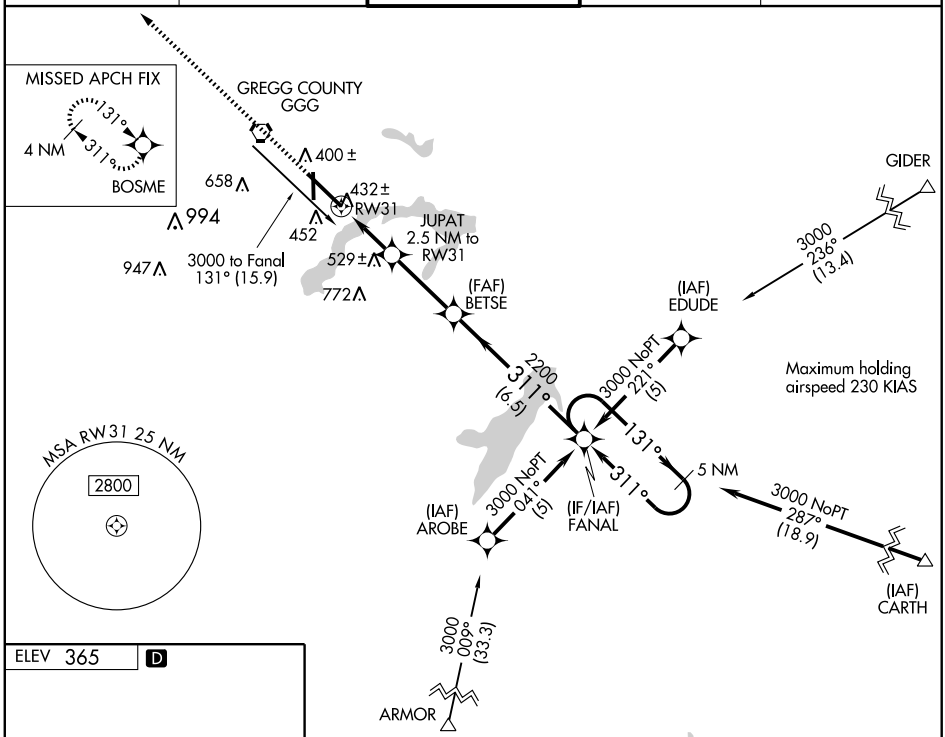
RNAV (GPS) RWY 31

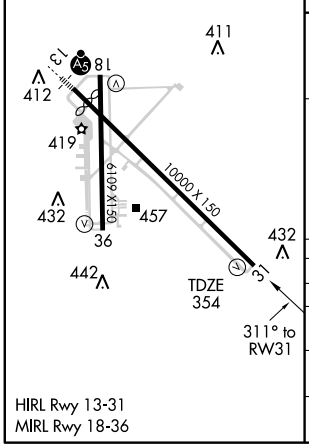
LONGVIEW/ EAST TEXAS RGNL (GGG)

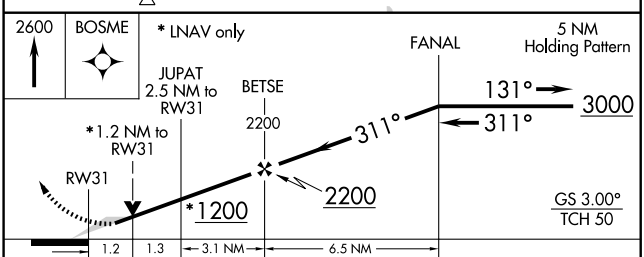
Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct BOSME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	604-¾ 250 (300-¾)				
LNAV/VNAV DA	682-1¼ 328 (400-1¼)				
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6109
356°	TDZE	365
	Apt Elev	365

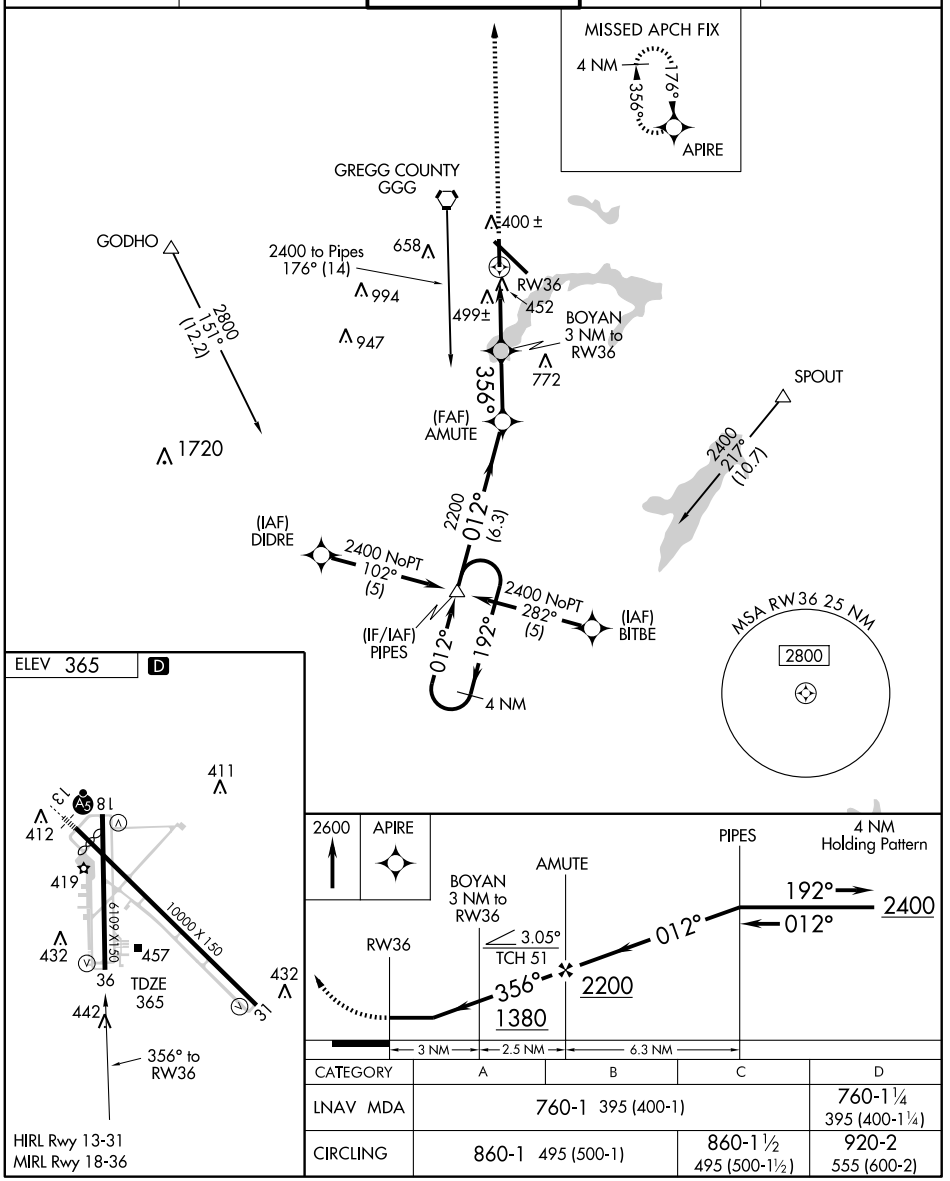
RNAV (GPS) RWY 36

LONGVIEW/ EAST TEXAS RGNL (GGG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	760-1 395 (400-1)			760-1¼ 395 (400-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GGG 112.3 Chan 70	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 365

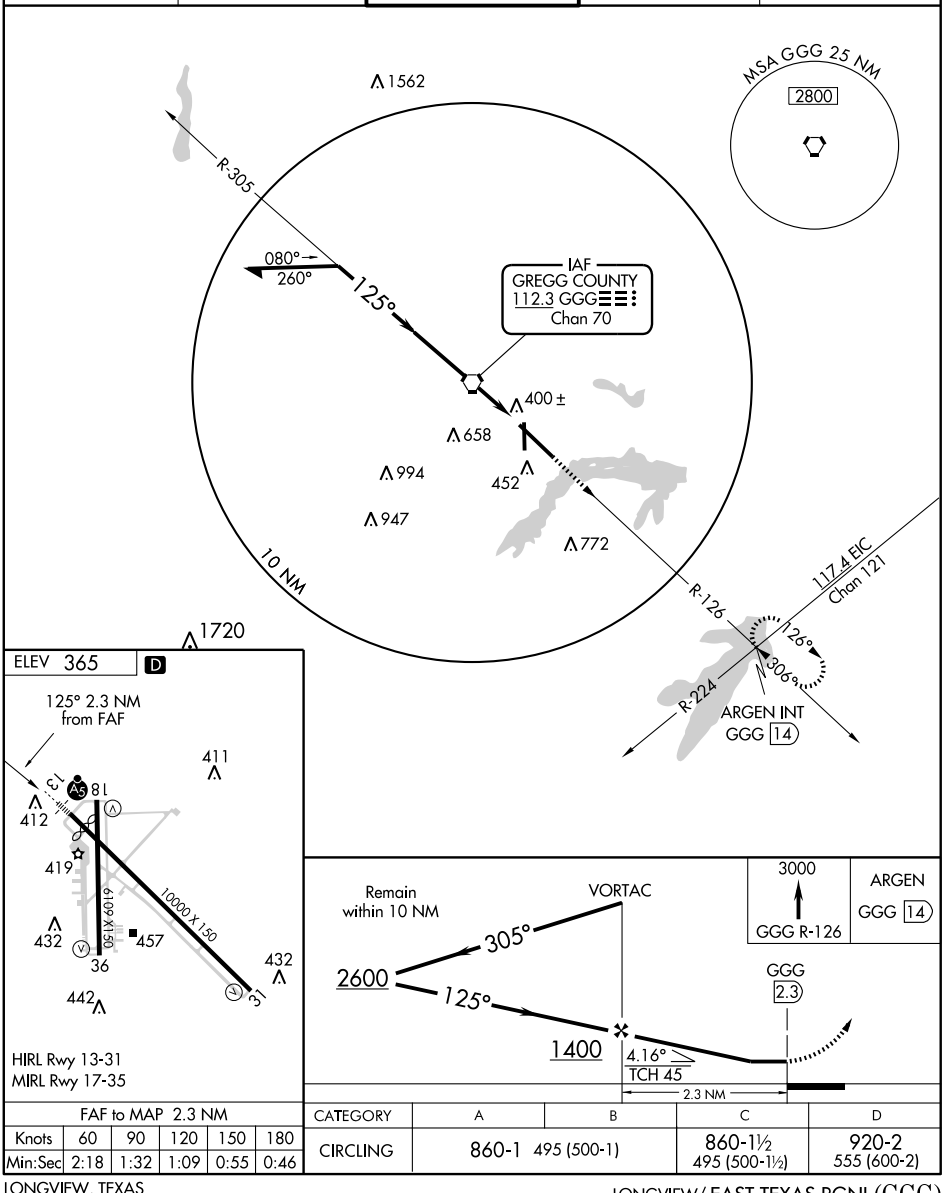
VOR-A

LONGVIEW/ EAST TEXAS RGNL (GGG)

When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GGG 112.3 Chan 70	APP CRS 125°	Rwy Idg 9200 TDZE 358 Apt Elev 365

VOR/DME or TACAN RWY 13

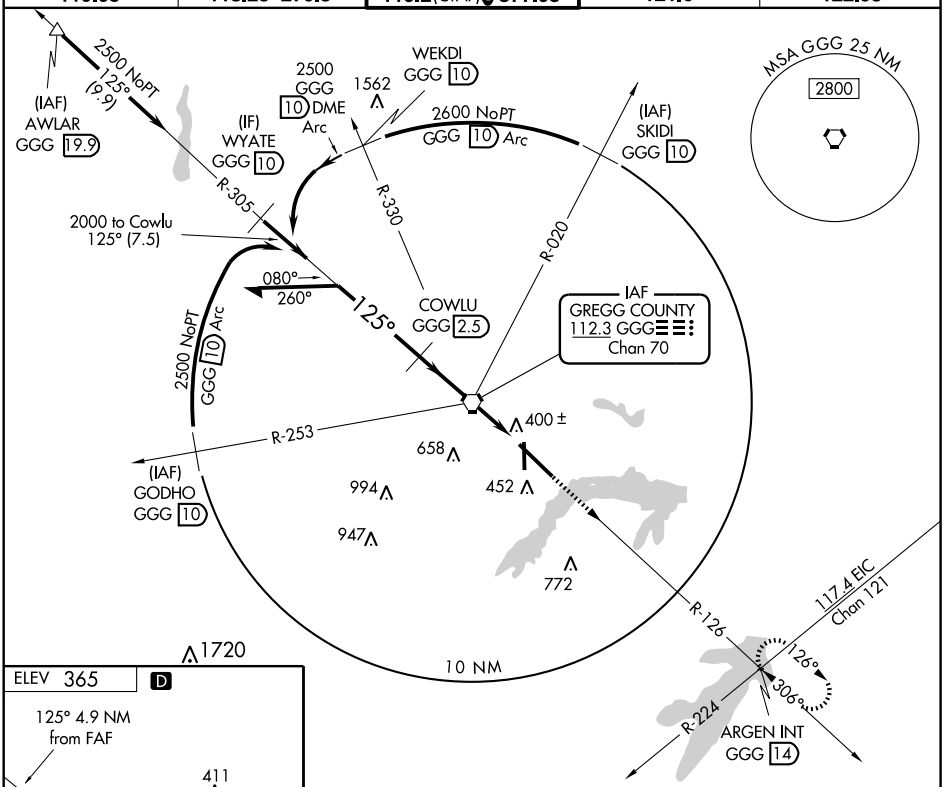
LONGVIEW/ EAST TEXAS RGNL (GGG)

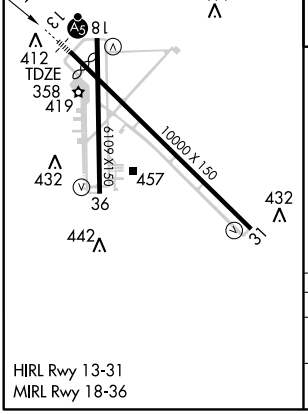
For inoperative MALSR, increase S-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALSR when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles.

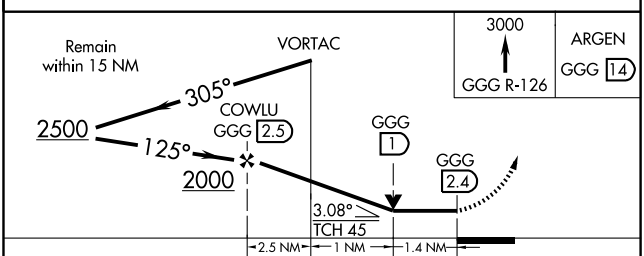
MALSR

MISSED APPROACH: Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-13	860/24 502 (500-½)		860/50 502 (500-1)		860-60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GGG	APP CRS	Rwy Idg	9200
112.3	306°	TDZE	354
Chan 70		Apt Elev	365

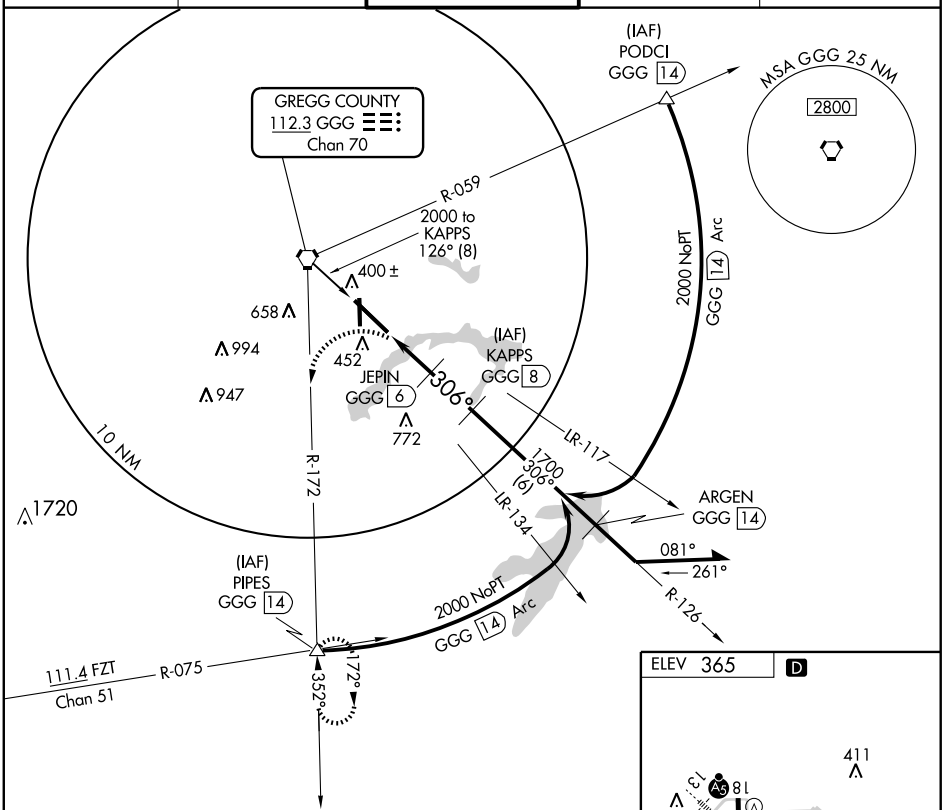
VOR/DME or TACAN RWY 31

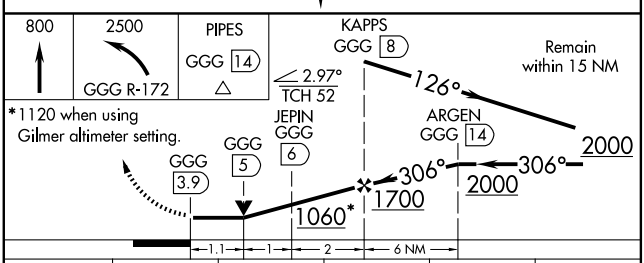
LONGVIEW/ EAST TEXAS RGNL (GGG)

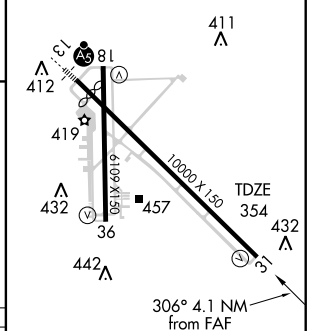
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cat E visibility ¼ mile. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-31	740-1 386 (400-1)			740-1¼ 386 (400-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 17-35

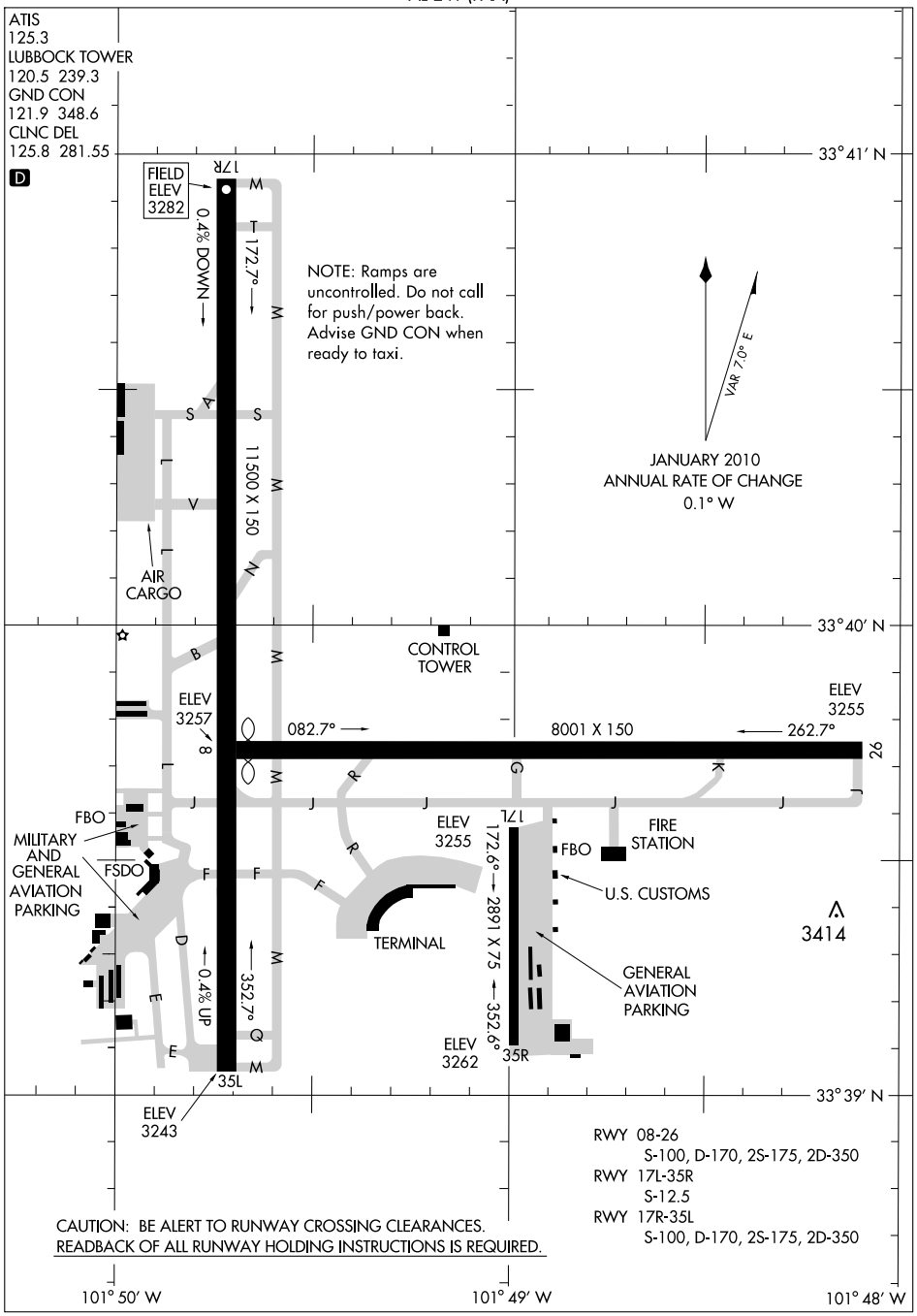
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS



SC-2, 26 AUG 2010 to 23 SEP 2010

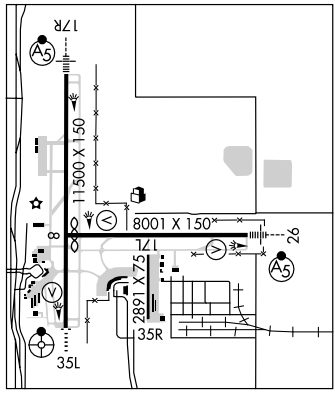
AIRPORT DIAGRAM

LUBBOCK, TEXAS
LUBBOCK PRESTON SMITH INTL (LBB)

10210

LUBBOCK

LUBBOCK PRESTON SMITH INTL (LBB) 4 N UTC−6(−5DT) N33°39.82′ W101°49.37′ DALLAS–FT. WORTH
3282 B S4 **FUEL** 100LL, JET A, A1 + OX 1, 2, 3, 4 LRA Class I, ARFF Index C H–6G, L–6H
NOTAM FILE LBB IAP, AD



RWY 17R–35L: H11500X150 (CONC–GRVD) S–100, D–170, 2S–175, 2D–350 HIRL
RWY 17R: MALSR. Rgt tfc. 0.4% down.
RWY 35L: ODALS. VASI(V4L)—GA 3.0° TCH 54′. 0.4% up.
RWY 08–26: H8001X150 (CONC–GRVD) S–100, D–170, 2S–175, 2D–350 HIRL
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 200′. Rgt tfc.
RWY 26: MALSR. VASI(V4L)—GA 3.0° TCH 45′.
RWY 17L–35R: H2891X75 (ASPH) S–12.5
RWY 35R: Road. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–8001 TODA–8001 ASDA–8001 LDA–7801
RWY 17L: TORA–2891 TODA–2891 ASDA–2891 LDA–2891
RWY 17R: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 26: TORA–8001 TODA–8001 ASDA–8001 LDA–8001
RWY 35L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 35R: TORA–2891 TODA–2891 ASDA–2891 LDA–2891
AIRPORT REMARKS: Attended continuously. Numerous birds on and invof arpt. PAEW adjacent Rwy 08–26 and Rwy 17R–35L. Passenger terminal ramp access restricted to air carriers and others with prior permission call 806–775–2044. Rwy 17L–35R restricted to general aviation acft 12,500 lbs or less. Rwy 17L–35R, Twy A, Twy B, Twy D, Twy E and Twy G not avbl for air carrier acft with over 9 passenger seats. Twy A, Twy B, Twy D, Twy E and Twy G restricted to acft weighing less than 50,000 lbs. East ramp delineated taxilane and apron area rstd to 120,000 lbs dual tandem acft, 89,000 lbs dual single wheel acft and 60,000 lbs and single wheel acft. All other east ramp pavements rstd to acft less than 12,500 lbs single wheel acft. Rwy 26 runway visual range touchdown avbl. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (806) 747–7217. **HIWAS** 109.2 LBB. WSP.
COMMUNICATIONS: ATIS 125.3 **UNICOM** 122.95
RCO 122.55 (FORT WORTH RADIO)
Ⓡ **APP CON** 119.9 (West of Rwy 17R/35L) 119.2 (East of Rwy 17R/35L)
TOWER 120.5 **GND CON** 121.9 **CLNC DEL** 125.8
Ⓡ **DEP CON** 119.9 (West of Rwy 17R/35L) 119.2 (East of Rwy 17R/35L) 124.45
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
(L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 107° 5.2 NM to fld. 3310/11E. **HIWAS.**
VOR portion unusable 140°–190° byd 20 NM blo 5,100′.
POLLO NDB (LOM) 219 LB N33°44.26′ W101°49.76′ 167° 4.5 NM to fld.
LUBBI NDB (LOM) 272 LD N33°39.76′ W101°43.39′ 262° 5.0 NM to fld.
ILS/DME 111.7 I–LBB Chan 54 Rwy 17R. Class IA. LOM POLLO NDB.
LOC BC unusable byd 20° right of course.
ILS 111.9 I–LDT Rwy 26. Class IE. LOM LUBBI NDB.
ASR

TOWN AND COUNTRY AIRPARK (F82) 5 S UTC−6(−5DT) N33°29.14′ W101°48.76′ DALLAS–FT. WORTH
3200 B S4 **FUEL** 100LL, JET A TPA—4200(1000) NOTAM FILE FTW L–6H
RWY 17–35: H3500X70 (ASPH) S–13 LIRL
RWY 07–25: 1500X110 (TURF)
RWY 07: P–line.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs with major credit card. Rwy 17 road located at thld. Farm equipment ops AER 17, Rwy 25 and Rwy 35. LIRL Rwy 17–35 preset low ints, to incr ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 148° 14.1 NM to fld. 3310/11E.
HIWAS.

HI-ILS or LOC RWY 17R

LOC I-LBB 111.7 Chan 54	APCH CRS 171°	Rwy ldg 11,500 TDZE 3282 Arpt Elev 3282

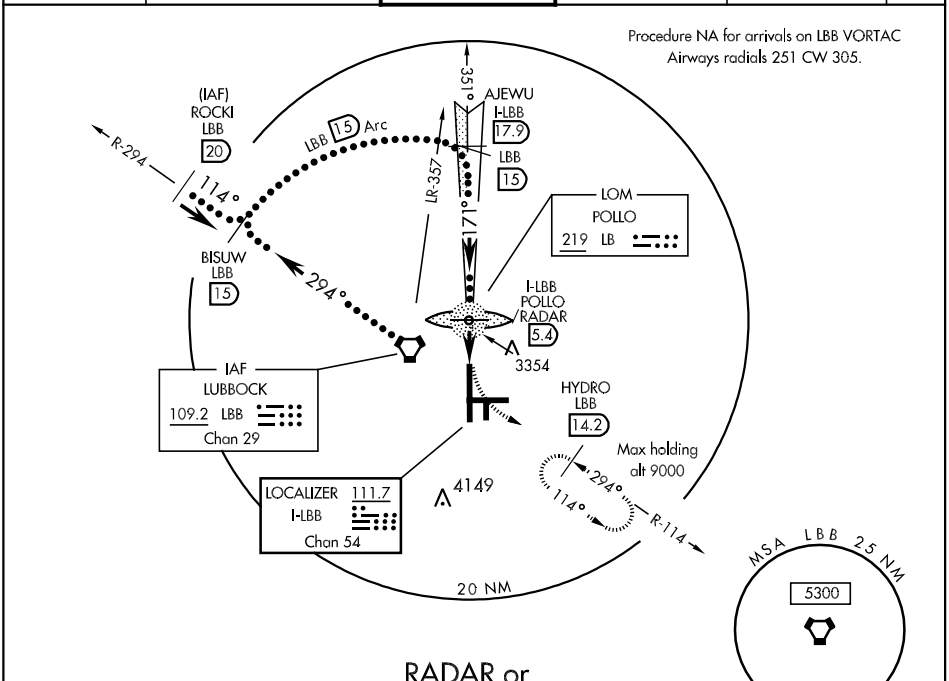
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

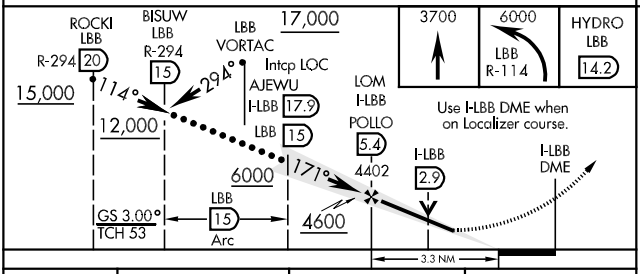
MALSR (A5)

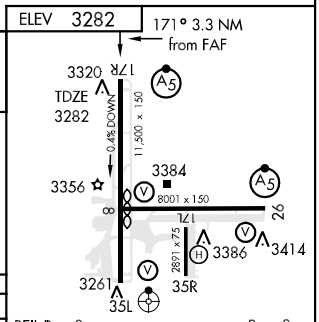
MISSED APPROACH: Climb to 3700, then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO (LBB 14.2 DME) and hold, continue climb in hold to 6000.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300





CATEGORY	C	D	E
S-ILS 17R *	3482/24 200 (200-½)		
S-LOC 17R**	3620/24 338 (400-½)	3620/40 338 (400-¾)	
CIRCLING	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

FAF to MAP 3.3 NM

Knots	120	140	160	180	200
Min:Sec	1:39	1:25	1:14	1:06	0:59

SC-2, 26 AUG 2010 to 23 SEP 2010

HI-LOC/DME BC RWY 35L

LOC I-LBB 111.7 Chan 54	APCH CRS 351°	Rwy ldg 11,500 TDZE 3253 Arpt Elev 3282

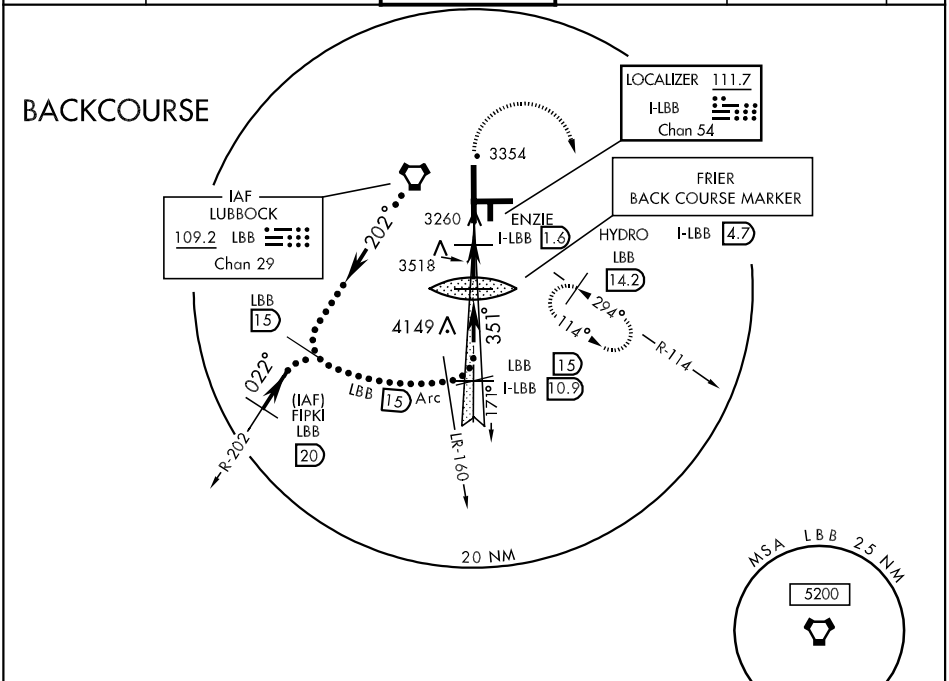
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* When ODALS inop, increase CAT C vis to 1 mile. Use I-LBB DME when on Localizer course

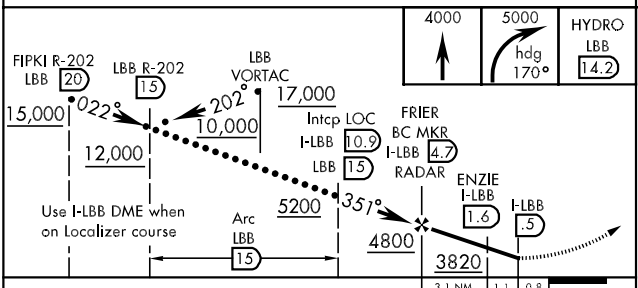
ODALS

MISSED APPROACH: Climb to 4000, then climbing right turn to 5000 via Hdg 170° and LBB VORTAC R-114 to HYDRO INT (LBB 14.2 DME) and hold.

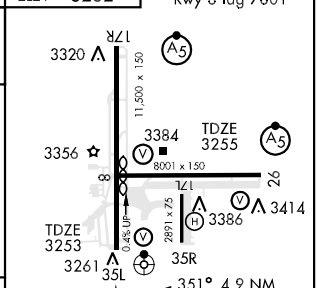
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 ldg 7801'



FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

CATEGORY	C	D	E
S-35L *	3560-¾ 307 (300-¾)	3560-1 307 (300-1)	
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 26

VORTAC LBB 109.2 Chan 29	APCH CRS 282°	Rwy ldg 8001 TDZE 3255 Arpt Elev 3282

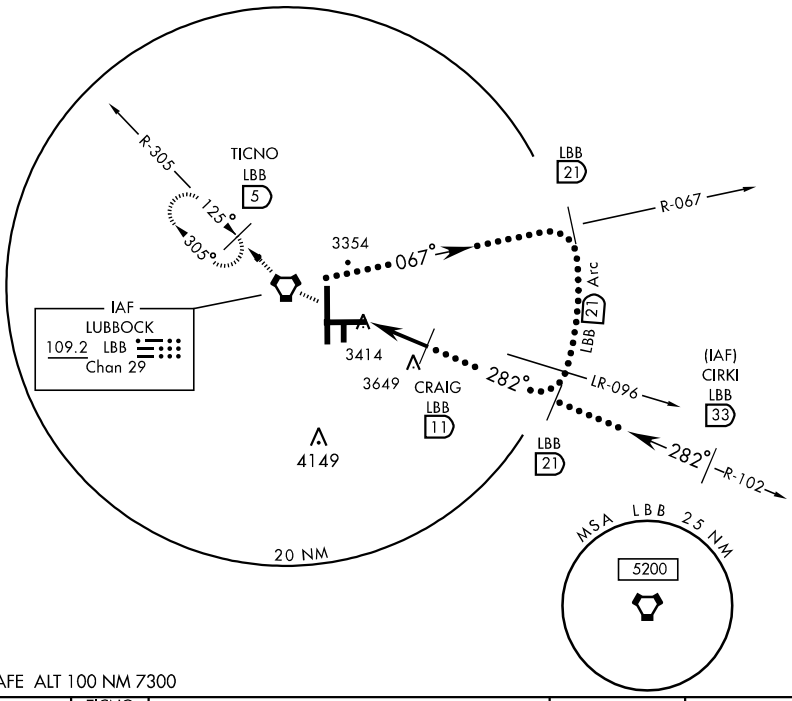
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* Inoperative Table does not apply.

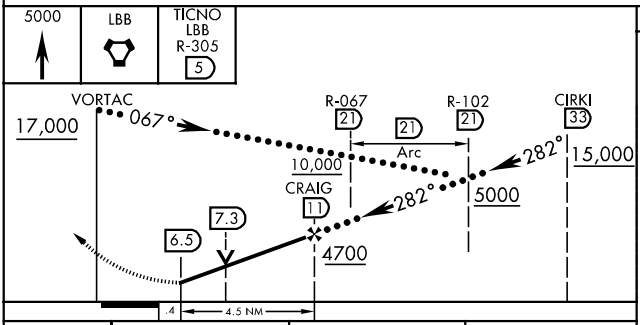
MALSR (A5)

MISSED APPROACH: Climb to 5000 direct LBB VORTAC and via LBB R-305 to TICNO (LBB 5 DME) and hold.

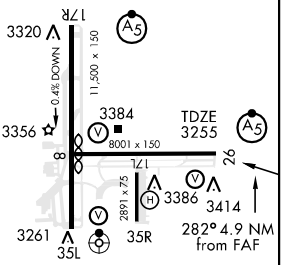
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 ldg 7801'



CATEGORY	C	D	E
S-26 *	3680-1¼ 425 (400-1¼)		3680-1½ 425 (400-1½)
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

REIL Rwy 8
HIRL Rwy 8-26 and 17R-35L

HI-VOR/DME or TACAN RWY 26

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LBB	APP CRS	Rwy Idg 11500
109.5	171°	TDZE 3282
Chan 32		Apt Elev 3282

ILS or LOC RWY 17R

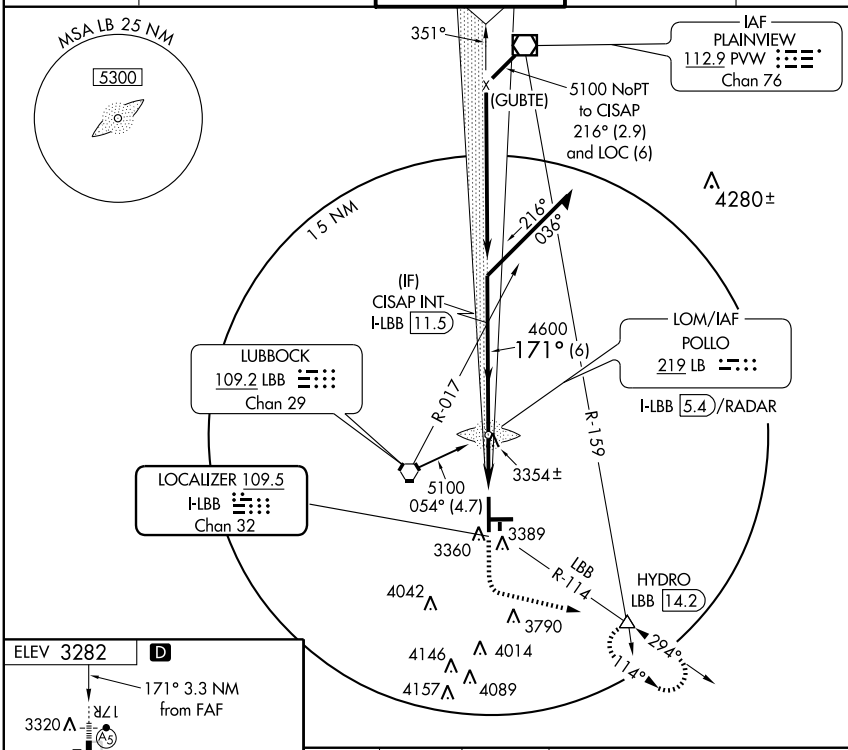
LUBBOCK PRESTON SMITH INTL (LBB)

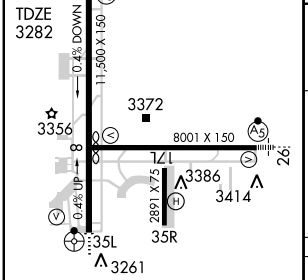
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, increase S-LOC 17R Cat D visibility to RVR 5000, and Cat E visibility to 6000.

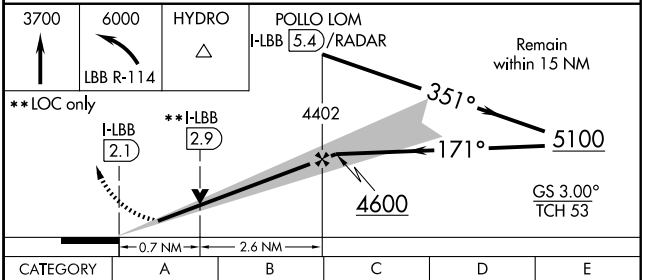
MALSR

MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO Int/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D	E
S-ILS 17R	*3482/24 200 (200-½)				
S-LOC 17R	3620/24 338 (400-½)			3620/40 338 (400-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-LDT	APP CRS	Rwy Idg	8001
111.9	261°	TDZE	3256
		Apt Elev	3282

ILS or LOC RWY 26

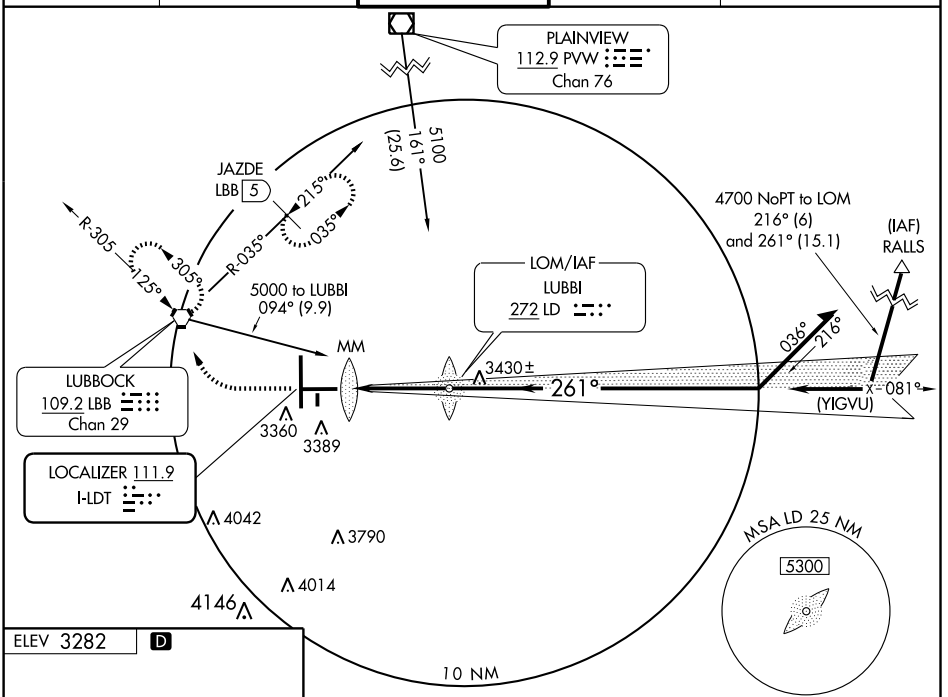
LUBBOCK PRESTON SMITH INTL (LBB)

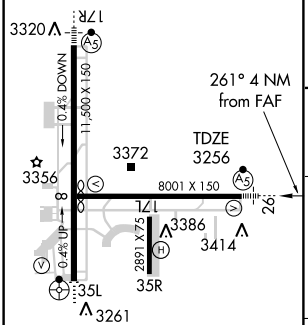
T A ASR — For inoperative MALSR increase S-LOC Cat D and E visibility to RVR 5000, S-ILS Cat E to RVR 4000.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

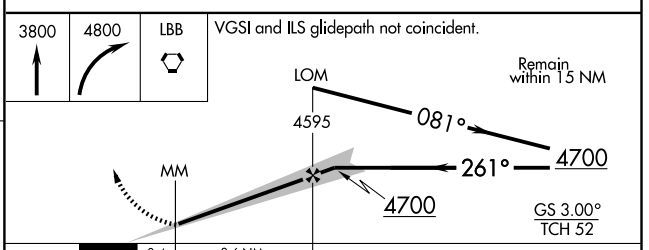
MISSED APPROACH: Climb to 3800, then climbing right turn to 4800 direct LBB VORTAC and hold. (TACAN aircraft climb to 3800, then climbing right turn to 5100 via heading 300° and LBB R-035 to JAZDE Int / 5 DME and hold NE, left turn, 215° inbound).

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



FAF to MAP	4 NM				
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-ILS 26	* 3456/24 200 (200-½)				
S-LOC 26	3560/24 304 (300-½)			3560/40 304 (300-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-LBB	APP CRS	Rwy Idg	11500
109.5	351°	TDZE	3254
Chan 32		Apt Elev	3282

LOC BC RWY 35L

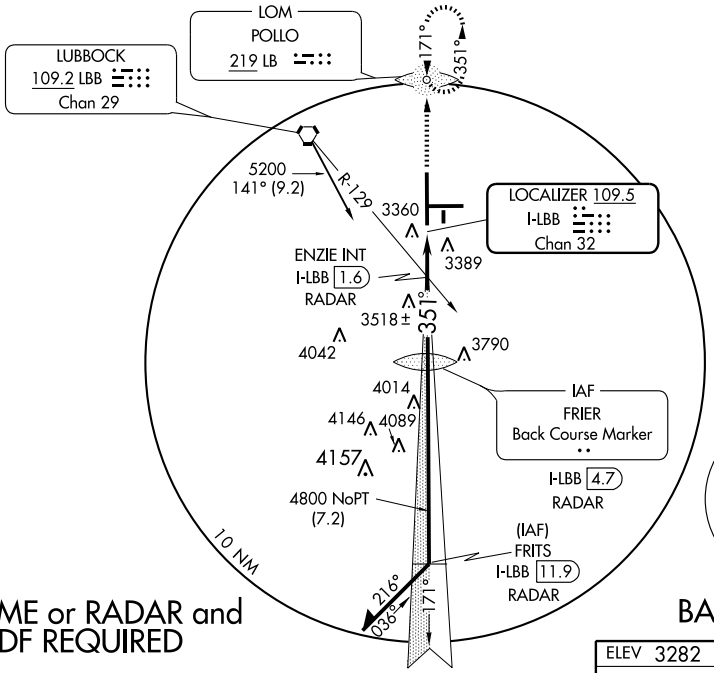
LUBBOCK PRESTON SMITH INTL (LBB)

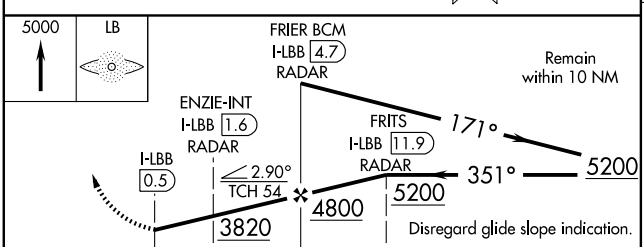
ASR

ODALS

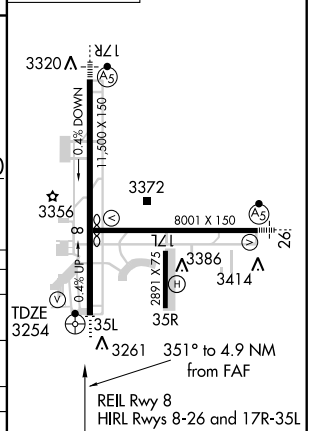
MISSED APPROACH: Climb to 5000 direct POLLO LOM and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D
S-LOC 35L	3820-¾ 566 (600-¾)		3820-1½ 566 (600-1½)	3820-1¾ 566 (600-1¾)
CIRCLING	3820-1 538 (600-1)		3820-1½ 538 (600-1½)	3840-2 558 (600-2)
ENZIE FIX MINIMUMS				
S-LOC 35L	3560-¾ 306 (300-¾)			3560-1 306 (300-1)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 97327 W08A	APP CRS 081°	Rwy Idg 7801 TDZE 3256 Apt Elev 3282

RNAV (GPS) RWY 8

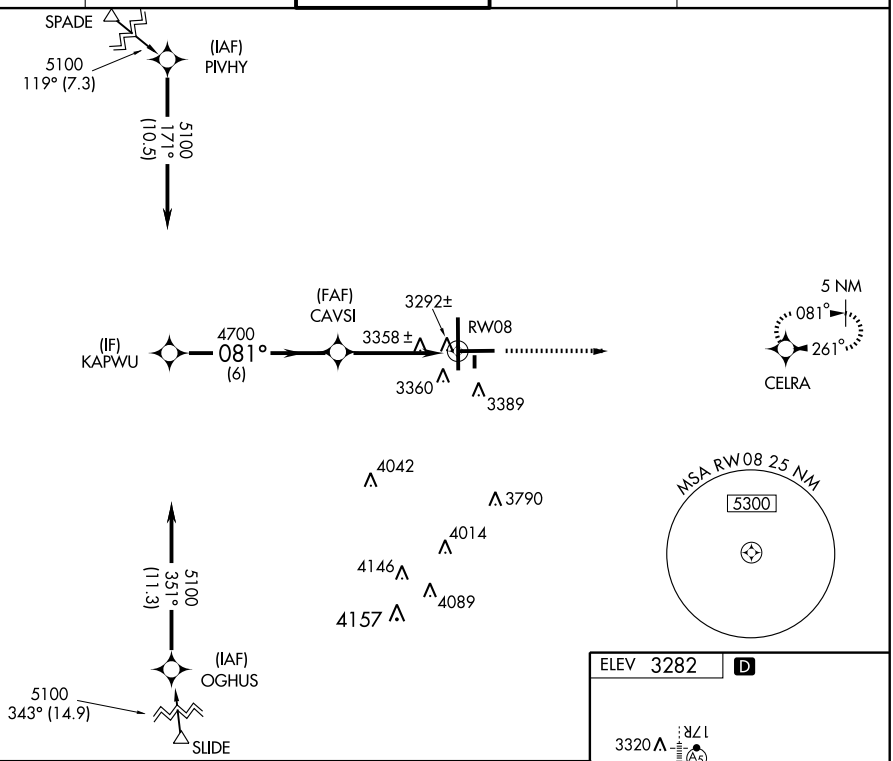
LUBBOCK PRESTON SMITH INTL (LBB)

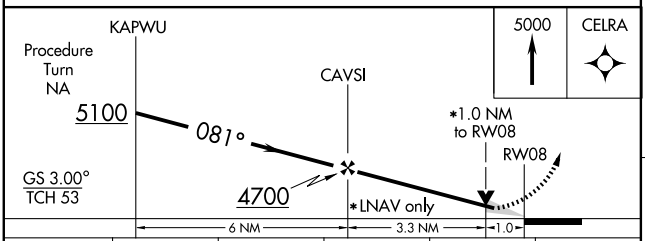
T A ASR

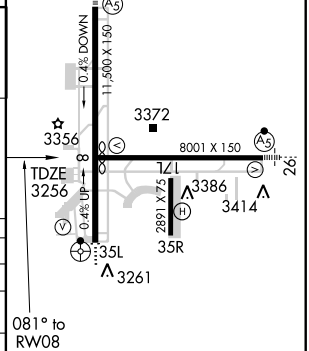
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -21°C (-5°F).

MISSED APPROACH: Climb to 5000 direct CELRA and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3507-¾ 250 (300-¾)				
LNAV/VNAV DA	3633-1¼ 376 (400-1¼)				
LNAV MDA	3620-1 363 (400-1)			3620-1¼ 363 (400-1¼)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40028 W17A	APP CRS 171°	Rwy Idg 11500 TDZE 3282 Apt Elev 3282

RNAV (GPS) RWY 17R

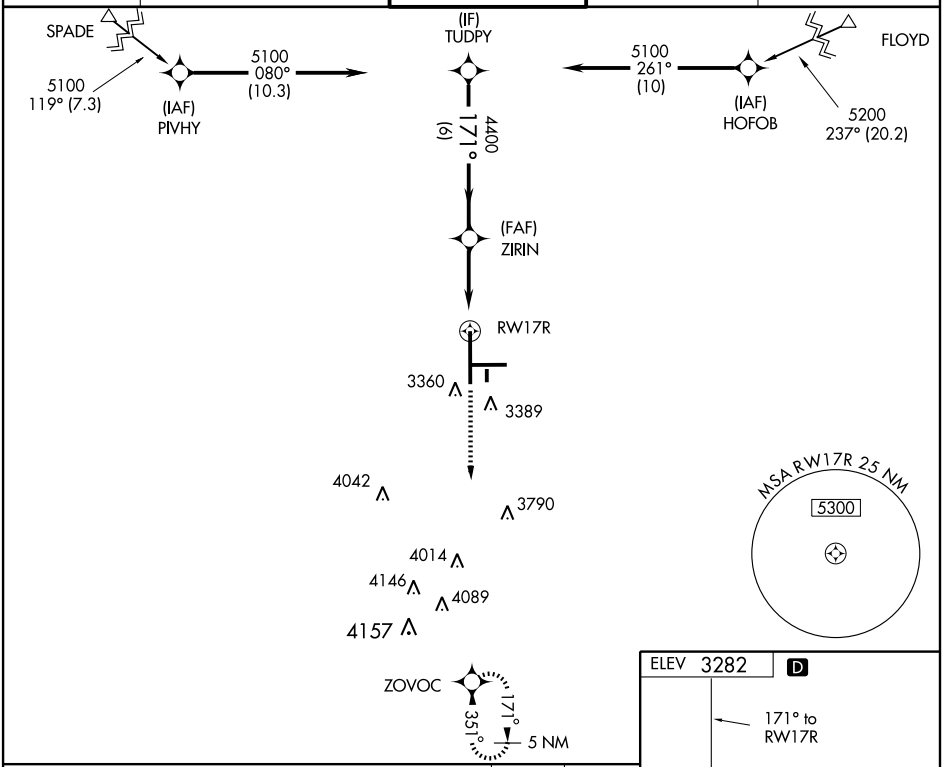
LUBBOCK PRESTON SMITH INTL (LBB)

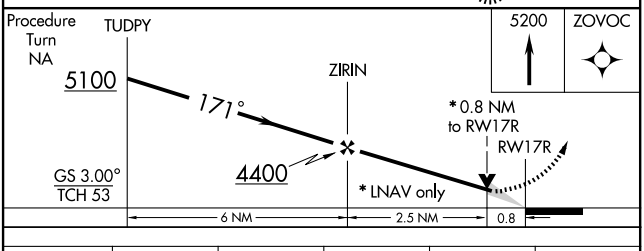
T A ASR — Baro-VNAV NA below -21°C (-6°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cats A,B to RVR 5000. Inoperative table does not apply to LNAV Cats D,E.

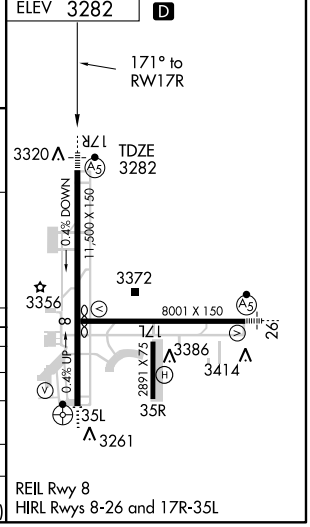
MALSR

MISSED APPROACH: Climb to 5200 direct ZOVOC and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3532/24 250 (300-½)				
LNAV/VNAV DA	3570/24 288 (300-½)			3570/40 288 (300-¾)	
LNAV MDA	3580/24 298 (300-½)			3580/50 298 (300-1)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8001
CH 45528	261°	TDZE	3256
W26A		Apt Elev	3282

RNAV (GPS) RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

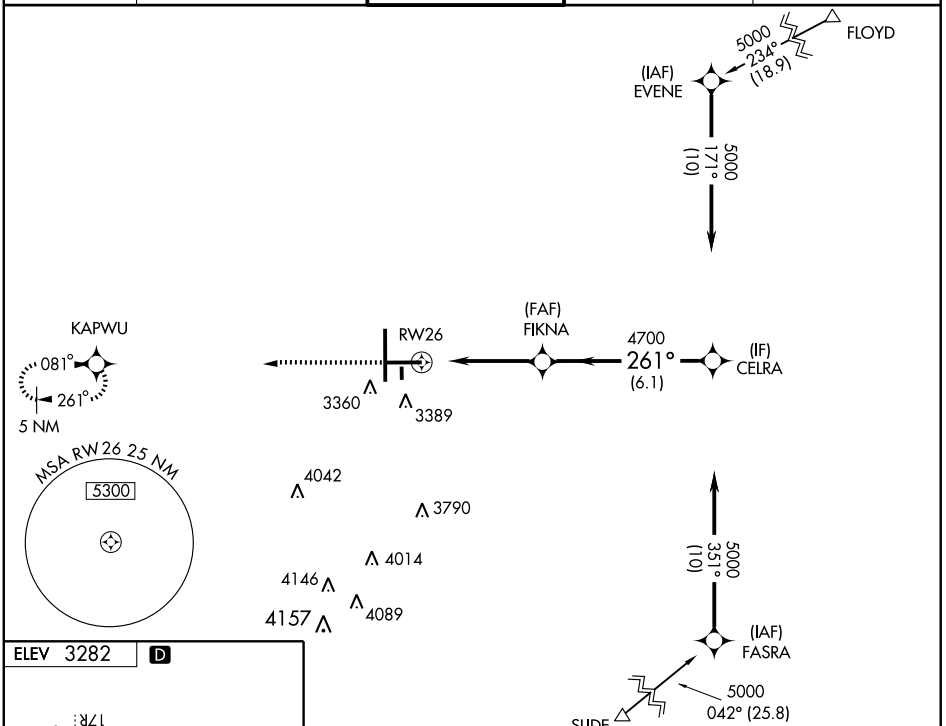
ASR

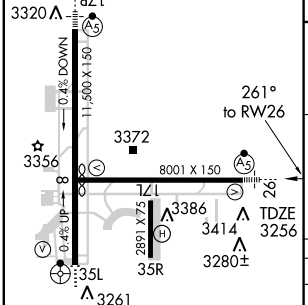
Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

MALSR

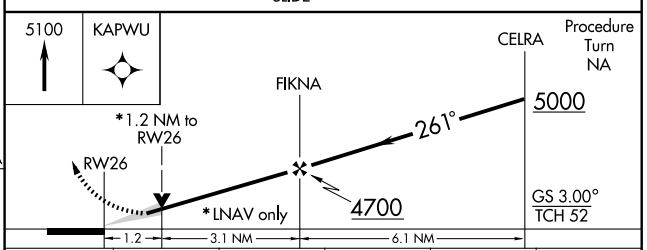
MISSED APPROACH: Climb to 5100 direct KAPWU and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
LPV DA	3506/24 250 (300-½)				
LNAV/VNAV DA	3609/40 353 (400-¾)				
LNAV MDA	3680/24 424 (500-½)		3680/40 424 (500-¾)	3680/50 424 (500-1)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 50128 W35A	APP CRS 351°	Rwy Idg 11500 TDZE 3254 Apt Elev 3282

RNAV (GPS) RWY 35L

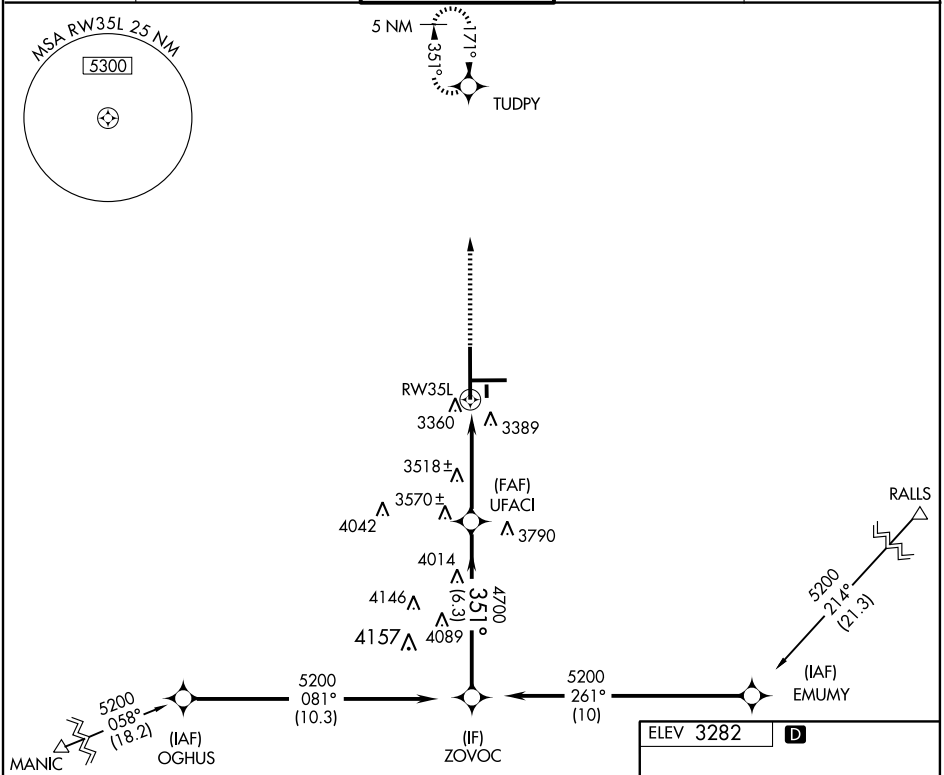
LUBBOCK PRESTON SMITH INTL (LBB)

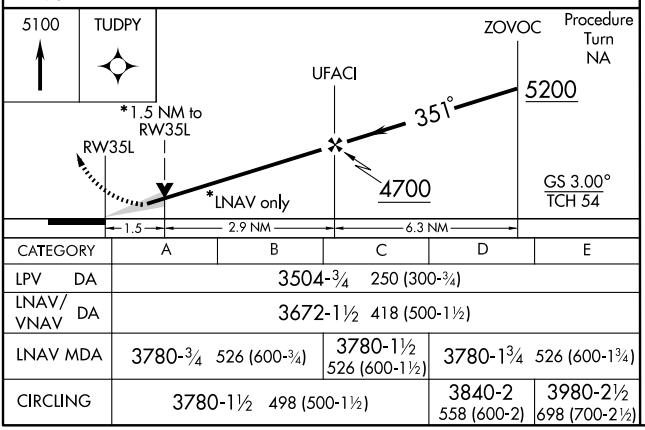
T A ASR — Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C.

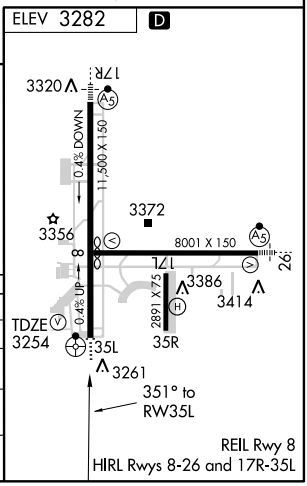
ODALS

MISSED APPROACH: Climb to 5100 direct TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3504-¾ 250 (300-¾)				
LNAV/VNAV DA	3672-1½ 418 (500-1½)				
LNAV MDA	3780-¾ 526 (600-¾)		3780-1½ 526 (600-1½)	3780-1¾ 526 (600-1¾)	
CIRCLING	3780-1½ 498 (500-1½)			3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR LBB 109.2 Chan 29	APP CRS 112°	Rwy Idg N/A TDZE N/A Apt Elev 3282

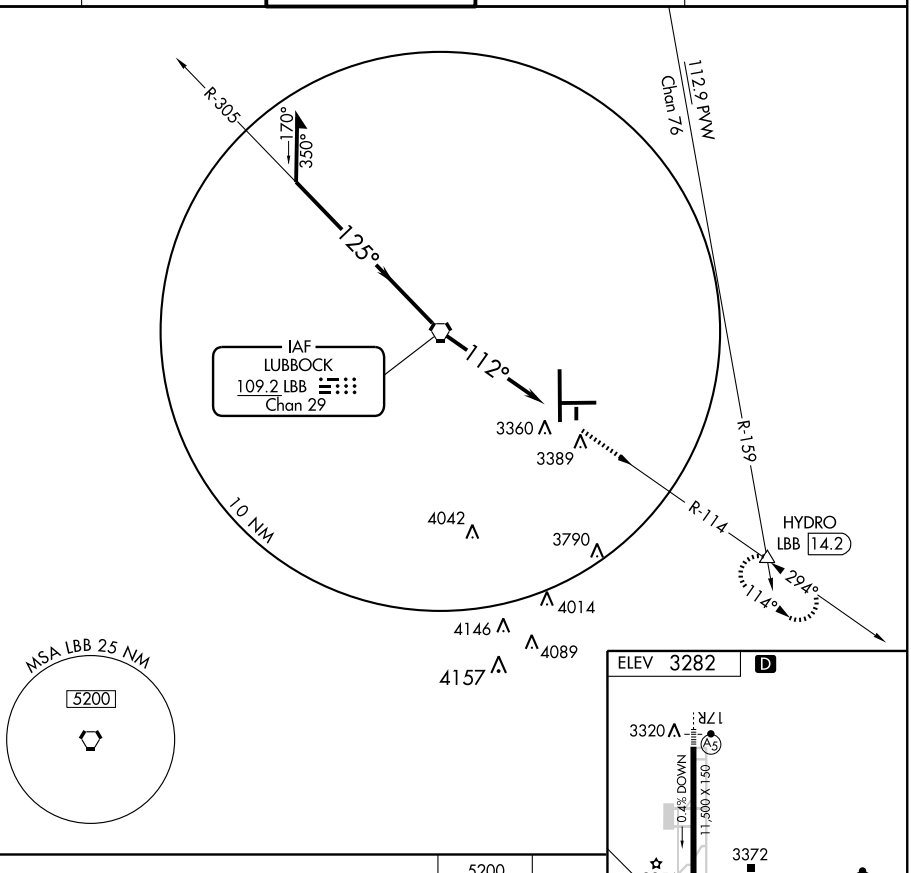
VOR-A

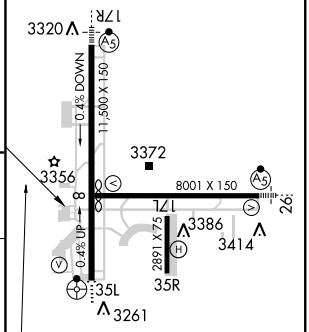
LUBBOCK PRESTON SMITH INTL (LBB)

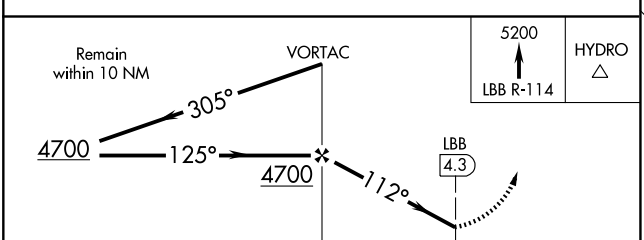
ASR

MISSED APPROACH: Climb to 5200 via LBB R-114 to HYDRO Int and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

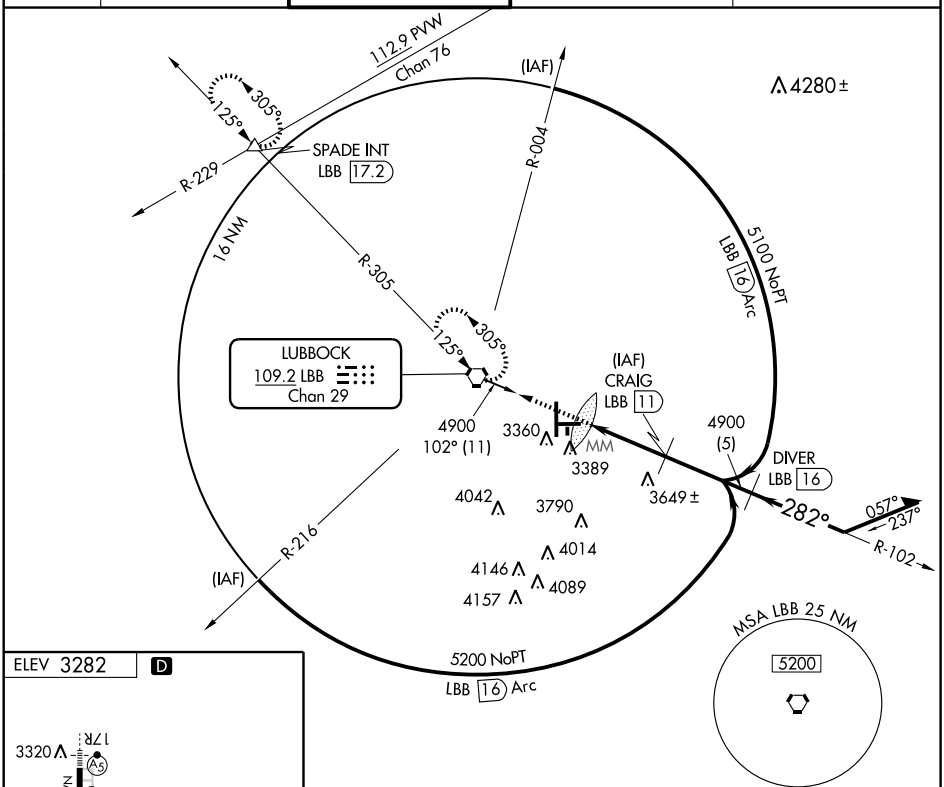
VOR LBB 109.2 Chan 29	APP CRS 282°	Rwy Idg 8001 TDZE 3256 Apt Elev 3282

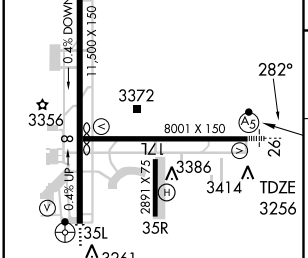
VOR/DME or TACAN RWY 26

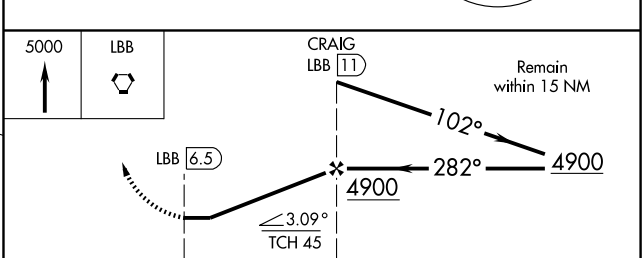
LUBBOCK PRESTON SMITH INTL (LBB)

ASR	MALSR	MISSED APPROACH: Climb to 5000 direct LBB VORTAC and hold. (TACAN equipped aircraft continue via R-305 to SPADE and hold. Hold NW, left turns 125° inbound.)
Inoperative table does not apply.		

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
S-26	3680-1 424 (400-1)		3680-1¼ 424 (400-1¼)		3680-1½ 424 (400-1½)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LUFKIN

ANGELINA CO (LFK) 7 SW UTC−6(−5DT) N31°14.04′ W94°45.00′ HOUSTON

296 B S4 **FUEL** 100LL, JET A+ 0X 1 NOTAM FILE LFK H–6I, L–19E, 21A

RWY 07–25: H5398X100 (ASPH) S–60, D–90 MIRL IAP

RWY 07: MALSR.

RWY 25: PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 15–33: H4309X100 (ASPH) S–30 MIRL 0.4% up NW

RWY 15: VASI(V4L)—GA 3.0° TCH 48′. Tree.

RWY 33: VASI(V4L)—GA 3.0° TCH 55′. Thld dsplcd 105′. Trees.

AIRPORT REMARKS: Attended daylight hours. Svc fee charged for fuel after 0100Z‡. MIRL Rwy 07–25 and Rwy 15–33 preset medium ints to incr ints. ACTIVATE CTAF. ACTIVATE MALSR Rwy 07—CTAF. PAPI Rwy 25, VASI Rwy 15 and Rwy 33 opr continuously. NOTE: See Special Notice–Houston ARTCC

WEATHER DATA SOURCES: ASOS 120.625 LFK (936) 637–9420. **HIWAS** 112.1 LFK.

COMMUNICATIONS: CTAF/UNICOM 123.0

LUFKIN RCO 122.2 (MONTGOMERY COUNTY RADIO)

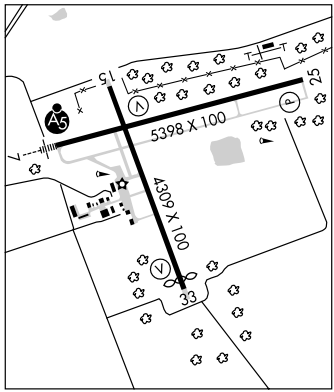
HOUSTON CENTER APP/DEP CON 125.175

RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.

LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 333° 4.6 NM to fld. 200/5E. **HIWAS.**

FLUFY NDB (LOM) 350 LF N31°13.13′ W94°49.51′ 071° 4.0 NM to fld. Unmonitored.

ILS 111.3 I–LFK Rwy 07. Class IB. LOM FLUFY NDB. ILS unmonitored.



LUFKIN N31°09.74′ W94°43.02′ NOTAM FILE LFK. HOUSTON

(H) VORTACW 112.1 LFK Chan 58 333° 4.6 NM to Angelina Co. 200/5E. **HIWAS.** H–6I, L–19E, 21A

DME unusable 275°–260° byd 30 NM blo 2,500′, 260°–275° byd 30 NM.

RCO 122.2 (MONTGOMERY COUNTY RADIO)

LULING

THE CARTER MEM (T91) 3 N UTC−6(−5DT) N29°43.70′ W97°39.57′ SAN ANTONIO

475 B NOTAM FILE SJT L–19C, 21A

RWY 17–35: H2790X45 (ASPH) S–11 LIRL (NSTD)

RWY 17: P–line. **RWY 35:** Trees.

AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD LIRL. Lgts 95′ outboard from rwy centerline. Rotating bcn OTS indef. LIRL Rwy 17–35 OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.

CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 184° 39.5 NM to fld. 593/6E.

MADISON N33°54.64′ W98°27.28′ NOTAM FILE SPS. DALLAS–FT WORTH

NDB (MHW) 296 ICF 203° 3.5 NM to Kickapoo Downtown. L–17B

LOC I-LFK	APP CRS	Rwy Idg	5398
111.3	070°	TDZE	286
		Apt Elev	296

ILS or LOC RWY 7

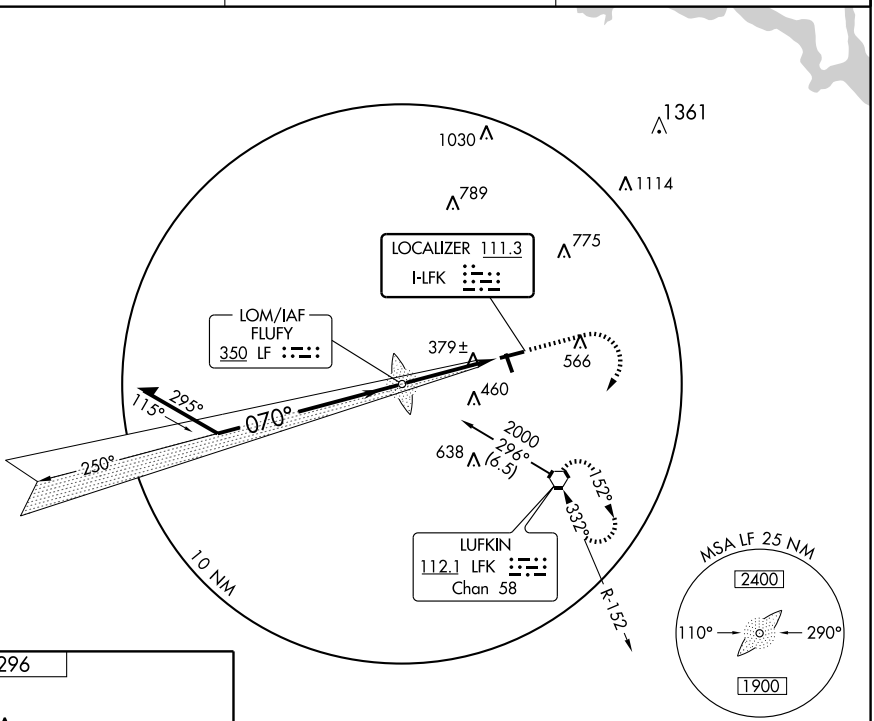
LUFKIN/ANGELINA COUNTY (LFK)

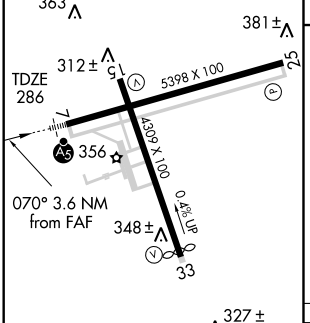
NA Circling NA for Cat D to Rwys 15 and 33. Inoperative table does not apply to S-ILS 7. For inoperative MALSR, increase S-LOC 7 Cats A/B/C visibility to 1. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct LFK VORTAC and hold.

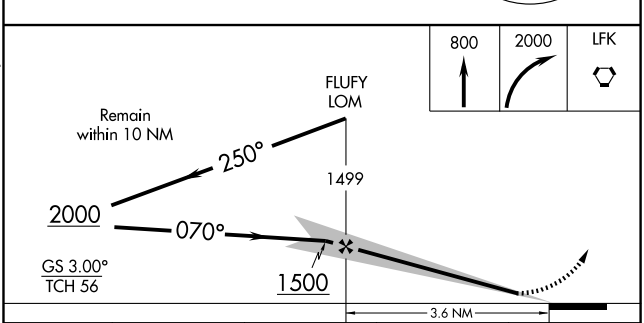
ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L





MIRL Rwys 7-25 and 15-33 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 7	487-¾ 201 (200-¾)			
S-LOC 7	640-¾ 354 (400-¾)			
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS CH 50105 W07A	APP CRS 070°	Rwy Idg 5398 TDZE 286 Apt Elev 296

RNAV (GPS) RWY 7

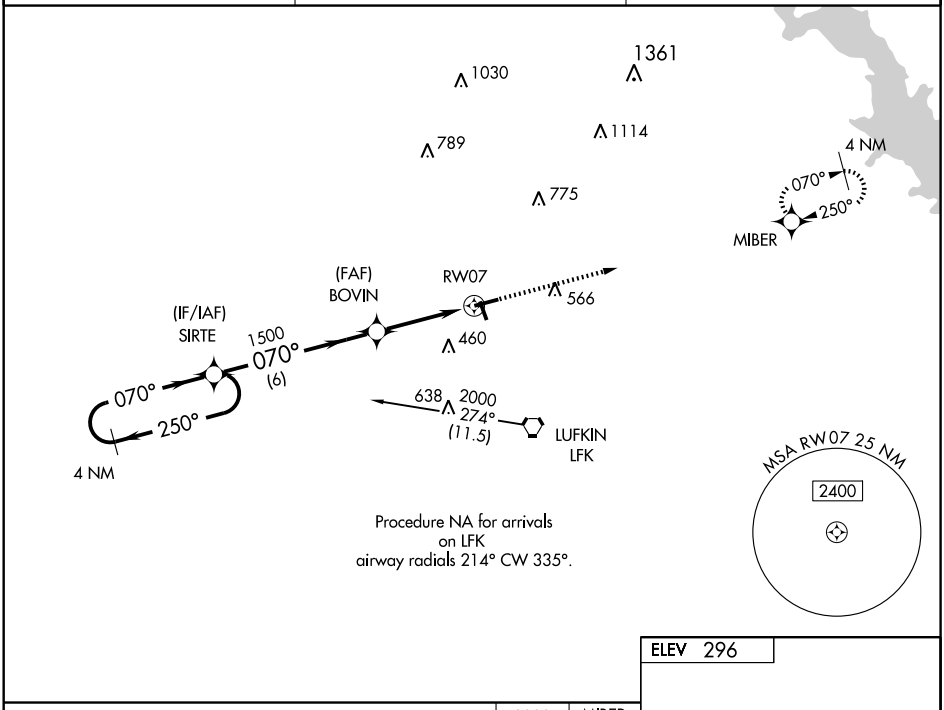
LUFKIN/ANGELINA COUNTY (LFK)

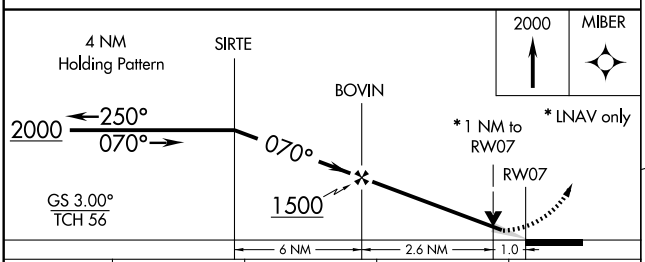
Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cats A/B/C visibility to 1 and Cat D visibility to 1¼. Circling NA for Cat D to Rwys 15-33. Visibility reduction by helicopters NA.

MALSR

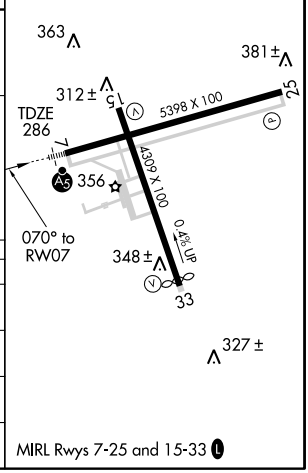
MISSED APPROACH: Climb to 2000 direct MIBER and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	583-¾ 297 (300-¾)			
LNAV/VNAV DA	654-¾ 368 (400-¾)			
LNAV MDA	660-¾ 374 (400-¾)			660-1 374 (400-1)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 15

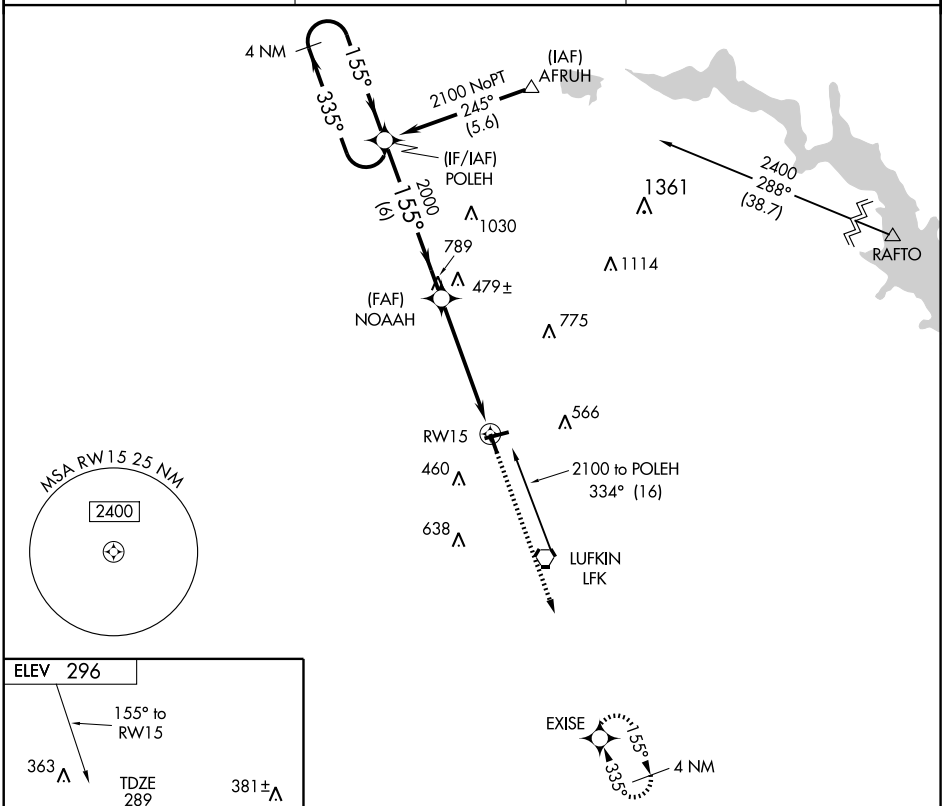
LUFKIN/ANGELINA COUNTY (LFK)

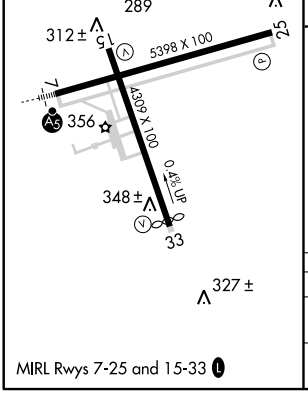
APP CRS	Rwy Idg	4309
155°	TDZE	289
	Apt Elev	296

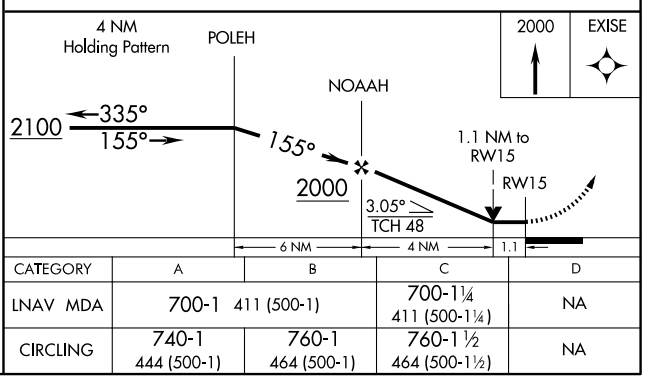
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EXISE and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

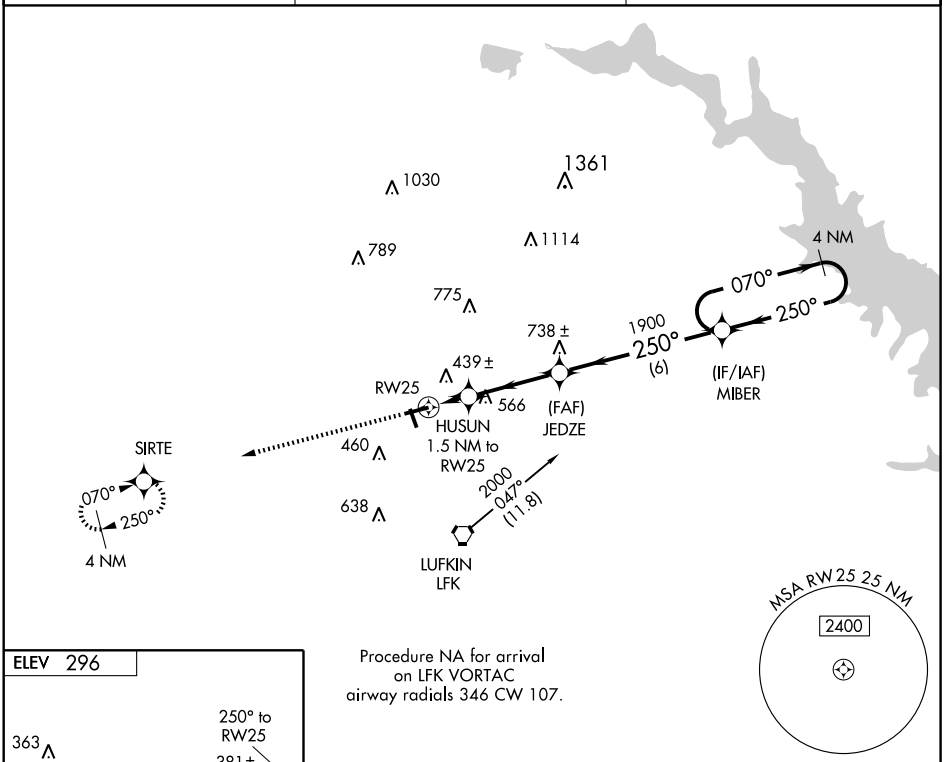
APP CRS	Rwy Idg	5398
250°	TDZE	296
	Apt Elev	296

RNAV (GPS) RWY 25
LUFKIN/ANGELINA COUNTY (LFK)

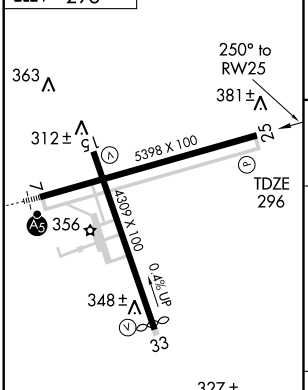
DME/DME RNP- 0.3 NA.
Circling NA for Cat D to Rwys 15-33.

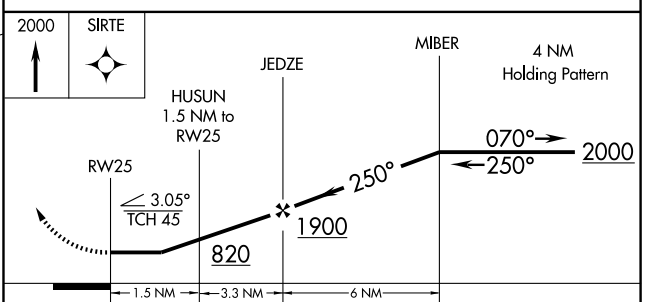
MISSED APPROACH: Climb to 2000 direct SIRTE and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L



Procedure NA for arrival on LFK VORTAC airway radials 346 CW 107.





CATEGORY	A	B	C	D
LNAV MDA	660-1 364 (400-1)			660-1¼ 364 (400-1¼)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

MIRL Rwys 7-25 and 15-33 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4204
335°	TDZE	286
	Apt Elev	296

RNAV (GPS) RWY 33

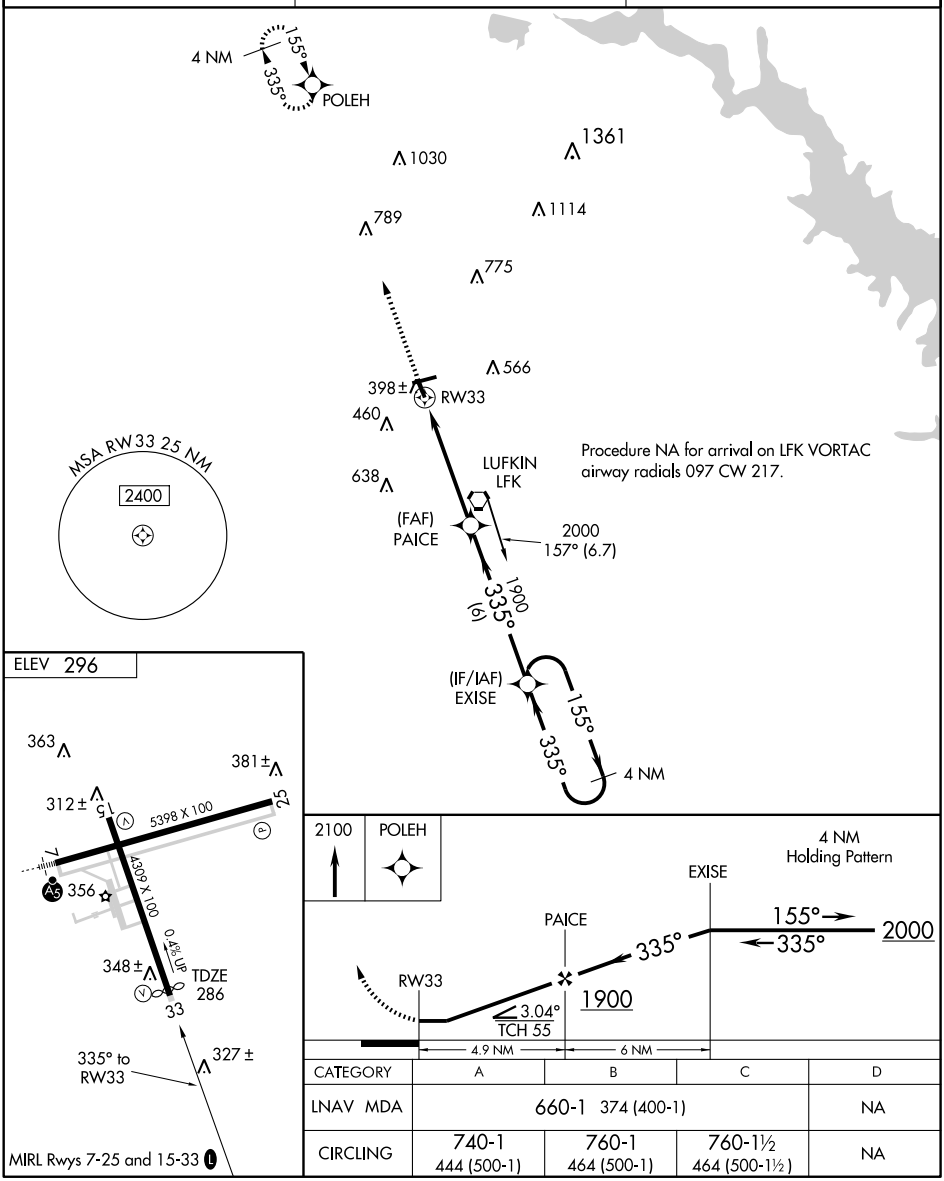
LUFKIN/ ANGELINA COUNTY (LFK)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct POLEH and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L

SC-5, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LNAV MDA	660-1 374 (400-1)			NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

31°14'N-94°45'W

LUFKIN/ ANGELINA COUNTY (LFK)
RNAV (GPS) RWY 33

VORTAC LFK	APP CRS	Rwy Idg	4309
112.1	152°	TDZE	289
Chan 58		Apt Elev	296

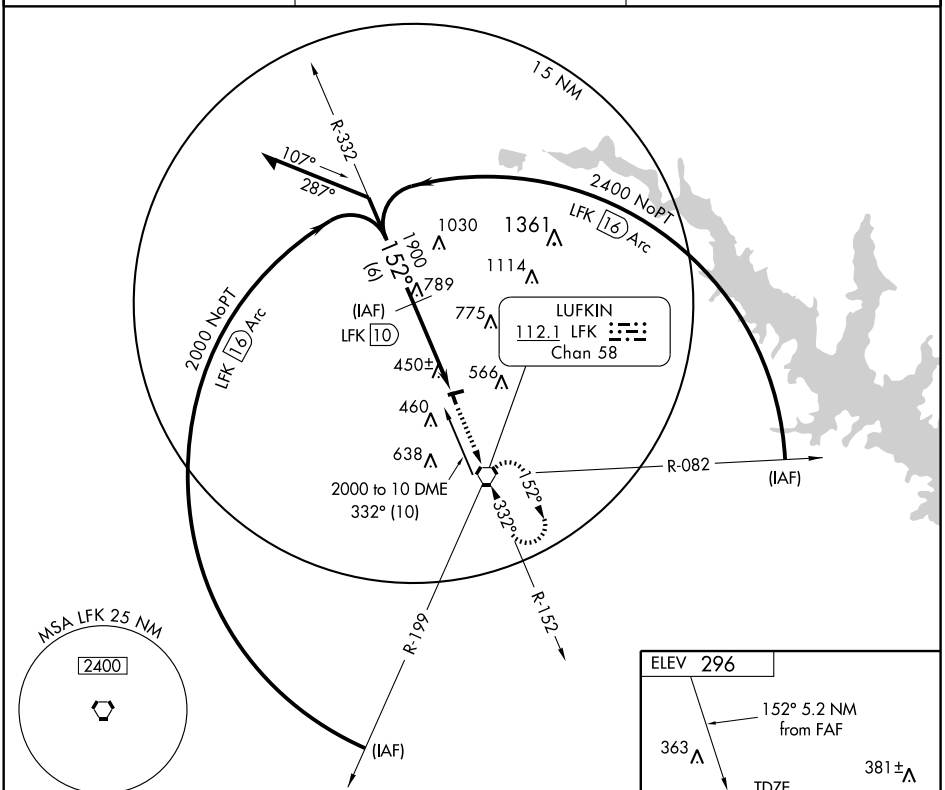
VOR/DME RWY 15

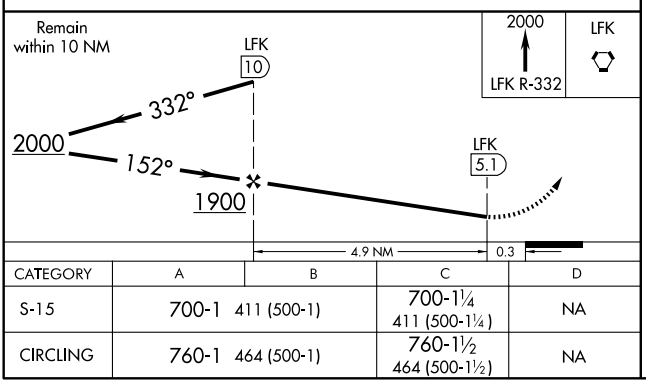
LUFKIN/ANGELINA COUNTY (LFK)

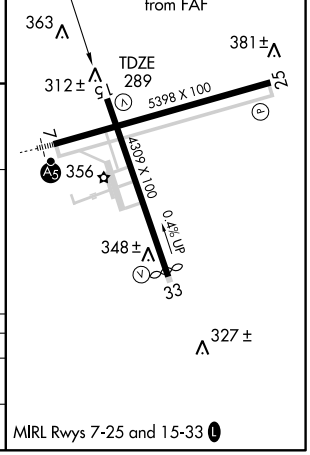
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 via LFK R-332 to LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-15	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	NA

MIRL Rwys 7-25 and 15-33 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC LFK	APP CRS	Rwy Idg	4204
112.1	332°	TDZE	286
Chan 58		Apt Elev	296

VOR RWY 33

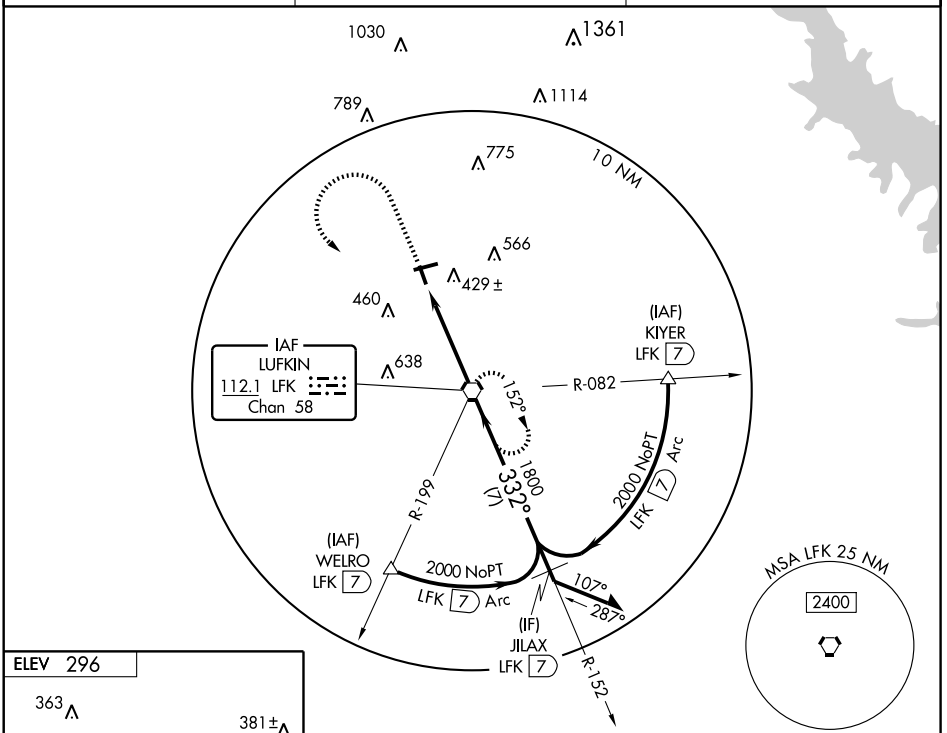
LUFKIN/ANGELINA COUNTY (LFK)

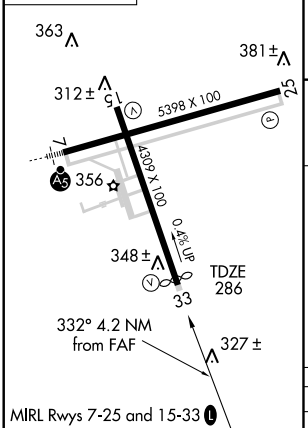
▼ If local altimeter setting not received, use A L Mangham Jr. Rgnl altimeter setting and increase all MDAs 60 feet.

▲ Visibility reduction by helicopters NA.

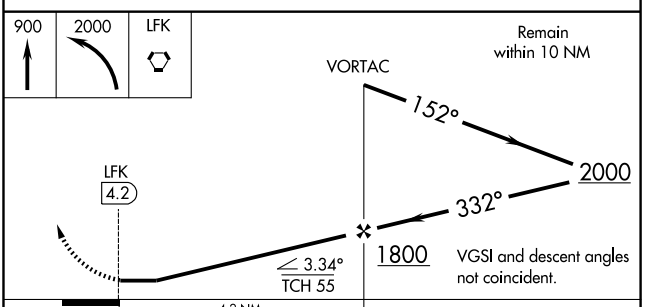
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L





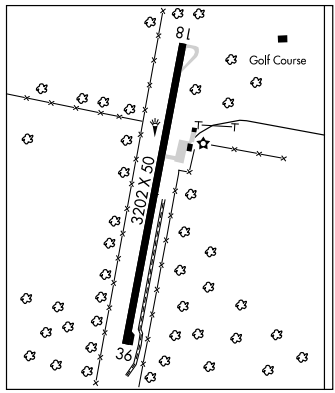
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-33	680-1 394 (400-1)			680-1¼ 394 (400-1¼)
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 26 AUG 2010 to 23 SEP 2010

MADISONVILLE MUNI (51R) 3 SW UTC−6(−5DT) N30°54.77′ W95°57.12′ **HOUSTON**
287 B NOTAM FILE CXO **L–19D, 21A**
RWY 18–36: H3202X50 (ASPH) S–4 MIRL 0.8% up N **IAP**
RWY 18: Tree. **RWY 36:** Tree.
AIRPORT REMARKS: Unattended. Arpt gate locked from 0400–1200Z‡ call 936–348–2748.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
LEONA (L) VORTACW 110.8 LOA Chan 45 N31°07.44′ W95°58.08′ 168° 12.7 NM to fld. 350/8E.



MAJOR N33°09.38′ W96°03.82′ NOTAM FILE GVT. **DALLAS–FT WORTH**
NDB (LOM) 201 GV 176° 5.3 NM to Majors.

MAJORS (See GREENVILLE)

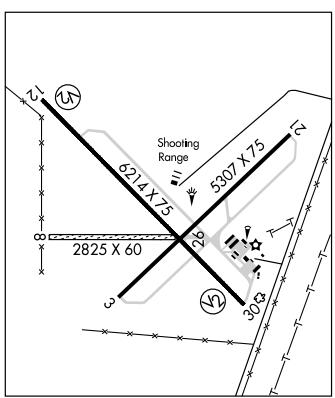
MANNING FLD (See JEFFERSON)

MANVEL

WOLFE AIR PARK (3T2) 2 NE UTC−6(−5DT) N29°28.80′ W95°19.63′ **HOUSTON**
55 S5 NOTAM FILE CXO **COPTER**
RWY 02–20: 2910X80 (TURF) LIRL (NSTD)
RWY 02: Trees. **RWY 20:** Road.
AIRPORT REMARKS: Attended dalgt hours. Rwy 02–20 NSTD LIRL, 4 NSTD thld lgts denote rwy end during ngt ops. Lighting for Rwy 02 87′ from actual thld and 120′ from actual thld for Rwy 20. First 100′ of Rwy 02–20 unusable at each end during wet wx. 4′ fence crossing Rwy 02 thld. Ditch crossing Rwy 20 thld. ACTIVATE LIRL Rwy 02–20–CTAF.
COMMUNICATIONS: CTAF 122.9

MAPLES FLD (See CANYON)

MARFA MUNI (MRF) 3 N UTC−6(−5DT) N30°22.27′ W104°01.06′ **EL PASO**
4849 B S4 **FUEL** 100LL, JET A+ NOTAM FILE MRF **H–7A, L–6J**
RWY 12–30: H6214X75 (ASPH) S–38 MIRL **IAP**
RWY 12: PVASI(PSIL). **RWY 30:** PVASI(PSIL).
RWY 03–21: H5307X75 (ASPH) S–38 0.4% up NE
RWY 08–26: 2825X60 (DIRT) 0.4% up E
RWY 08: Fence.
AIRPORT REMARKS: Attended Mon–Sat dalgt hrs, Sun 1400–0000Z‡. Glider ops on and invof arpt. 104′ AGL unlgtd water twr 1800′ S of AER 30. Rwy 08–26 surface rough, not regularly maintained, high grass. MIRL Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF. Ldg fee. Landing fee for acft with maximum gross weight of 40,000 lbs and over.
WEATHER DATA SOURCES: AWOS–3 134.025 (432) 729–3364.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 115.9T (SAN ANGELO RADIO)
ALBUQUERQUE CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE MRF.
(L) VOR/DME 115.9 MRF Chan 106 N30°17.90′ W103°57.29′ 312° 5.4 NM to fld. 4830/11E. **HIWAS.**



RNAV (GPS) RWY 18

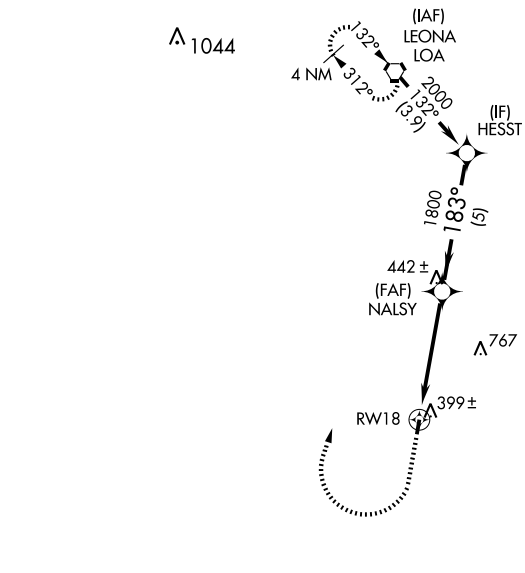
MADISONVILLE MUNI (51R)

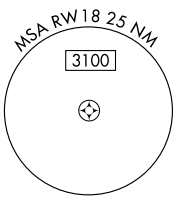
APP CRS	Rwy Idg	3202
183°	TDZE	287
	Apt Elev	287

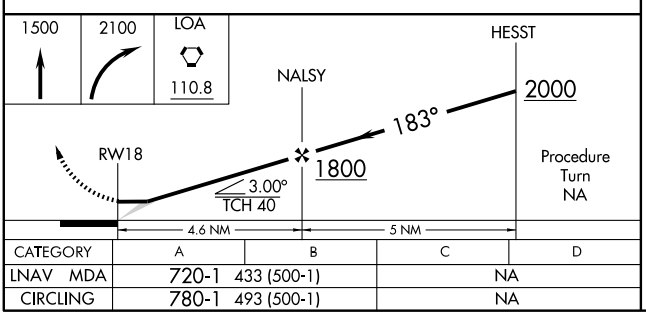
NA Use Huntsville Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2100 direct LOA VORTAC and hold.

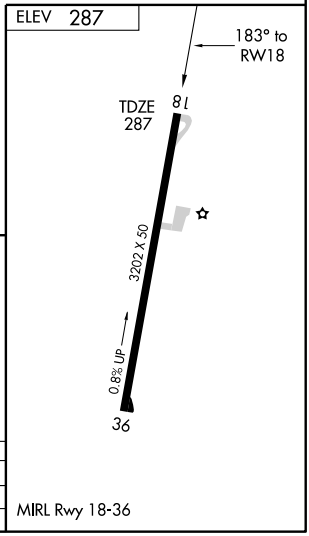
HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9







CATEGORY	A	B	C	D
LNAV MDA	720-1 433 (500-1)		NA	
CIRCLING	780-1 493 (500-1)		NA	



MIRL Rwy 18-36

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 36

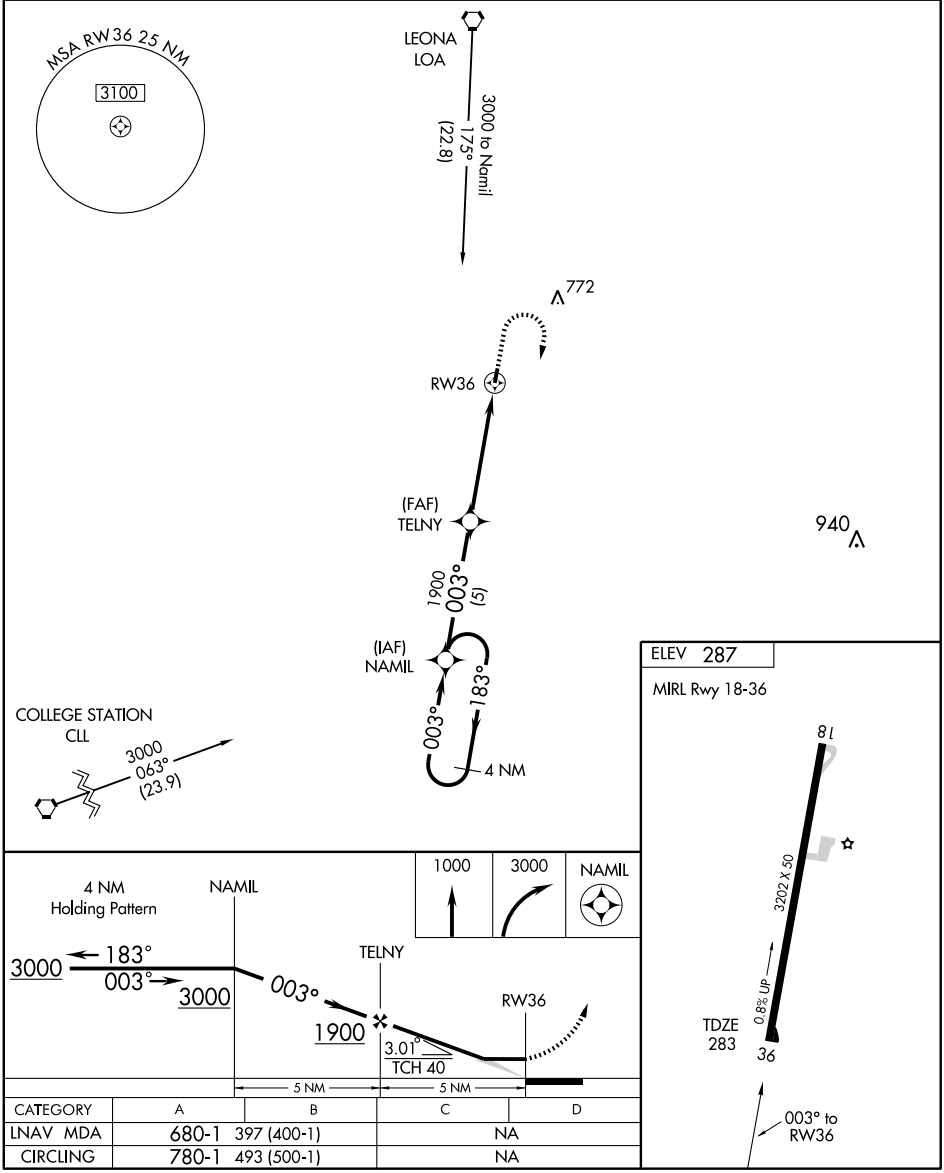
MADISONVILLE MUNI (51R)

APP CRS	Rwy Idg	3202
003°	TDZE	283
	Apt Elev	287

NA Use Huntsville Muni altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NAMIL WP and hold.

HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9



CATEGORY	A	B	C	D
LNAV MDA	680-1	397 (400-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC LOA 110.8 Chan 45	APP CRS 168°	Rwy Idg 3202 TDZE 287 Apt Elev 287

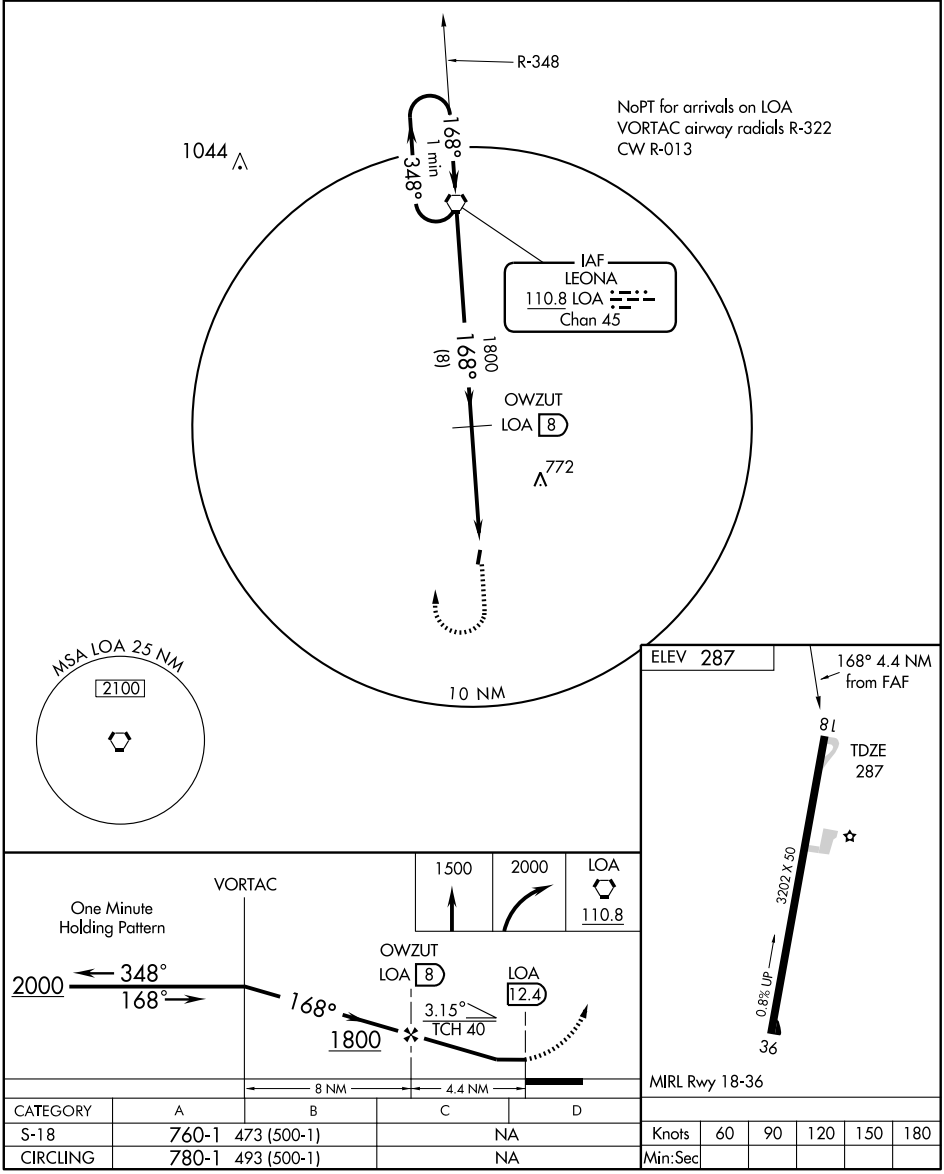
VOR/DME RWY 18
MADISONVILLE MUNI (51R)

Use Huntsville Muni altimeter setting.

⚠ NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct LOA VORTAC and hold.

HUNTSVILLE ASOS	HOUSTON CENTER	CTAF
119.425	134.8 269.6	122.9

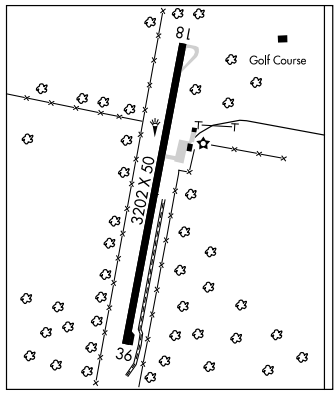


CATEGORY	A	B	C	D
S-18	760-1	473 (500-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

MADISONVILLE MUNI (51R) 3 SW UTC−6(−5DT) N30°54.77′ W95°57.12′ **HOUSTON**
287 B NOTAM FILE CXO **L–19D, 21A**
RWY 18–36: H3202X50 (ASPH) S–4 MIRL 0.8% up N **IAP**
RWY 18: Tree. **RWY 36:** Tree.
AIRPORT REMARKS: Unattended. Arpt gate locked from 0400–1200Z‡ call 936–348–2748.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
LEONA (L) VORTACW 110.8 LOA Chan 45 N31°07.44′ W95°58.08′ 168° 12.7 NM to fld. 350/8E.



MAJOR N33°09.38′ W96°03.82′ NOTAM FILE GVT. **DALLAS–FT WORTH**
NDB (LOM) 201 GV 176° 5.3 NM to Majors.

MAJORS (See GREENVILLE)

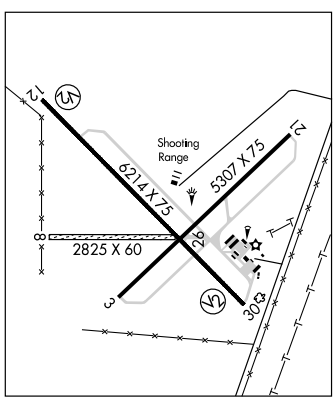
MANNING FLD (See JEFFERSON)

MANVEL

WOLFE AIR PARK (3T2) 2 NE UTC−6(−5DT) N29°28.80′ W95°19.63′ **HOUSTON**
55 S5 NOTAM FILE CXO **COPTER**
RWY 02–20: 2910X80 (TURF) LIRL (NSTD)
RWY 02: Trees. **RWY 20:** Road.
AIRPORT REMARKS: Attended dalgt hours. Rwy 02–20 NSTD LIRL, 4 NSTD thld lgts denote rwy end during ngt ops. Lighting for Rwy 02 87′ from actual thld and 120′ from actual thld for Rwy 20. First 100′ of Rwy 02–20 unusable at each end during wet wx. 4′ fence crossing Rwy 02 thld. Ditch crossing Rwy 20 thld. ACTIVATE LIRL Rwy 02–20–CTAF.
COMMUNICATIONS: CTAF 122.9

MAPLES FLD (See CANYON)

MARFA MUNI (MRF) 3 N UTC−6(−5DT) N30°22.27′ W104°01.06′ **EL PASO**
4849 B S4 **FUEL** 100LL, JET A+ NOTAM FILE MRF **H–7A, L–6J**
RWY 12–30: H6214X75 (ASPH) S–38 MIRL **IAP**
RWY 12: PVASI(PSIL). **RWY 30:** PVASI(PSIL).
RWY 03–21: H5307X75 (ASPH) S–38 0.4% up NE
RWY 08–26: 2825X60 (DIRT) 0.4% up E
RWY 08: Fence.
AIRPORT REMARKS: Attended Mon–Sat dalgt hrs, Sun 1400–0000Z‡. Glider ops on and invof arpt. 104′ AGL unlgtd water twr 1800′ S of AER 30. Rwy 08–26 surface rough, not regularly maintained, high grass. MIRL Rwy 12–30 preset low ints, to increase ints ACTIVATE—CTAF. Ldg fee. Landing fee for acft with maximum gross weight of 40,000 lbs and over.
WEATHER DATA SOURCES: AWOS–3 134.025 (432) 729–3364.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 115.9T (SAN ANGELO RADIO)
ALBUQUERQUE CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE MRF.
(L) VOR/DME 115.9 MRF Chan 106 N30°17.90′ W103°57.29′ 312° 5.4 NM to fld. 4830/11E. **HIWAS.**



APP CRS	Rwy Idg	6214
314°	TDZE	4840
	Apt Elev	4849

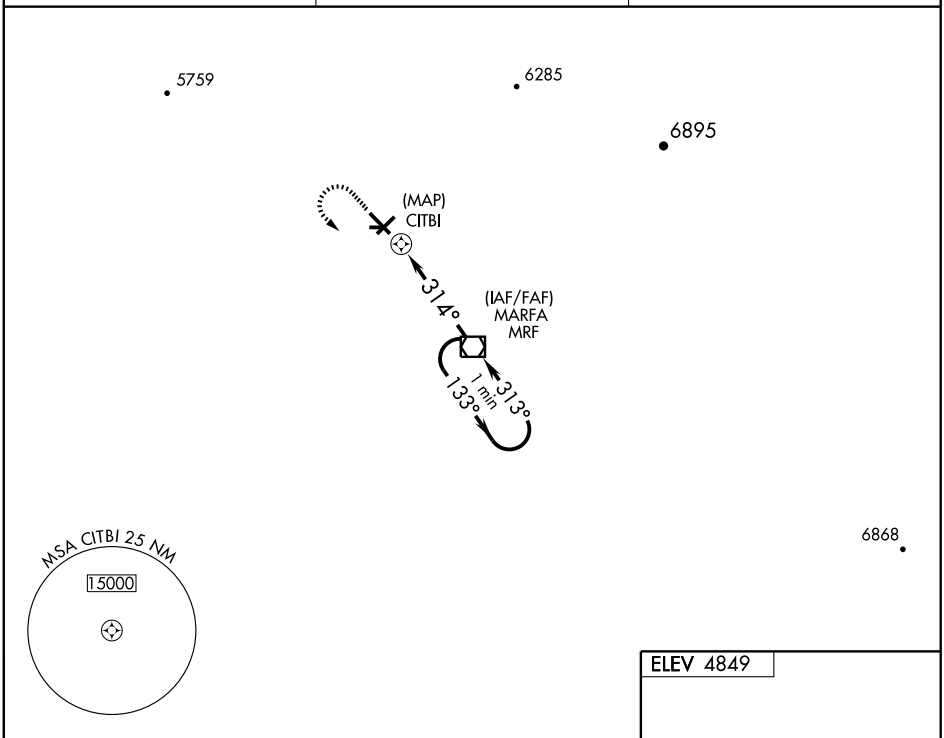
GPS RWY 30
MARFA MUNI (MRF)

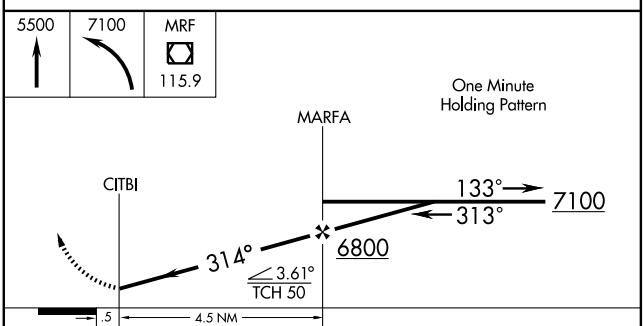
If local altimeter setting not received, procedure not authorized.

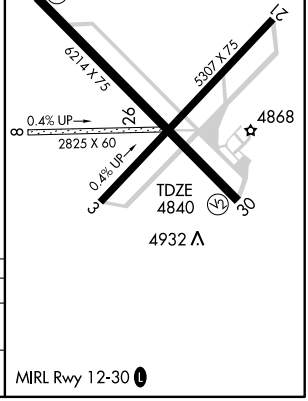
NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7100 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L







MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MRF	APP CRS	Rwy Idg 6214
115.9	313°	TDZE 4840
Chan 106		Apt Elev 4849

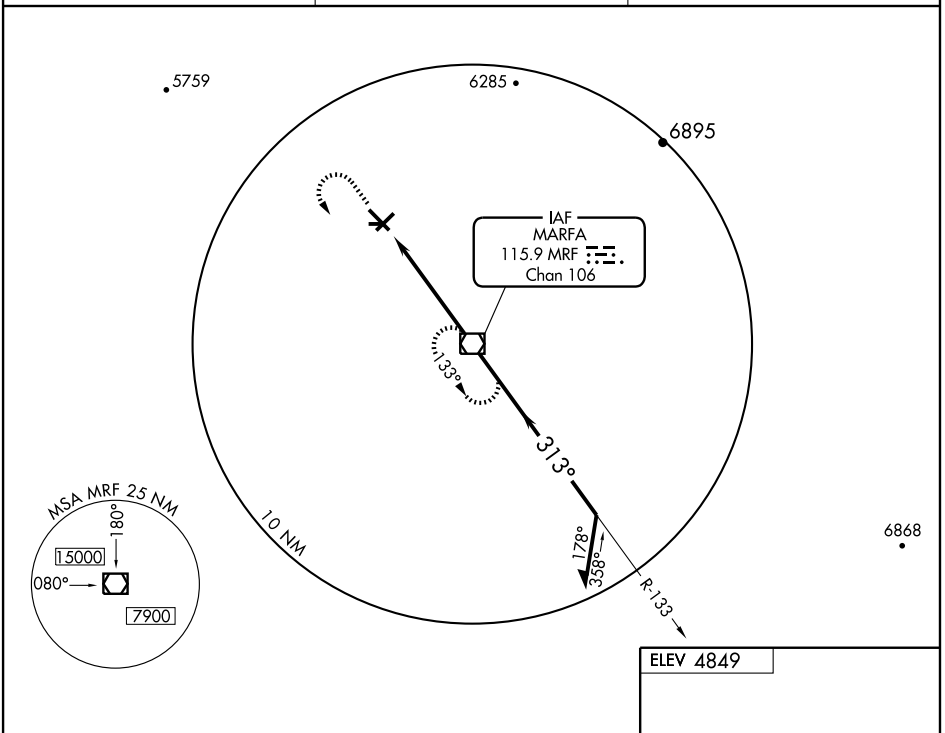
VOR RWY 30
MARFA MUNI (MRF)

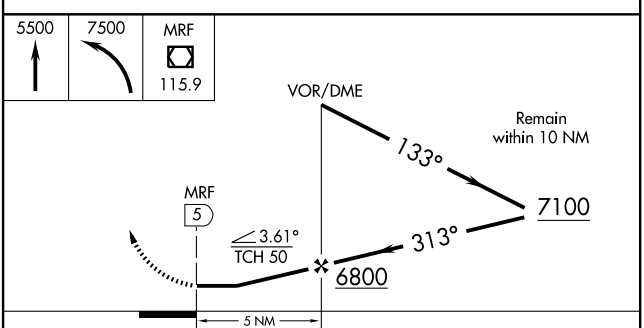
If local altimeter setting not received, procedure not authorized.

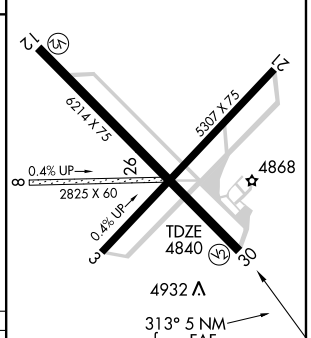
NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7500 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L







MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

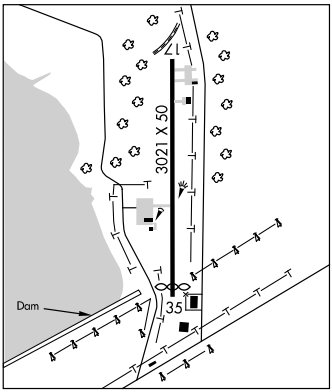
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

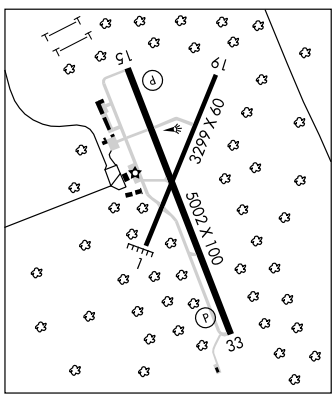
MARIAN AIRPARK (See WELLINGTON)

MARLIN (T15) 3 NE UTC−6(−5DT) N31°20.44′ W96°51.12′ HOUSTON
411 B NOTAM FILE FTW L–19D, 21A
RWY 17–35: H3021X50 (ASPH) S–4 LIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Thld dsplcd 90′. Bldg.
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD LIRL, north 2900′ lighted.
COMMUNICATIONS: CTAF 122.9
WACO APP/DEP CON 127.65 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 123° 28.8 NM to fld. 510/9E. **HIWAS.**



MARSHALL

HARRISON CO (ASL) 3 SE UTC−6(−5DT) N32°31.23′ W94°18.47′ MEMPHIS
357 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW H–6I, L–17E
RWY 15–33: H5002X100 (ASPH) S–20 MIRL 0.7% up NW IAP
RWY 15: REIL. PAPI(P4L)—GA 3.0° Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° Trees.
RWY 01–19: H3299X60 (ASPH) S–20
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun irregular. For emergency service after hours call 903–938–1394. For arpt attendant on Sun call 903–938–1394. ACTIVATE REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (903) 938–2060.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SHREVEPORT APP/DEP CON** 119.9 (1200–0600Z‡) 121.4 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG CO (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 068° 23.4 NM to fld. 320/7E.



VOR ACT	APP CRS	Rwy Idg	N/A
115.3	123°	TDZE	N/A
Chan 100		Apt Elev	411

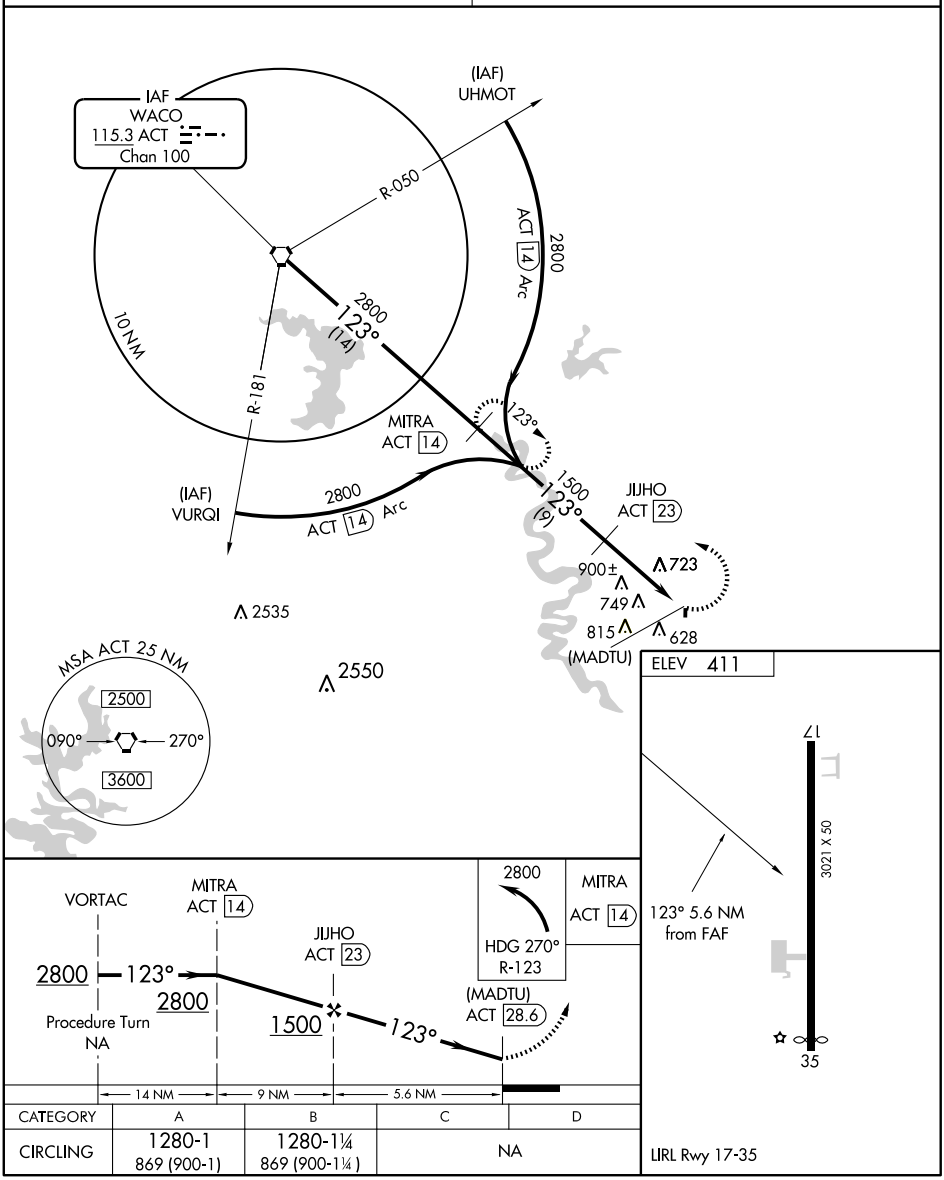
VOR/DME or GPS-A

MARLIN (T15)

NA Use Waco Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via heading 270° and R-123 to MITRA/14 DME and hold.

WACO APP CON ★	CTAF
127.65 352.0	120.0



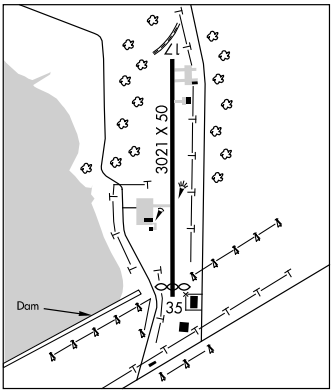
CATEGORY	A	B	C	D
CIRCLING	1280-1 869 (900-1)	1280-1¼ 869 (900-1¼)	NA	

LIRL Rwy 17-35

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

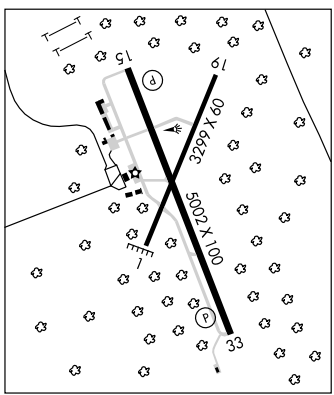
MARIAN AIRPARK (See WELLINGTON)

MARLIN (T15) 3 NE UTC−6(−5DT) N31°20.44′ W96°51.12′ HOUSTON
411 B NOTAM FILE FTW L–19D, 21A
RWY 17–35: H3021X50 (ASPH) S–4 LIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Thld dsplcd 90′. Bldg.
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD LIRL, north 2900′ lighted.
COMMUNICATIONS: CTAF 122.9
WACO APP/DEP CON 127.65 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 123° 28.8 NM to fld. 510/9E. **HIWAS.**



MARSHALL

HARRISON CO (ASL) 3 SE UTC−6(−5DT) N32°31.23′ W94°18.47′ MEMPHIS
357 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW H–6I, L–17E
RWY 15–33: H5002X100 (ASPH) S–20 MIRL 0.7% up NW IAP
RWY 15: REIL. PAPI(P4L)—GA 3.0° Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° Trees.
RWY 01–19: H3299X60 (ASPH) S–20
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun irregular. For emergency service after hours call 903–938–1394. For arpt attendant on Sun call 903–938–1394. ACTIVATE REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (903) 938–2060.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SHREVEPORT APP/DEP CON** 119.9 (1200–0600Z‡) 121.4 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GGG.
GREGG CO (L) VORTACW 112.3 GGG Chan 70 N32°25.07′ W94°45.19′ 068° 23.4 NM to fld. 320/7E.



GPS RWY 33

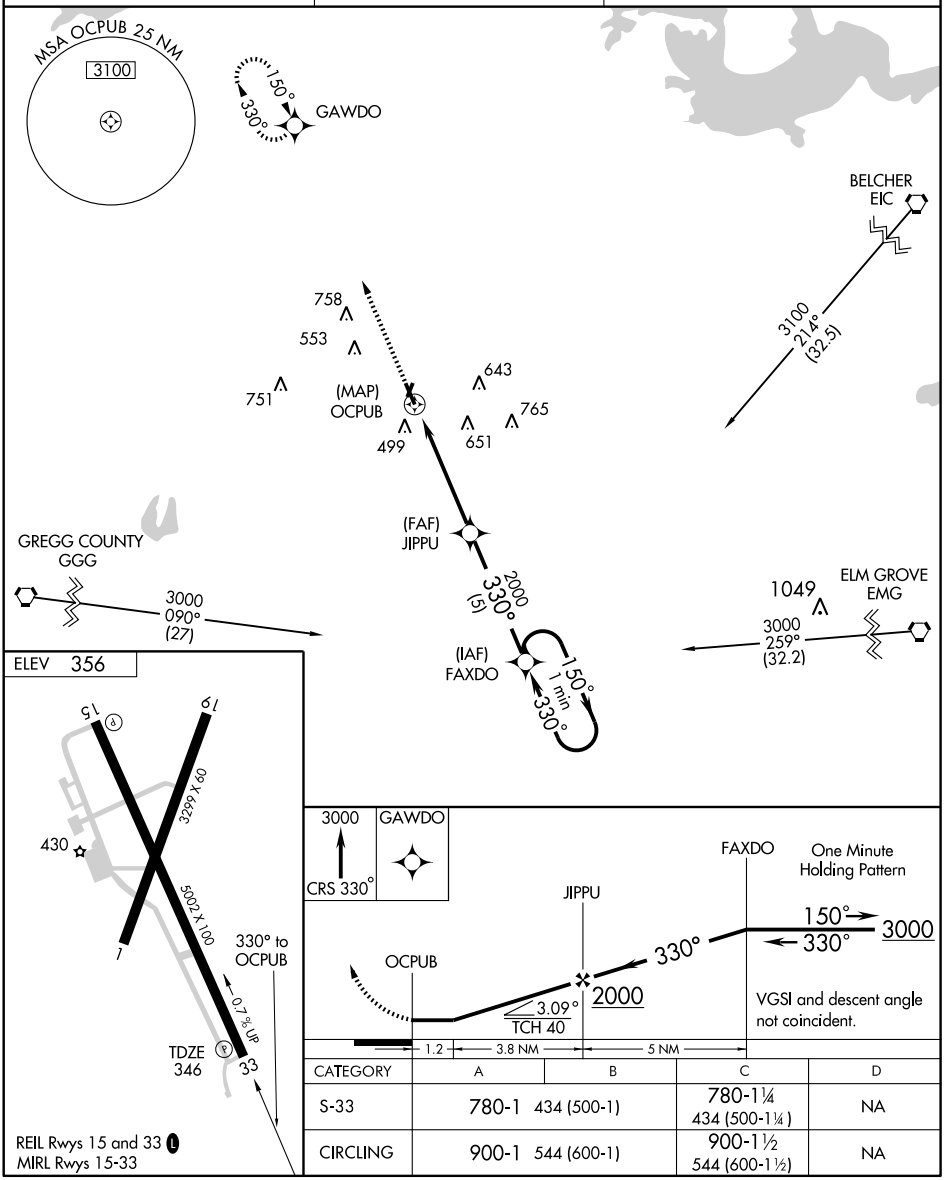
MARSHALL/ HARRISON COUNTY (ASL)

APP CRS	Rwy Idg	5000
330°	TDZE	346
	Apt Elev	356

NA

MISSED APPROACH: Climb to 3000 via 330° course to GAWDO and hold.

AWOS-3	SHREVEPORT APP CON ★	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	780-1 434 (500-1)		780-1¼ 434 (500-1¼)	NA
CIRCLING	900-1 544 (600-1)		900-1½ 544 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC GGG	APP CRS	Rwy Idg	N/A
112.3	068°	TDZE	N/A
Chan 70		Apt Elev	356

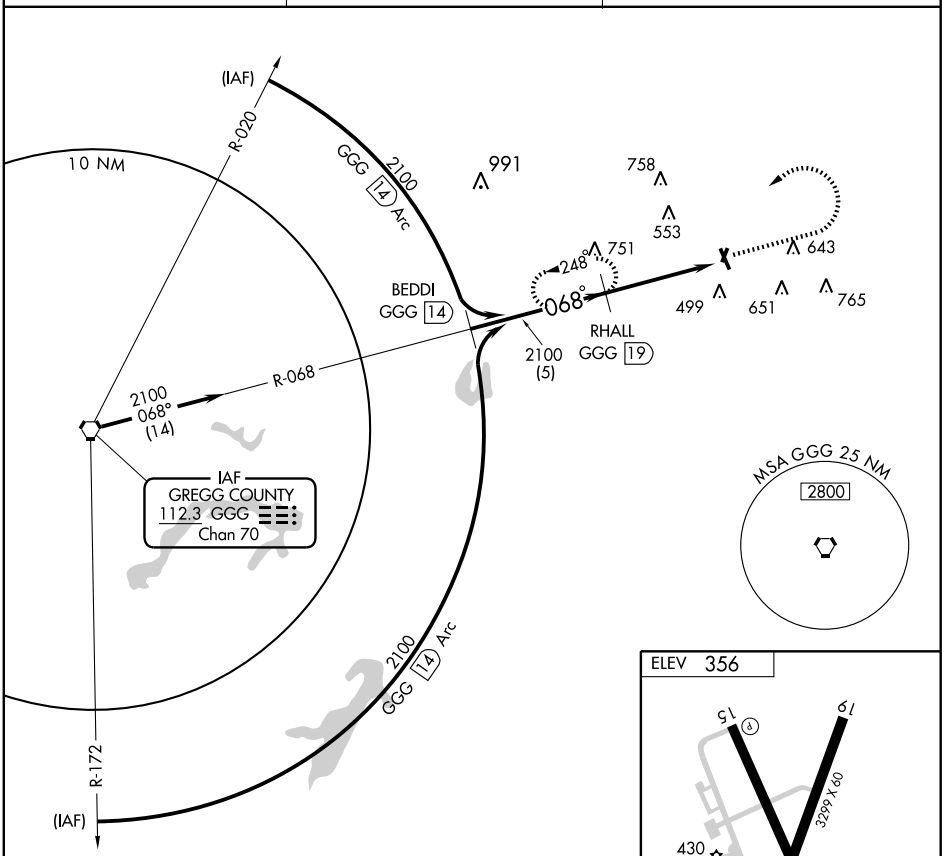
VOR/DME-A

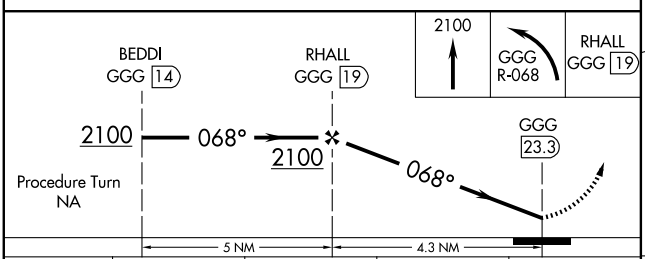
MARSHALL/ HARRISON COUNTY (ASL)

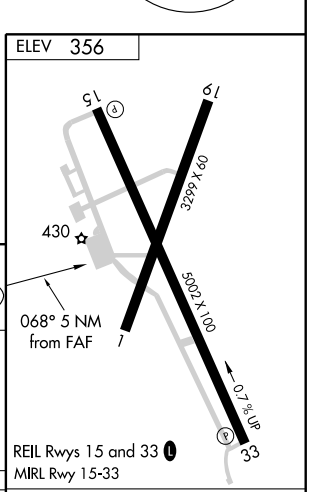
NA

MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

AWOS-3	SHREVEPORT APP CON *	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L







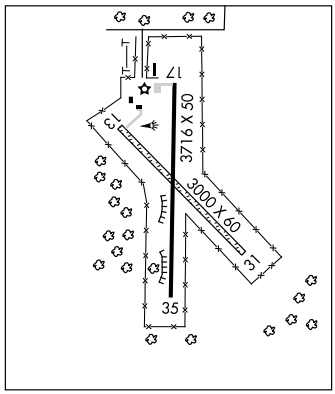
CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 944 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

MASON CO (T92) 3 SE UTC−6(−5DT) N30°43.93′ W99°11.06′ — SAN ANTONIO
1502 B S2 **FUEL** 100LL NOTAM FILE SJT — L–19C
RWY 17–35: H3716X50 (ASPH) LIRL — IAP
RWY 17: Tree. **RWY: 35:** Tree.
RWY 13–31: 3000X60 (TURF) 0.8% up NW
RWY 13: Tree. **RWY 31:** Brush.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. For assistance call 325–347–5252. Rwy 13–31 thlds marked with orange markers.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
LLANO (L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 252° 20.9 NM to fld. 1200/8E. **HIWAS.**



MATHIS FLD (See SAN ANGELO)

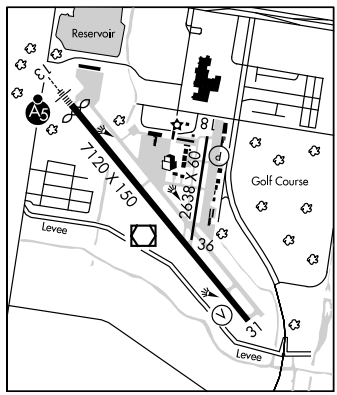
MAVERICK N32°52.15′ W97°02.43′ NOTAM FILE FTW. — DALLAS–FT. WORTH
(H) VORW/DME 113.1 TTT Chan 78 358° 1.7 NM to Dallas/Fort Worth Intl. 540/6E. — COPTER
H–6H, L–17C, A

MAVERIC CO MEM INTL (See EAGLE PASS)

MC ALLEN MILLER INTL (MFE) 2 S UTC−6(−5DT) N26°10.55′ W98°14.32′ — BROWNSVILLE
107 B S4 **FUEL** 100LL, JET A OX 3 AOE Class I, ARFF Index C NOTAM FILE MFE — H–7B, L–20H
RWY 13–31: H7120X150 (ASPH–GRVD) S–90, D–190, 2S–175, 2D–280 HIRL — IAP, AD
RWY 13: MALSR. Thld dsplcd 137′. Road.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 52′.
RWY 18–36: H2638X60 (ASPH) S–12.5 MIRL 0.3% up N
RWY 18: PAPI(P2L)—GA 4.0° TCH 35′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–7120	TODA–7120	ASDA–7120	LDA–6983
RWY 18:	TORA–2638	TODA–2638	ASDA–2638	LDA–2638
RWY 31:	TORA–7120	TODA–7120	ASDA–7120	LDA–7120
RWY 36:	TORA–2638	TODA–2638	ASDA–2638	LDA–2638

AIRPORT REMARKS: Attended 1200–0400Z‡. For svcs after hrs call 956–686–1774. Rwy 18–36 not avbl for air carrier ops. Jet or large propeller acft training prohibited (including practice apchs, touch and go landings and practice instrument apch procedures) due to noise abatement procedures effective 0500–1200Z‡. Birds on and invof airport (seasonal). When dep arpt fly rwy heading until reaching 1000′ AGL before making procedure turn. No 180° locked wheel turns on Rwy 13–31. For ARFF when twr clsd ctc Mc Allen arpt ops 956–681–1500. PAPI Rwy 18 OTS indef. When twr clsd ACTIVATE MIRL Rwy 18–36, HIRL Rwy 13–31 and MALSR Rwy 13—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.



WEATHER DATA SOURCES: ASOS 128.5 (956) 664–8212.
COMMUNICATIONS: CTAF 118.5 **ATIS** 128.5 **UNICOM** 122.95
RCO 122.2 (SAN ANGELO RADIO)
Ⓡ **VALLEY APP/DEP CON** 121.0
TOWER 118.5 (1200–0600Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFE.
(H) VORW/DME 117.2 MFE Chan 119 N26°10.43′ W98°14.45′ at fld. 100/9E.
MISSI NDB (LOM) 388 MF N26°15.23′ W98°18.62′ 133° 6.1 NM to fld. Unmonitored when twr clsd.
ILS/DME 111.7 I–MFE Chan 54 Rwy 13. LOM MISSI NDB. ILS unmonitored when twr clsd. LOM unmonitored when twr clsd. DME also shared with Rwy 31.
ILS/DME 111.7 I–LLM Chan 54 Rwy 31 Class IE. DME also shared with Rwy 13.

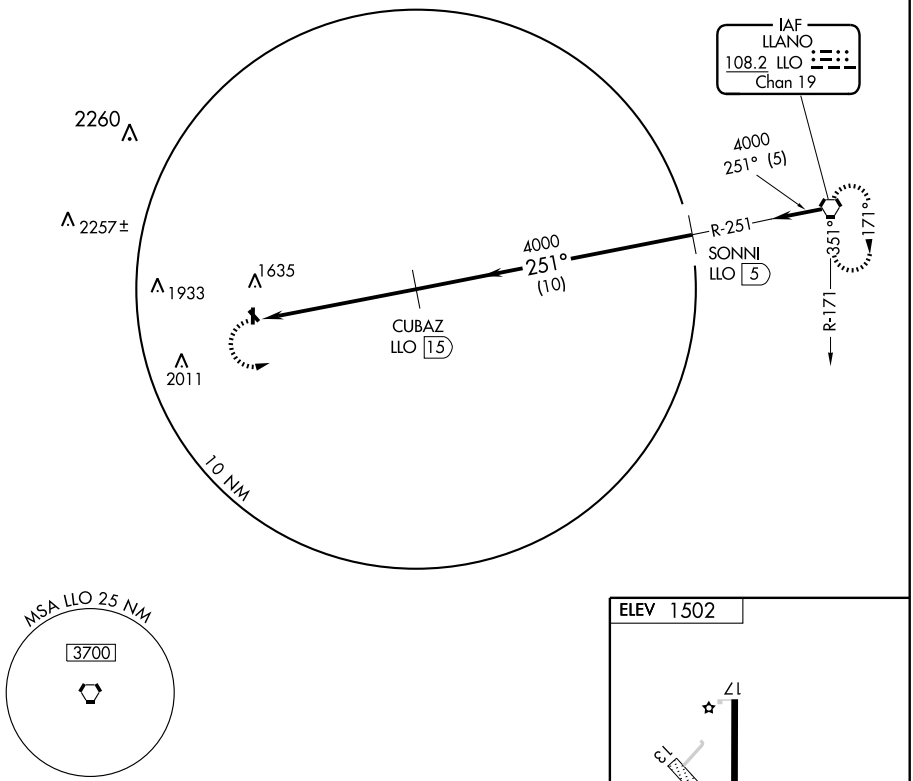
VORTAC LLO 108.2 Chan 19	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1502

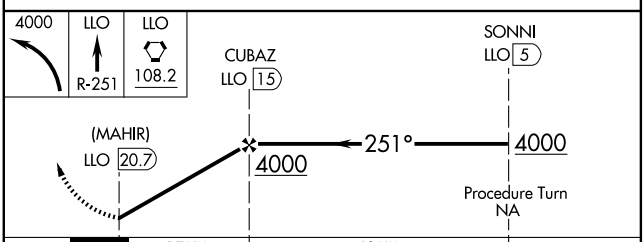
VOR/DME or GPS-A
MASON COUNTY (T92)

Use Curtis Field altimeter setting.
NA

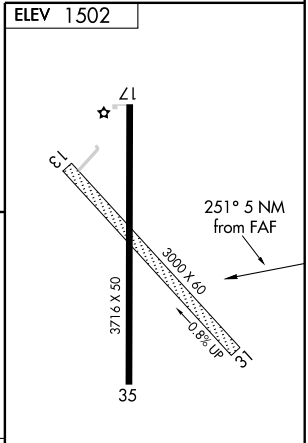
MISSED APPROACH: Climbing left turn to 4000. Return to LLO VORTAC via R-251 and hold.

HOUSTON CENTER	CTAF	
132.35 317.5	122.9	123.3 L





CATEGORY	A	B	C	D
CIRCLING	2100-1 598 (600-1)	2100-1¼ 598 (600-1¼)	2100-1½ 598 (600-1½)	NA



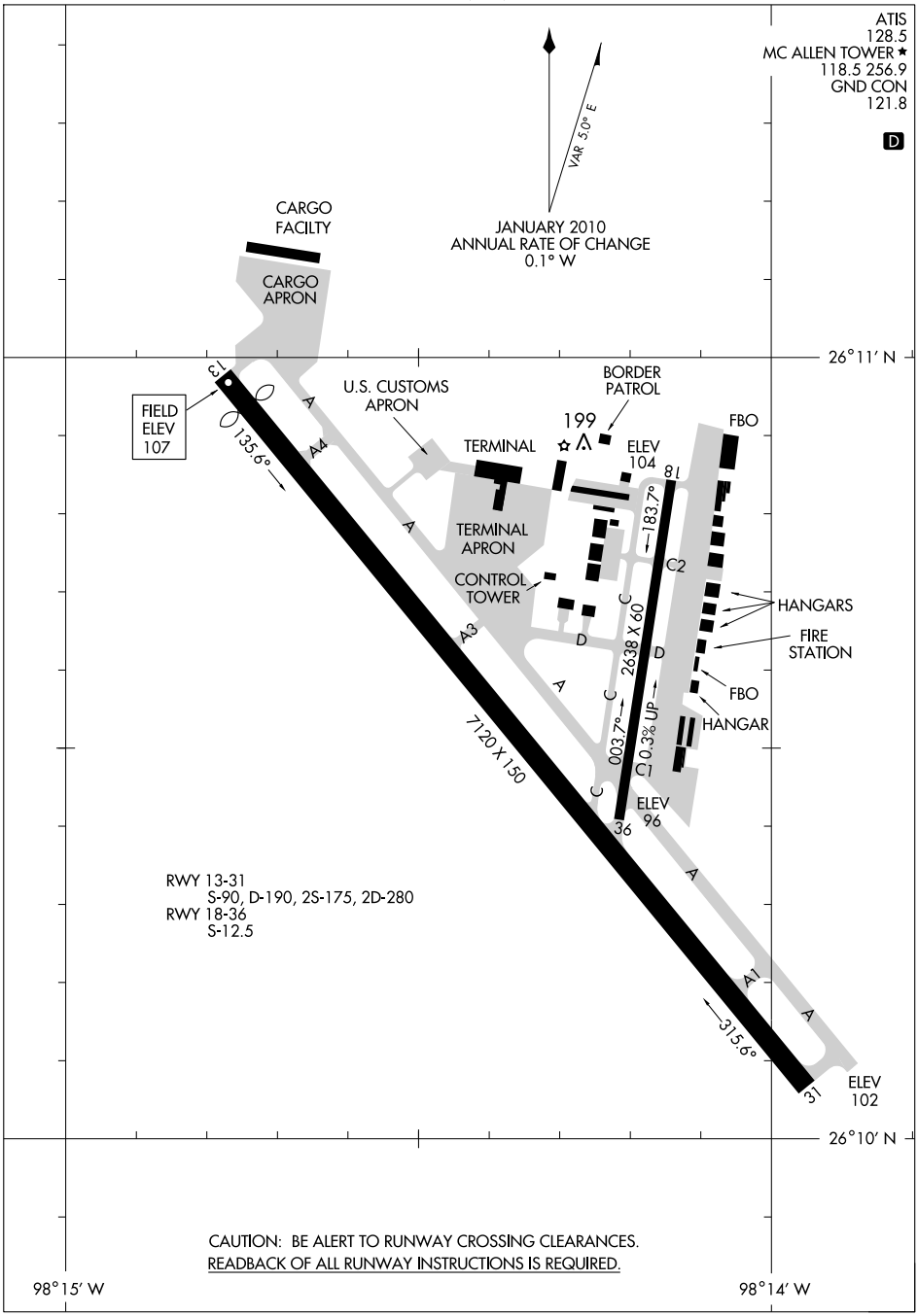
LIRL Rwy 17-35 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-985 (FAA)

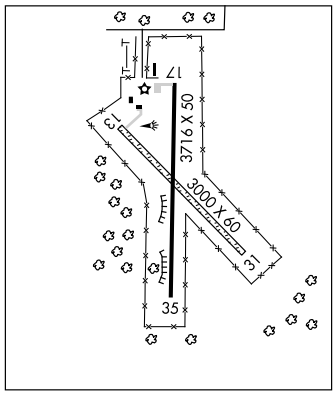
MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

MASON CO (T92) 3 SE UTC−6(−5DT) N30°43.93′ W99°11.06′ — SAN ANTONIO
1502 B S2 **FUEL** 100LL NOTAM FILE SJT — L–19C
RWY 17–35: H3716X50 (ASPH) LIRL — IAP
RWY 17: Tree. **RWY: 35:** Tree.
RWY 13–31: 3000X60 (TURF) 0.8% up NW
RWY 13: Tree. **RWY 31:** Brush.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. For assistance call 325–347–5252. Rwy 13–31 thlds marked with orange markers.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.
LLANO (L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 252° 20.9 NM to fld. 1200/8E. **HIWAS.**



MATHIS FLD (See SAN ANGELO)

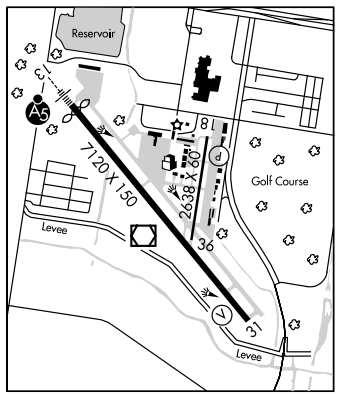
MAVERICK N32°52.15′ W97°02.43′ NOTAM FILE FTW. — DALLAS–FT. WORTH
(H) VORW/DME 113.1 TTT Chan 78 358° 1.7 NM to Dallas/Fort Worth Intl. 540/6E. — COPTER
H–6H, L–17C, A

MAVERIC CO MEM INTL (See EAGLE PASS)

MC ALLEN MILLER INTL (MFE) 2 S UTC−6(−5DT) N26°10.55′ W98°14.32′ — BROWNSVILLE
107 B S4 **FUEL** 100LL, JET A OX 3 AOE Class I, ARFF Index C NOTAM FILE MFE — H–7B, L–20H
RWY 13–31: H7120X150 (ASPH–GRVD) S–90, D–190, 2S–175, 2D–280 HIRL — IAP, AD
RWY 13: MALSR. Thld dsplcd 137′. Road.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 52′.
RWY 18–36: H2638X60 (ASPH) S–12.5 MIRL 0.3% up N
RWY 18: PAPI(P2L)—GA 4.0° TCH 35′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–7120	TODA–7120	ASDA–7120	LDA–6983
RWY 18:	TORA–2638	TODA–2638	ASDA–2638	LDA–2638
RWY 31:	TORA–7120	TODA–7120	ASDA–7120	LDA–7120
RWY 36:	TORA–2638	TODA–2638	ASDA–2638	LDA–2638

AIRPORT REMARKS: Attended 1200–0400Z‡. For svcs after hrs call 956–686–1774. Rwy 18–36 not avbl for air carrier ops. Jet or large propeller acft training prohibited (including practice apchs, touch and go landings and practice instrument apch procedures) due to noise abatement procedures effective 0500–1200Z‡. Birds on and invof airport (seasonal). When dep arpt fly rwy heading until reaching 1000′ AGL before making procedure turn. No 180° locked wheel turns on Rwy 13–31. For ARFF when twr clsd ctc Mc Allen arpt ops 956–681–1500. PAPI Rwy 18 OTS indef. When twr clsd ACTIVATE MIRL Rwy 18–36, HIRL Rwy 13–31 and MALSR Rwy 13—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.



WEATHER DATA SOURCES: ASOS 128.5 (956) 664–8212.
COMMUNICATIONS: CTAF 118.5 **ATIS** 128.5 **UNICOM** 122.95
RCO 122.2 (SAN ANGELO RADIO)
Ⓡ **VALLEY APP/DEP CON** 121.0
TOWER 118.5 (1200–0600Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFE.
(H) VORW/DME 117.2 MFE Chan 119 N26°10.43′ W98°14.45′ at fld. 100/9E.
MISSI NDB (LOM) 388 MF N26°15.23′ W98°18.62′ 133° 6.1 NM to fld. Unmonitored when twr clsd.
ILS/DME 111.7 I–MFE Chan 54 Rwy 13. LOM MISSI NDB. ILS unmonitored when twr clsd. LOM unmonitored when twr clsd. DME also shared with Rwy 31.
ILS/DME 111.7 I–LLM Chan 54 Rwy 31 Class IE. DME also shared with Rwy 13.

LOC I-MFE	APP CRS	Rwy Idg	6983
111.7	134°	TDZE	107
Chan 54		Apt Elev	107

ILS or LOC RWY 13

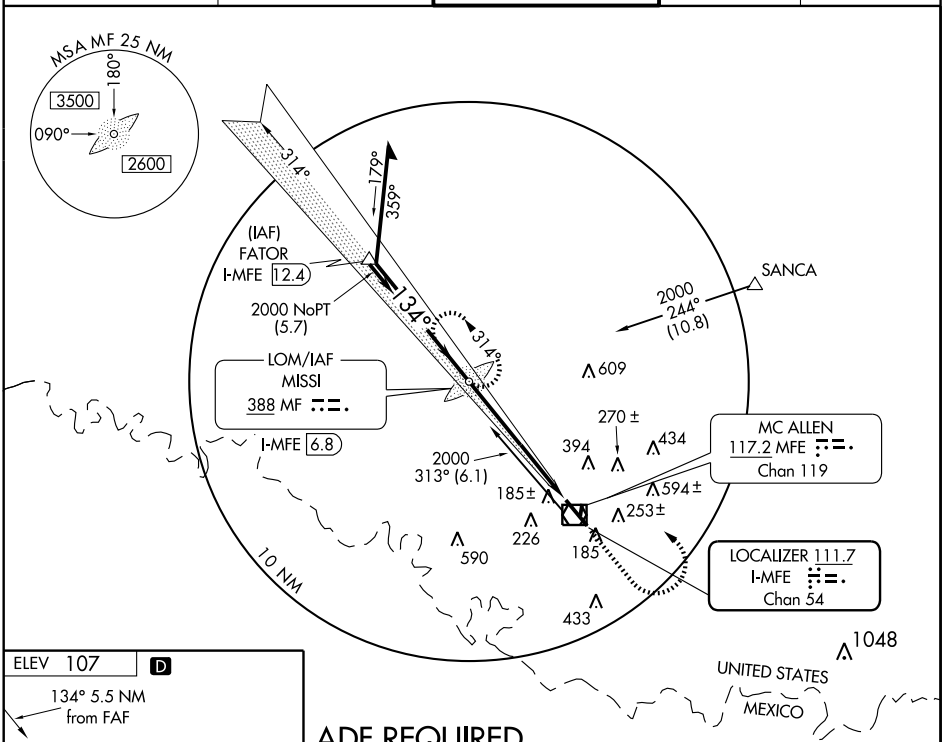
MC ALLEN MILLER INTL (MFE)

Circling not authorized Northeast of Rwy 13-31.
ADF required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

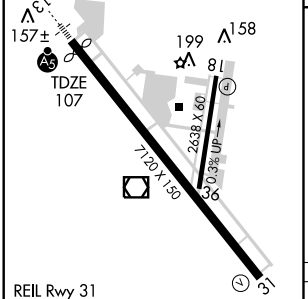
ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) 256.9	121.8	122.95



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

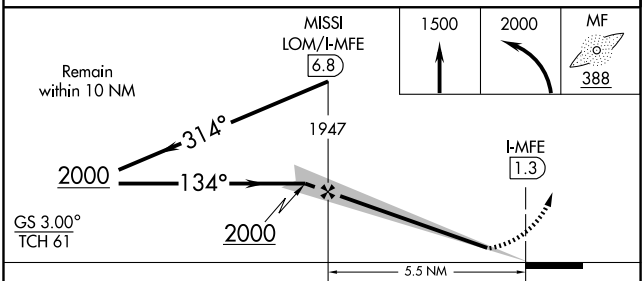
ELEV 107 D



REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 13	307-½ 200 (200-½)			
S-LOC 13	540-½ 433 (500-½)		540-¾ 433 (500-¾)	540-1 433 (500-1)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

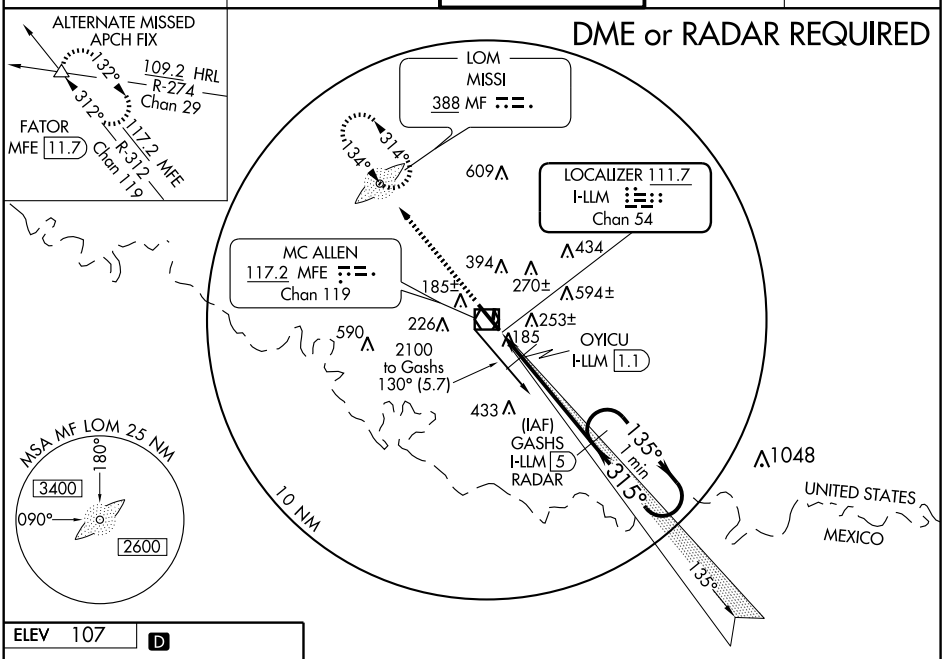
LOC/DME I-LLM	APP CRS	Rwy Idg	7120
111.7	315°	TDZE	102
Ch 54		Apt Elev	107

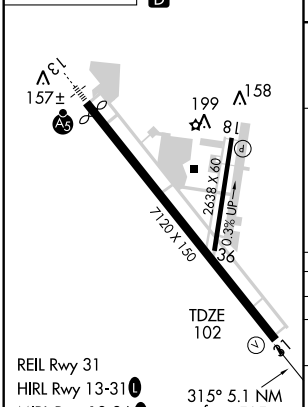
ILS or LOC RWY 31
MC ALLEN MILLER INTL (MFE)

Circling NA northest of Rwys 13 and 31. Visibility reduction by helicopters NA. ADF and DME or Radar required. OYICU DME minimums NA when using Valley Intl altimeter. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, S-ILS 31 all Cats visibility ¼ mile, S-LOC 31 Cat C visibility ¼ and Cat D ½ mile.

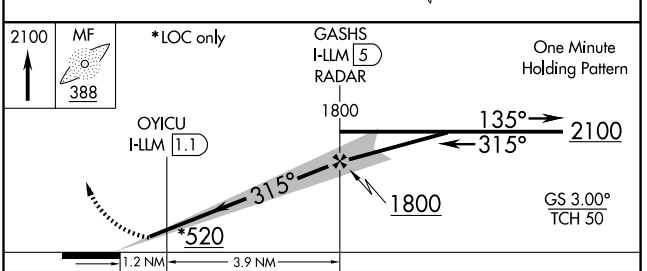
MISSED APPROACH: Climb to 2100 direct MF LOM and hold

ATIS	VALLEY APP CON	MC ALLEN TOWER*	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 31	302-¾ 200 (200-¾)			
S-LOC 31	520-1 418 (500-1)		520-1¼ 418 (500-1¼)	
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)
OYICU DME MINIMUMS				
S-LOC 31	440-1 338 (400-1)			
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6983
CH 78400	134°	TDZE	107
W13A		Apt Elev	107

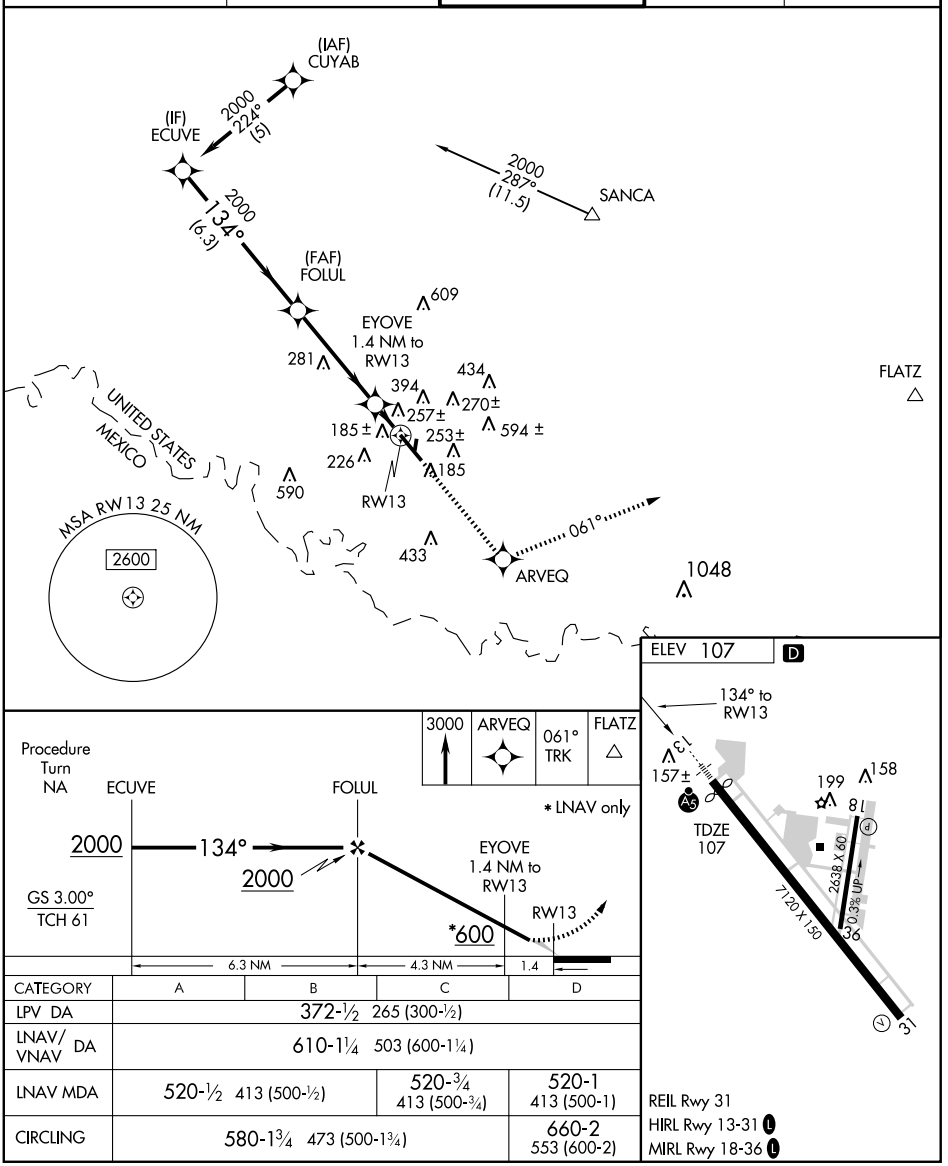
RNAV (GPS) RWY 13
MC ALLEN MILLER INTL (MFE)

DME/DME RNP-0.3 NA. Circling not authorized northeast of Rwy 13-31. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 3000 direct ARVEQ and via 061° track to FLATZ.

ATIS	VALLEY APP CON	MC ALLEN TOWER ★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	372-½ 265 (300-½)			
LNAV/ VNAV DA	610-1¼ 503 (600-1¼)			
LNAV MDA	520-½ 413 (500-½)		520-¾ 413 (500-¾)	520-1 413 (500-1)
CIRCLING	580-1¾ 473 (500-1¾)			660-2 553 (600-2)

REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

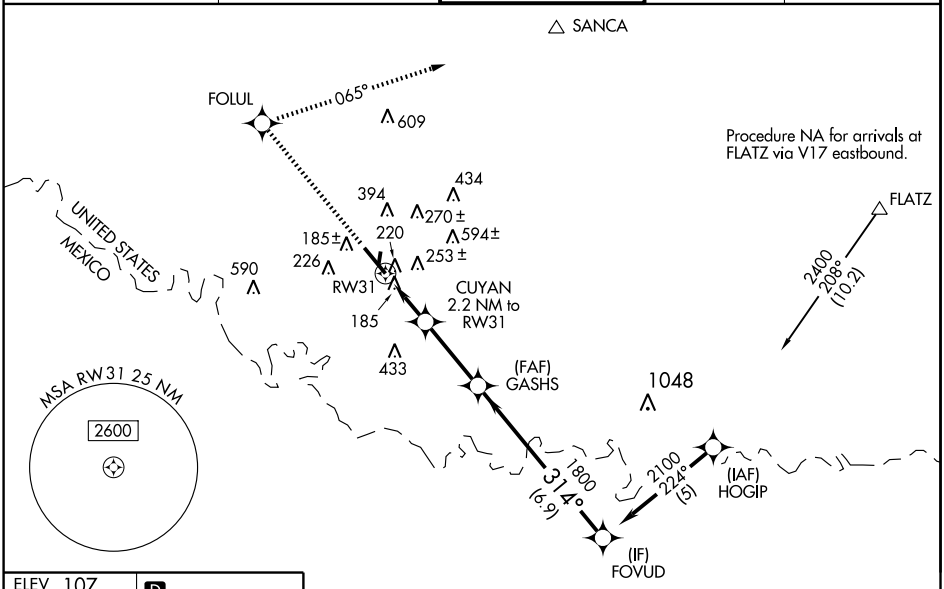
WAAS	APP CRS	Rwy Idg	7120
CH 78001	314°	TDZE	102
W31A		Apt Elev	107

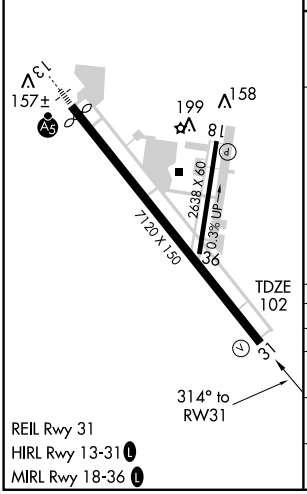
RNAV (GPS) RWY 31
MC ALLEN MILLER INTL (MFE)

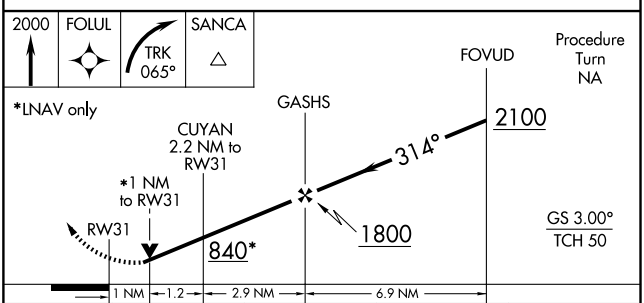
DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valley Intl altimeter setting. When local alitmeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile. VDP NA when using Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FOLUL and right turn via 065° track to SANCA.

ATIS	VALLEY APP CON	MC ALLEN TOWER ★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	424-1 322 (400-1)			
LNAV/VNAV DA	562-1½ 460 (500-1½)			
LNAV MDA	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MFE	APP CRS	Rwy Idg	6983
117.2	134°	TDZE	107
Chan 119		Apt Elev	107

VOR RWY 13

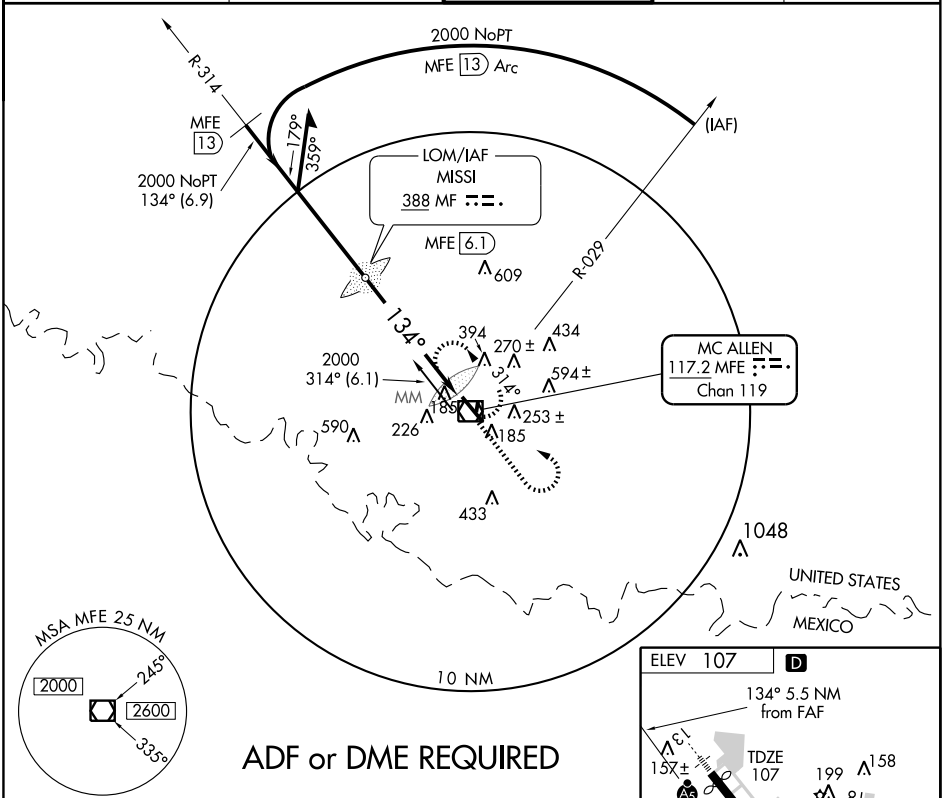
MC ALLEN MILLER INTL (MFE)

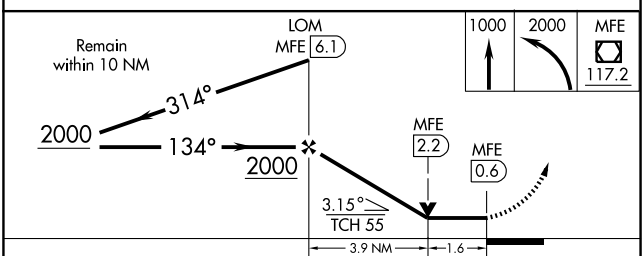
Circling not authorized Northeast of Rwy 13-31.

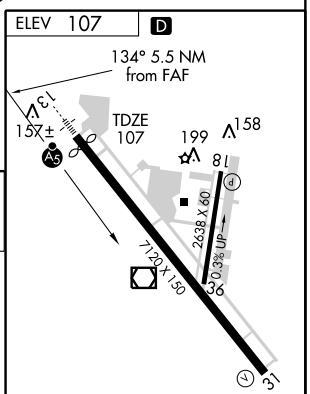
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95







REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-13	600-½ 493 (500-½)		600-¾ 493 (500-¾)	600-1 493 (500-1)
CIRCLING	600-1 493 (500-1)		600-1½ 493 (500-1½)	660-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MFE	APP CRS	Rwy Idg	7120
117.2	305°	TDZE	102
Chan 119		Apt Elev	107

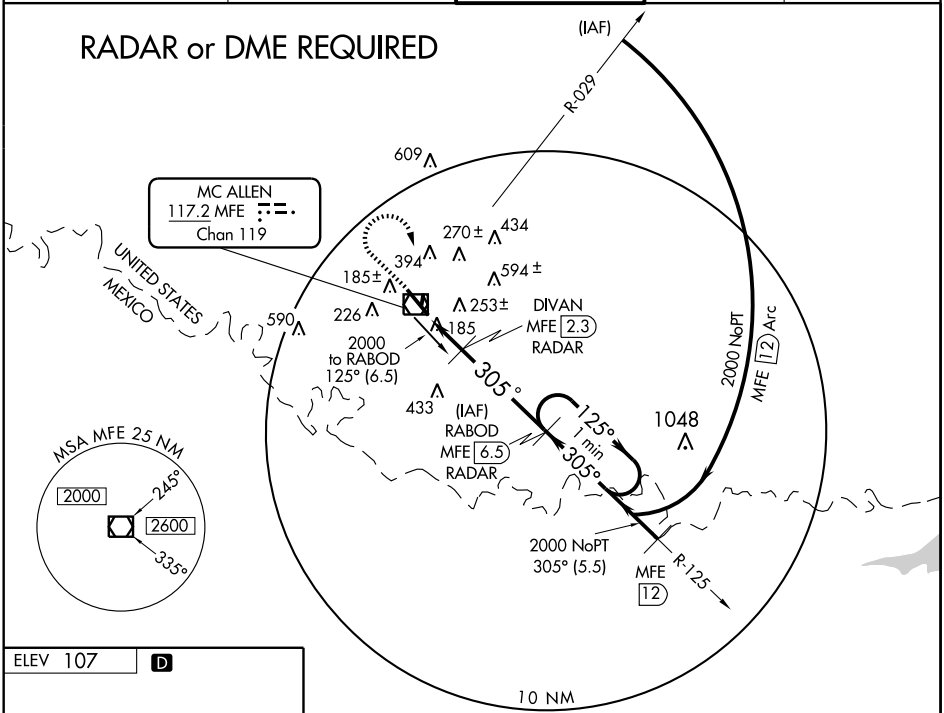
VOR RWY 31
MC ALLEN MILLER INTL (MFE)

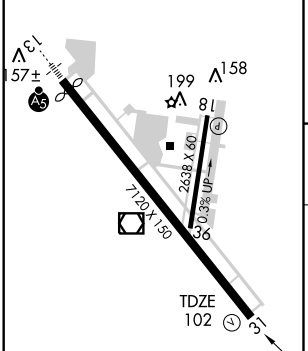
Circling not authorized Northeast of Rwy 13-31.

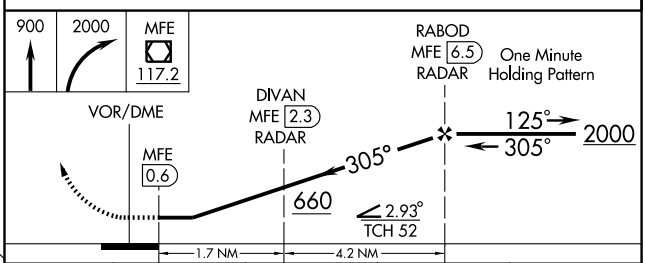
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct MFE VOR/DME.

ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95

RADAR or DME REQUIRED







FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

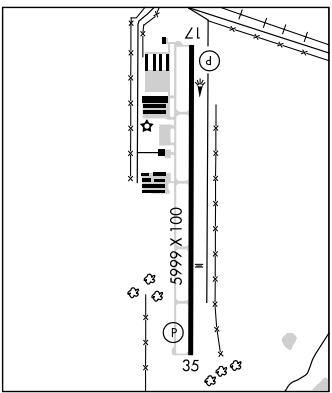
CATEGORY	A	B	C	D
S-31	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

MEMPHIS MUNI (F21) 1 NE UTC−6(−5DT) N34°44.38′ W100°31.78′ **DALLAS–FT WORTH**
2102 B NOTAM FILE FTW **L–17A**
RWY 17–35: H4670X75 (ASPH) S–10 MIRL
RWY 35: Trees.
RWY 08–26: 2750X70 (TURF)
RWY 08: Road. **RWY 26:** P–line.
AIRPORT REMARKS: Unattended. Rwy 08–26 thlds marked with red and white metal markers. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CDS.
CHILDRESS (L) VORTACW 117.6 CDS Chan 123 N34°22.14′ W100°17.34′ 322° 25.2 NM to fld. 1920/10E. **HIWAS.**

MENARD CO (T5Ø) 3 NW UTC−6(−5DT) N30°55.95′ W99°48.55′ **SAN ANTONIO**
1930 B NOTAM FILE SJT **L–19B**
RWY 15–33: H4100X60 (ASPH) S–12.5 LIRL
RWY 15: Thld dsplcd 480′. Brush. **RWY 33:** Tree.
AIRPORT REMARKS: Unattended. Birds on and invof arpt, seasonal.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JCT.
JUNCTION (H) VORTACW 116.0 JCT Chan 107 N30°35.88′ W99°49.05′ 353° 20 NM to fld. 2280/8E. **HIWAS.**

MESQUITE METRO (HQZ) 3 E UTC−6(−5DT) N32°44.82′ W96°31.83′ **DALLAS–FT. WORTH**
447 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE HQZ **COPTER**
RWY 17–35: H5999X100 (CONC) S–70, D–100, 2D–100 MIRL **H–6H, L–17C, A**
RWY 17: LDIN. PAPI(P4L)—GA 3.0° TCH 55′. Road. **IAP**
RWY 35: LDIN. PAPI(P4L)—GA 3.0° TCH 42′. Fence.
AIRPORT REMARKS: Attended 1300–0300Z‡. Self–serve fuel avbl 24 hrs with major credit card. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE REIL Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (972) 222–7631. LLWAS.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **RGNL APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 108° 20.8 NM to fld. 450/6E.
NDB (MHW) 248 PQF N32°48.56′ W96°31.75′ 175° 3.7 NM to fld. NOTAM FILE HQZ.
ILS/DME 109.75 I–HQZ Chan 34Y Rwy 17. Class IT.

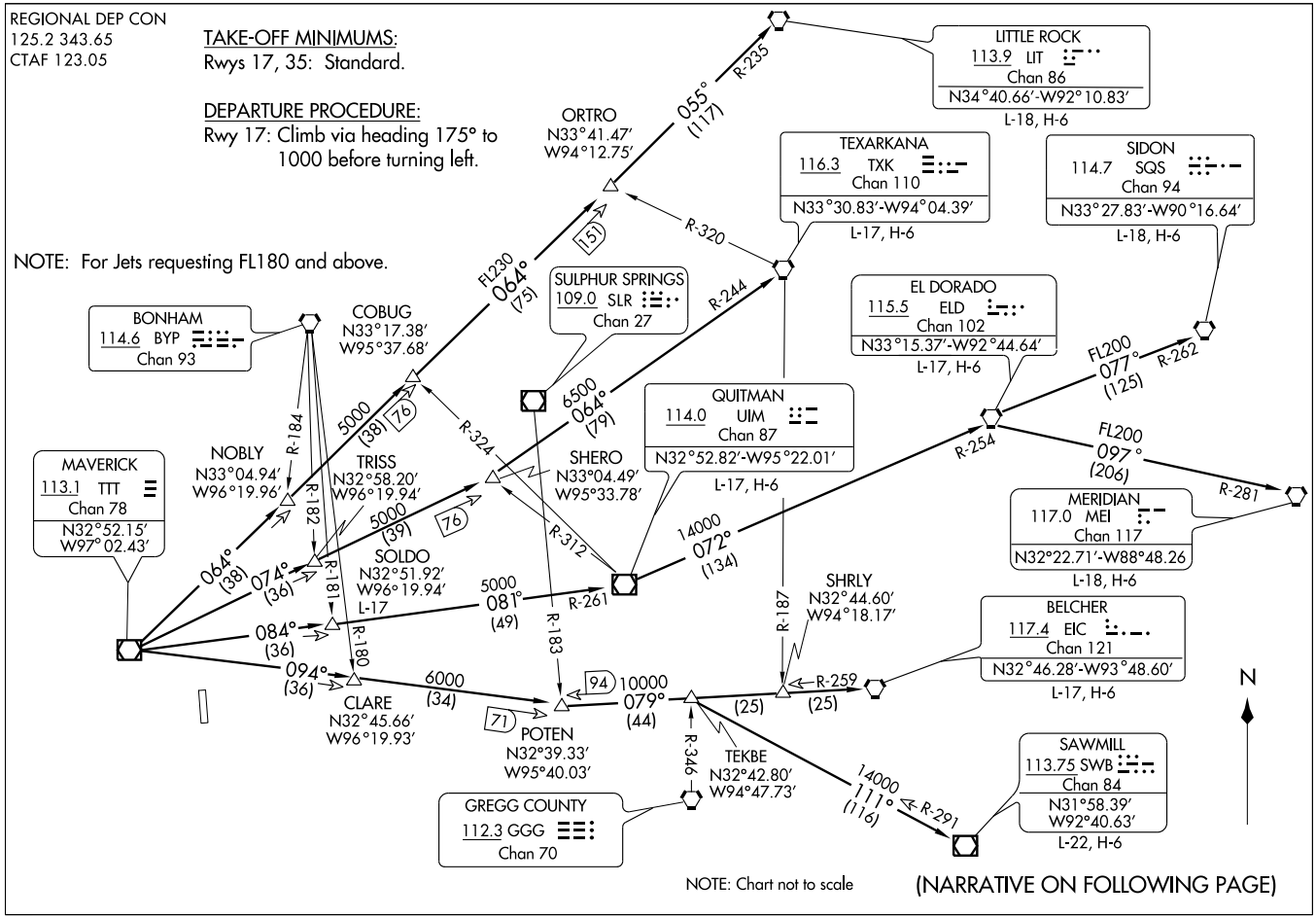


DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



SL-6444 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

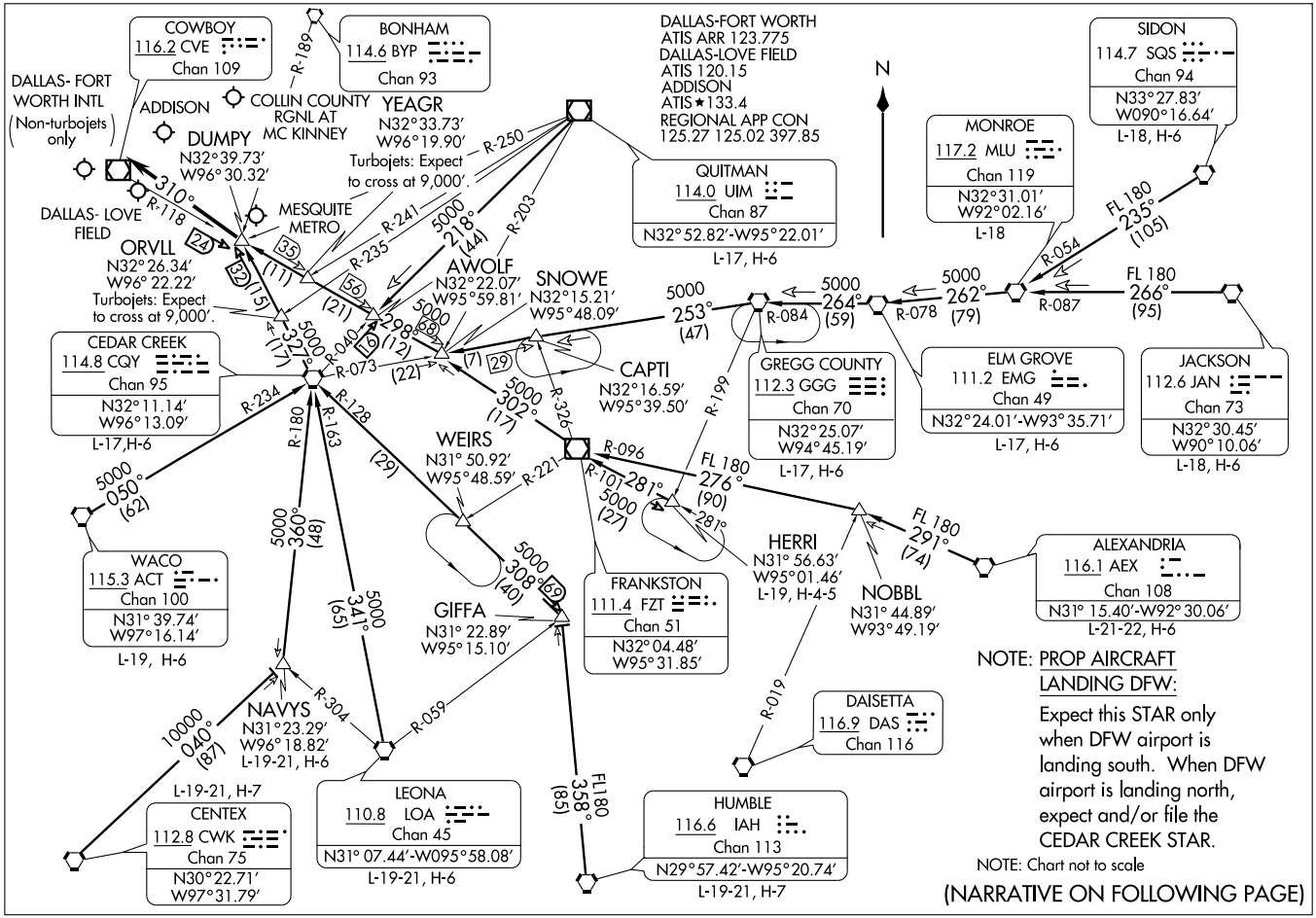
TAKE-OFF OBSTACLES:
Rwy 17: Tower 2.0 NM from DER, 1.8 left of centerline, 456' AGL/944' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

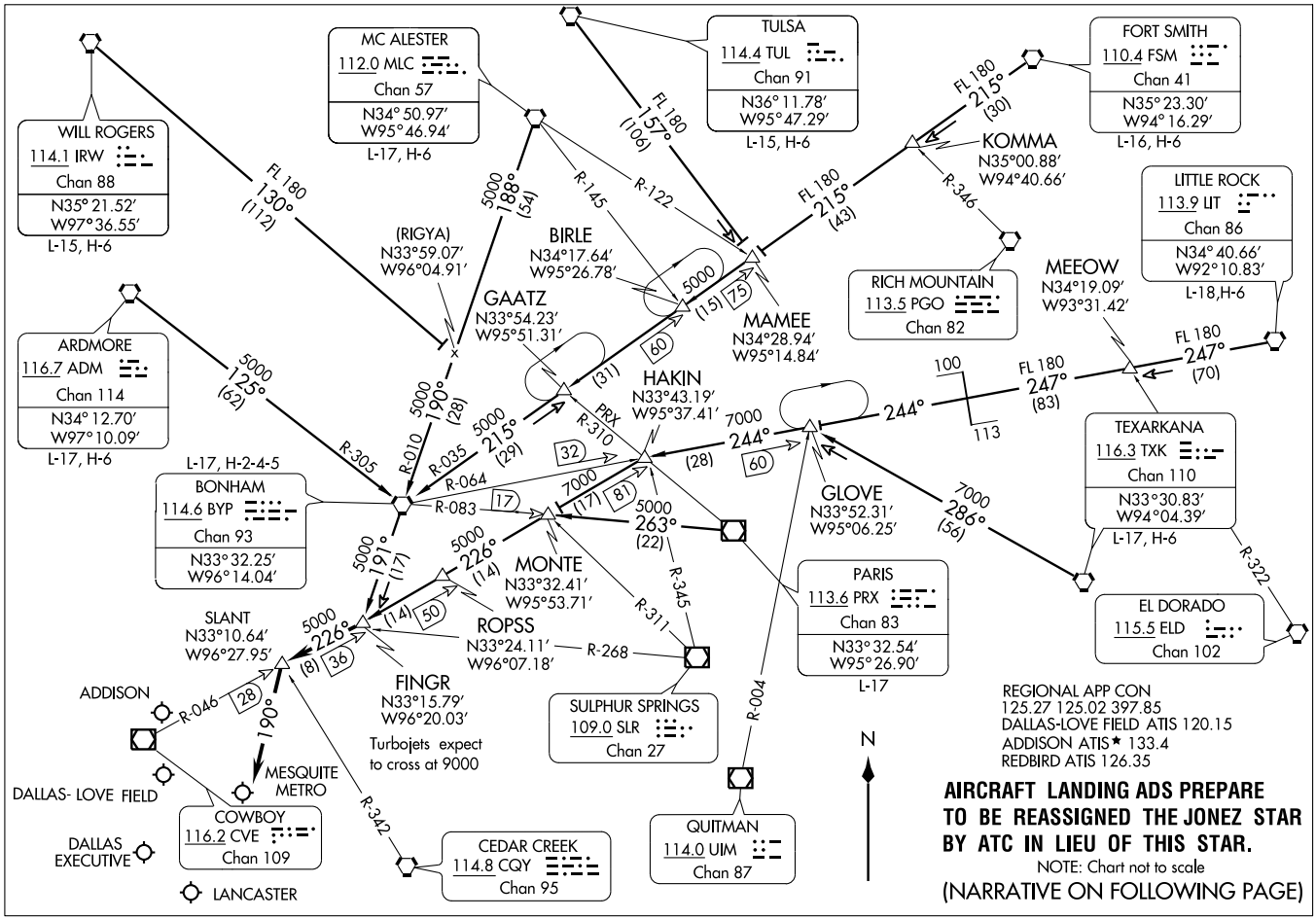
LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351



DALLAS-FT. WORTH, TEXAS

ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000' before turning left.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
MESQUITE, TEXAS
MESQUITE METRO (HQZ)
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

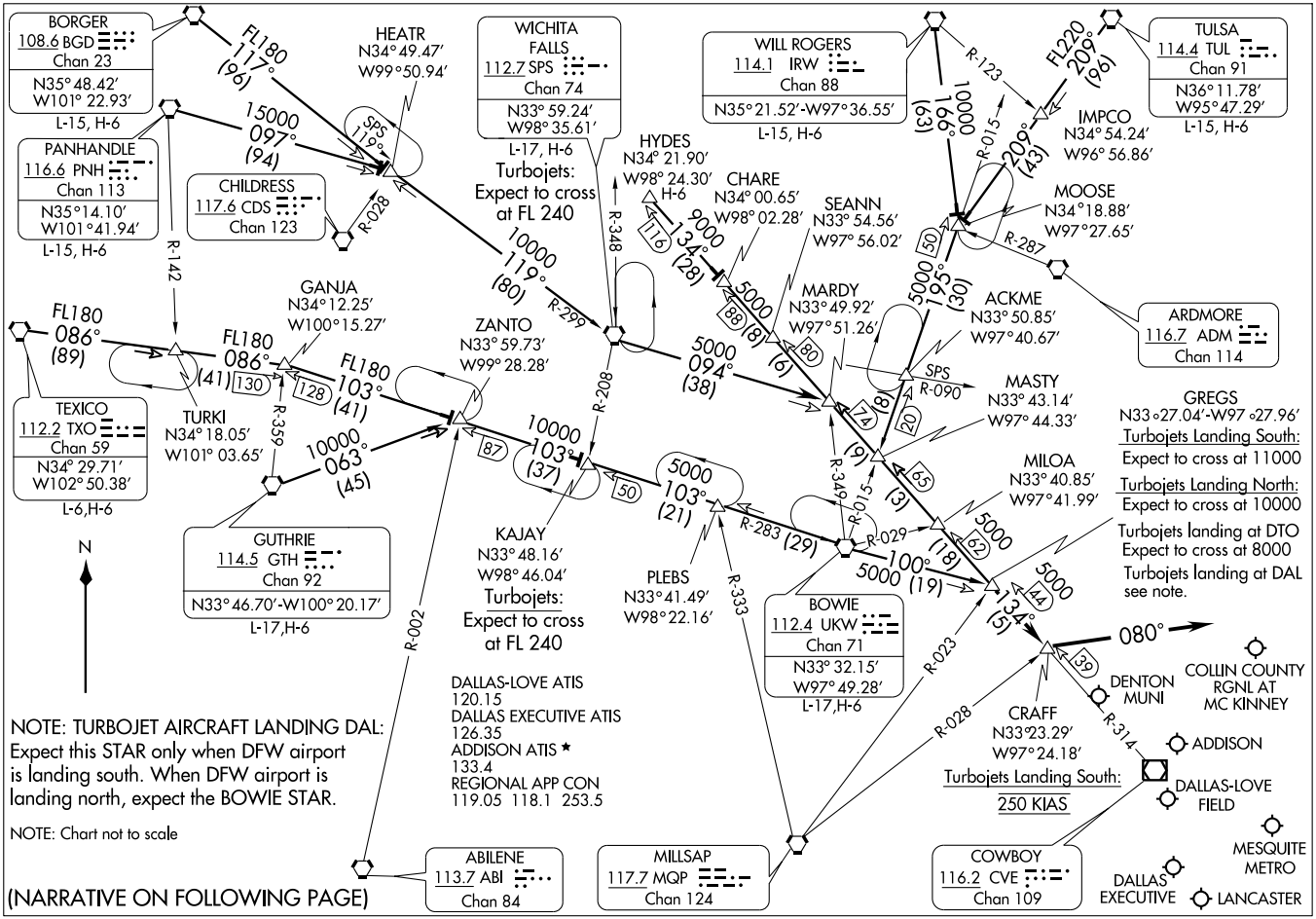
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456' AGL/944' MSL.

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

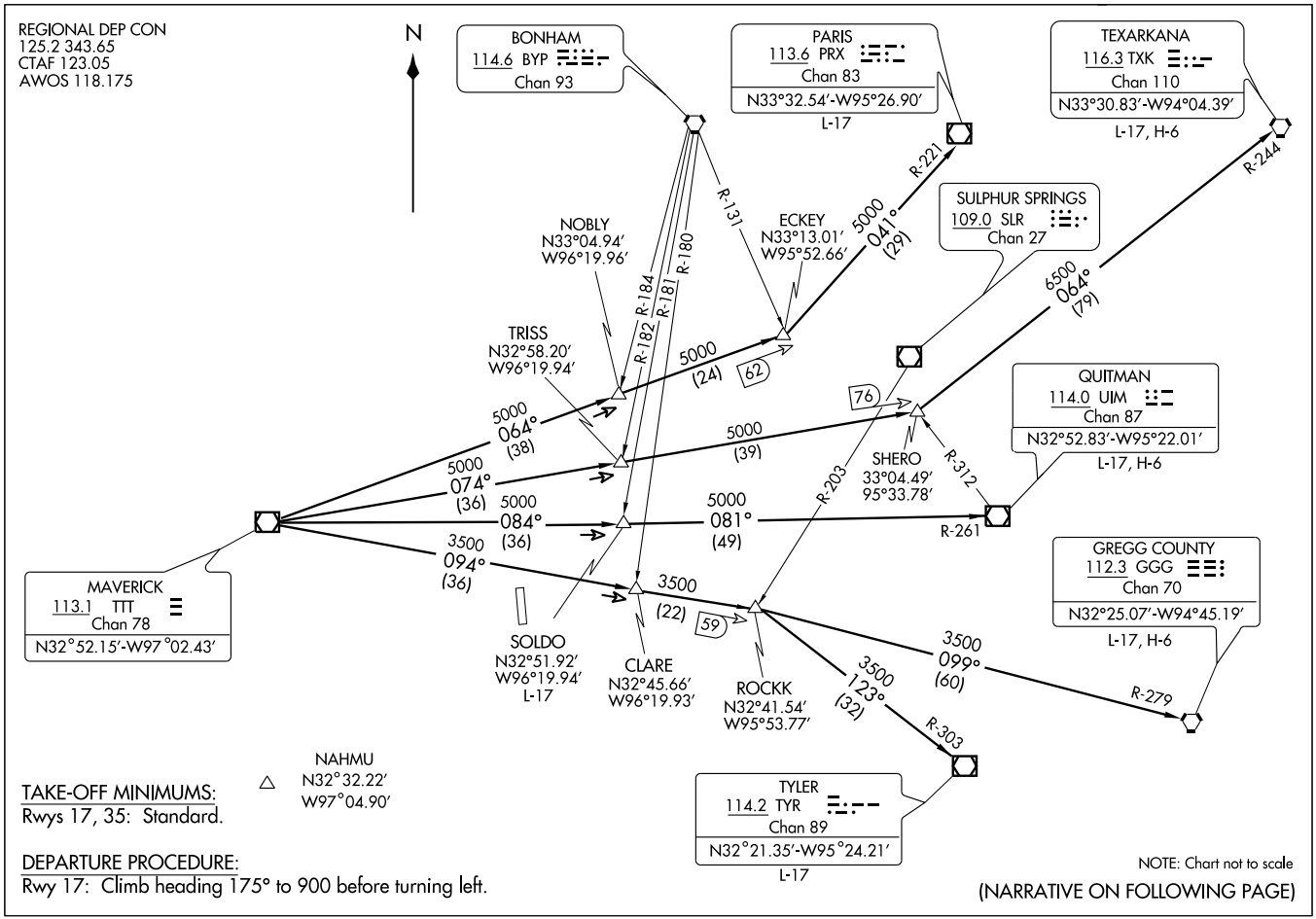
SC-2, 26 AUG 2010 to 23 SEP 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

SL-6444 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478' MSL.
Rwy 35:
Hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL.
Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL.
Bush 45' from departure end of runway, 466' right of centerline, 10' AGl/457' MSL.
Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467/ MSL.
Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-HQZ	APP CRS	Rwy Idg	5999
109.75	175°	TDZE	447
Chan 34 (Y)		Apt Elev	447

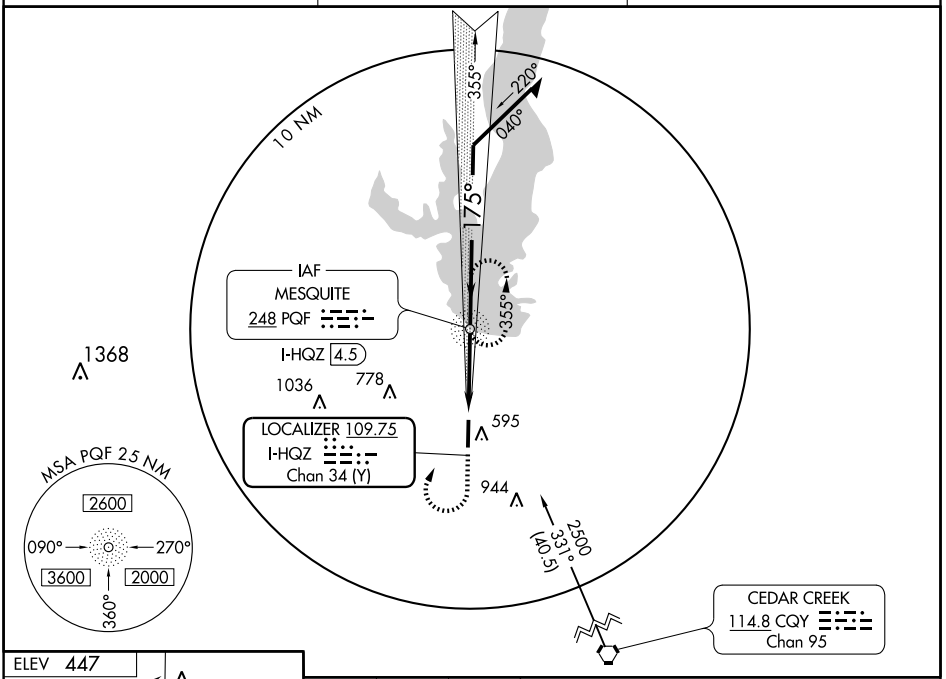
ILS or LOC RWY 17

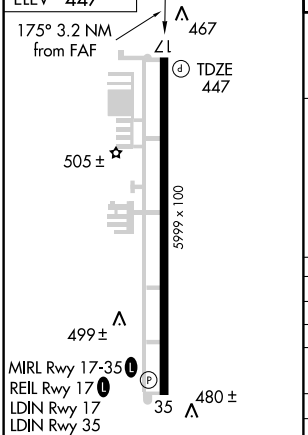
MESQUITE METRO (HQZ)

T
A NA — When local altimeter setting not received use Dallas-Love Field altimeter setting. ADF Required.

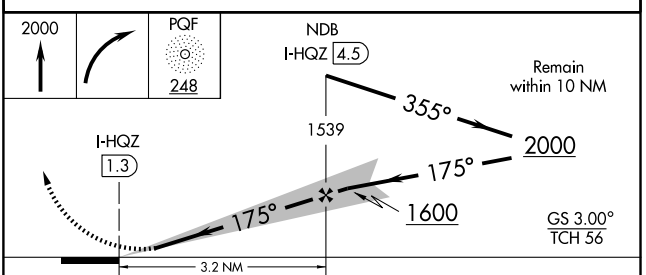
MISSED APPROACH: Climb straight ahead to 2000, then turn right direct PQF NDB and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



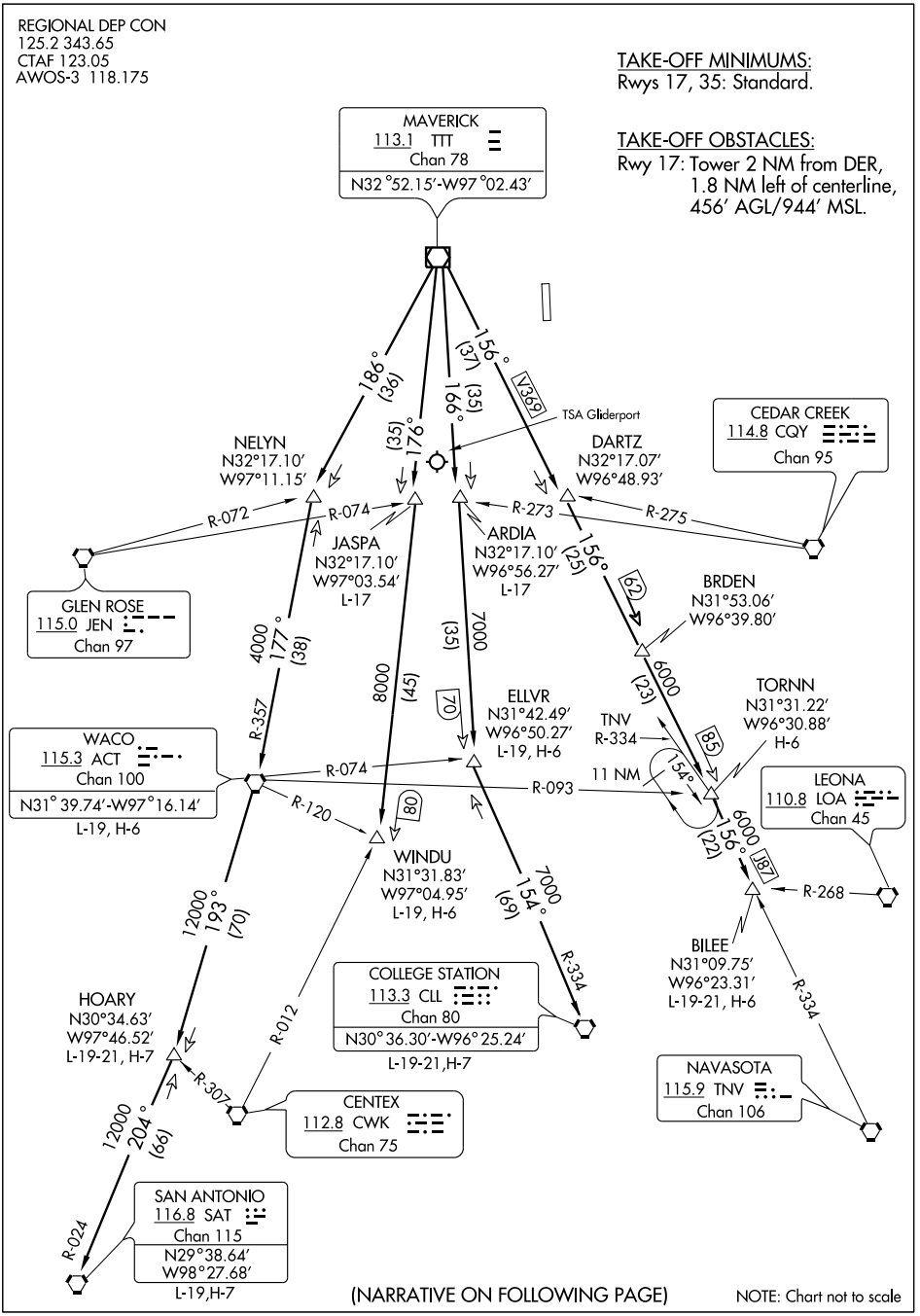


FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-ILS 17	697-¾ 250 (300-¾)			NA
S-LOC 17	740-1 293 (300-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17	743-1 296 (300-1)			NA
S-LOC 17	800-1 353 (400-1)			NA
CIRCLING	1000-1 553 (600-1)		1000-1½ 553 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 26 AUG 2010 to 23 SEP 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

SI-6444 (FAA)

TAKE-OFF OBSTACLE:
Note: Rwy 17, Multiple trees, sign and fences beginning 10' from DER, 362' left of centerline, up to 35' AGL/478' MSL.
Note: Rwy 35, Hanger 53' from DER, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from DER, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from DER, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from DER, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from DER, 628' right of centerline, 59' AGL/489' MSL.

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

CEOLA
N32°51.98'
W97°44.00'

2100 274° (7)

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

R-330

2500 261° (28)

2800 250° (36)

RUWLO
N32°47.28'
W99°07.77'

8000 (71)

99

BEKLE
N32°49.27'
W99°49.92'

8000 265° V18

93 (36)

R-265

4000 261° (13)

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35: standard.
DEPARTURE PROCEDURE:
Rwy 17: Climb heading 175° to 900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

DALLAS-FT. WORTH, TEXAS

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

GAINS
N31° 57.12′
W97°37.34′

SITNA
N32°12.55′
W99°03.07′

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

BRIAN
N32°01.87′
W97°43.17′

JUMBO
N31° 32.17′
W98°10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

SAN ANGELO
115.1 SJT
Chan 98

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

ST-106 (FAA)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-HQZ	APP CRS	Rwy Idg	5999
109.75	355°	TDZE	443
Chan 34 (Y)		Apt Elev	447

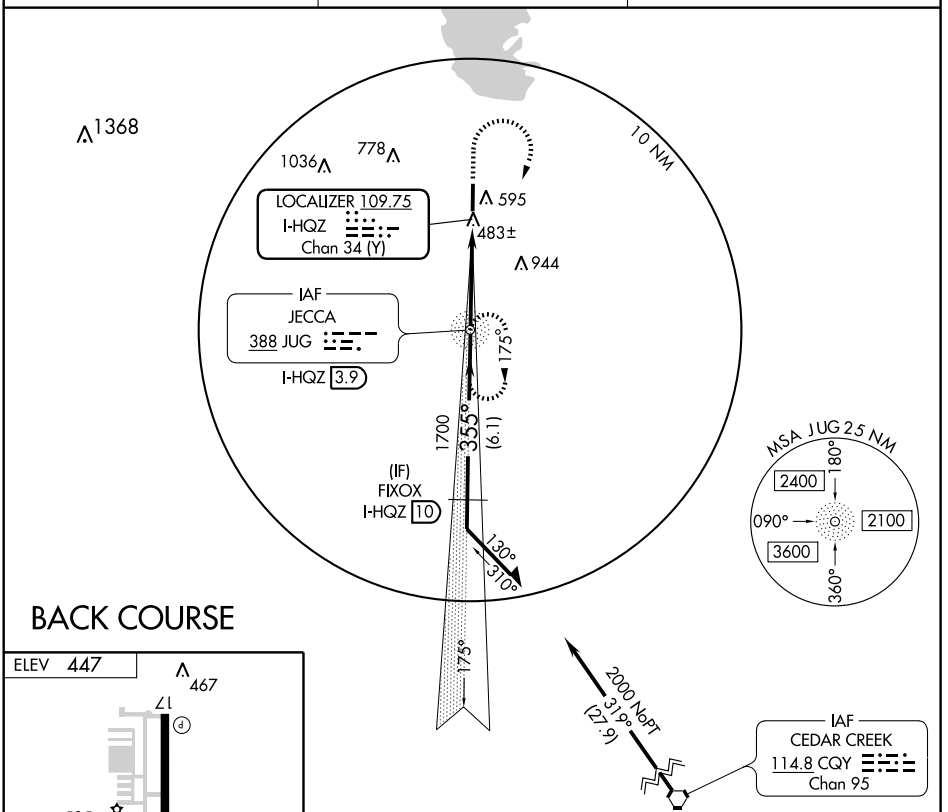
LOC BC RWY 35

MESQUITE METRO (HQZ)

ADF required. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 60 feet. Increase S-35 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct JUG NDB/I-HQZ 3.9 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-35	800-1 357 (400-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5999
Ch 58301	175°	TDZE	447
W17A		Apt Elev	447

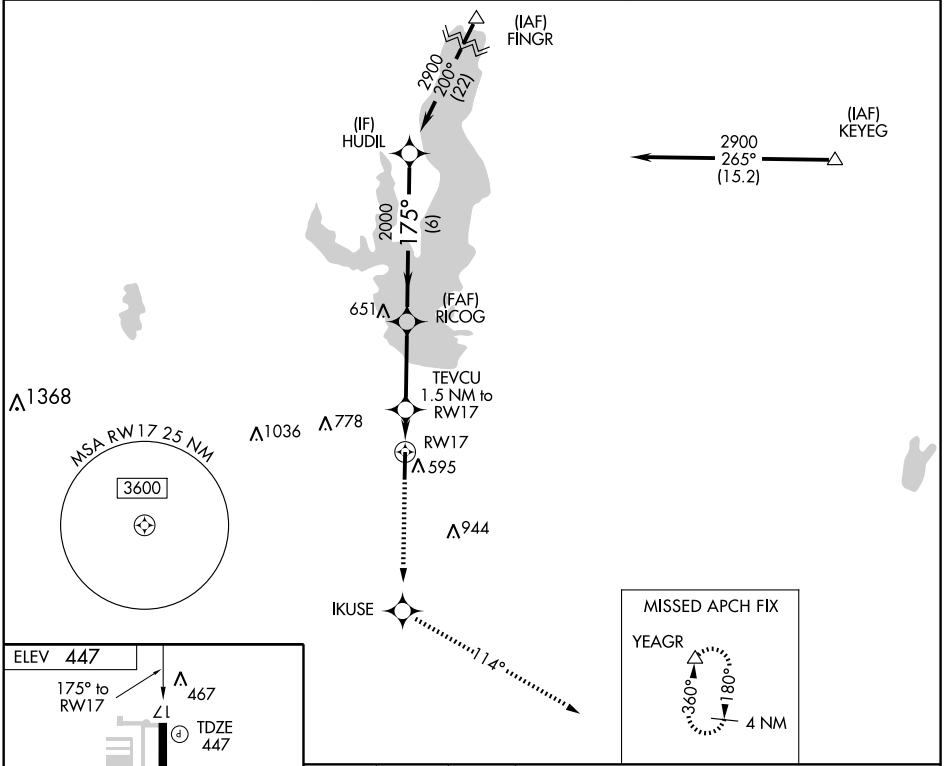
RNAV (GPS) RWY 17

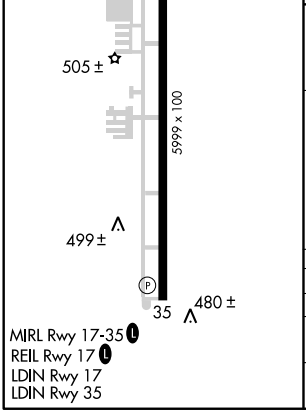
MESQUITE METRO (HQZ)

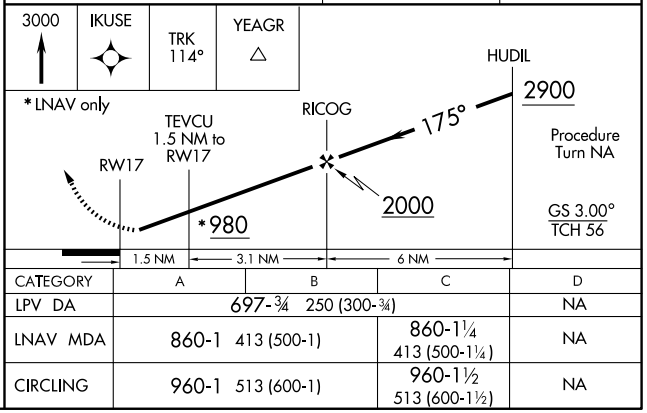
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile, all Cats.

MISSED APPROACH: Climb to 3000 direct IKUSE and via 114° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	697-¾ 250 (300-¾)			NA
LNAV MDA	860-1 413 (500-1)		860-1¼ 413 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5999
Ch 78401	355°	TDZE	443
W35A		Apt Elev	447

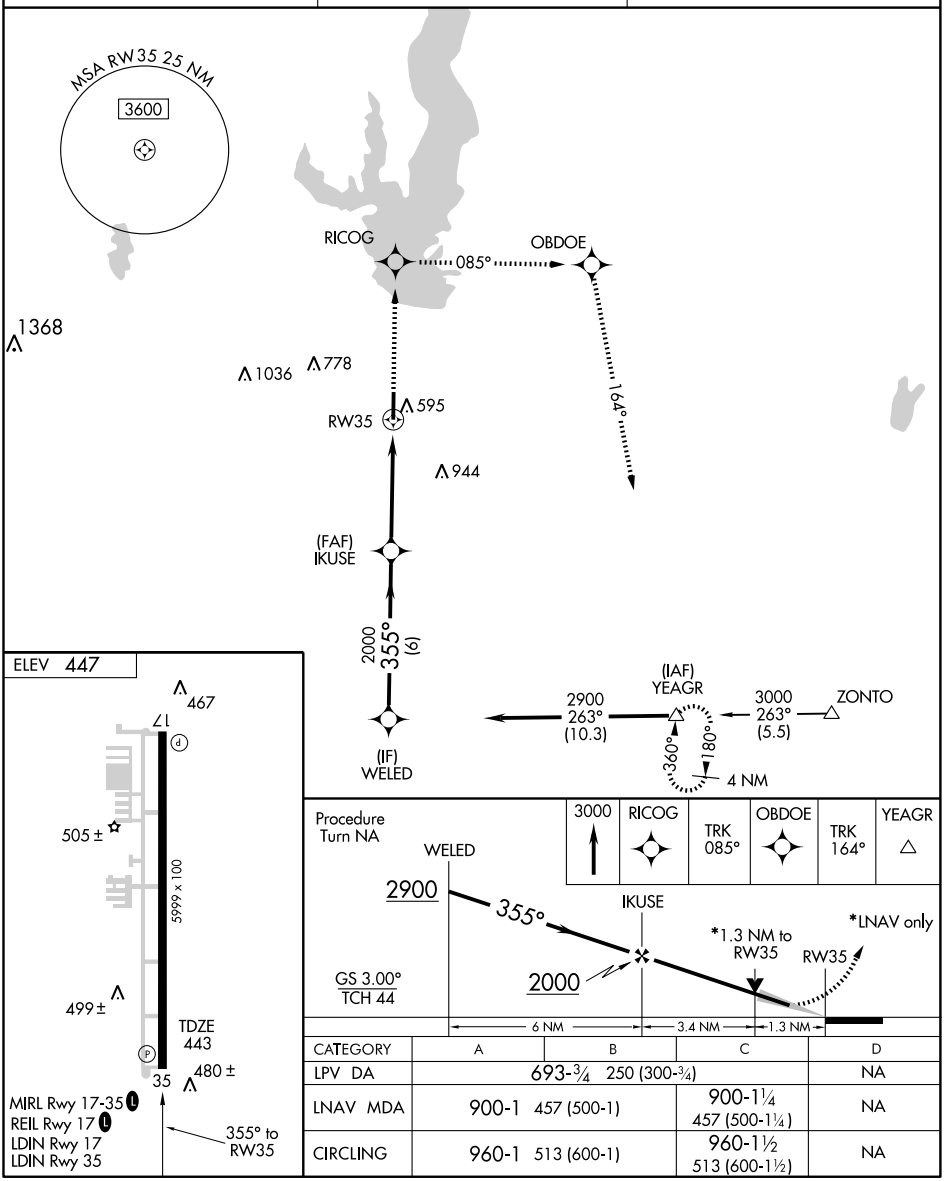
RNAV (GPS) RWY 35

MESQUITE METRO (HQZ)

DME/DME RNP-0.3 NA. VDP NA when using Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct RICOG and via 085° track to OBDOE and via 164° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	693-¾ 250 (300-¾)			NA
LNAV MDA	900-1 457 (500-1)		900-1¼ 457 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TEXOMA ONE DEPARTURE

SL-6444 (FAA)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

TAKE-OFF MINIMUMS:
Rwys 17, 35: STANDARD.
DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000 before turning left.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

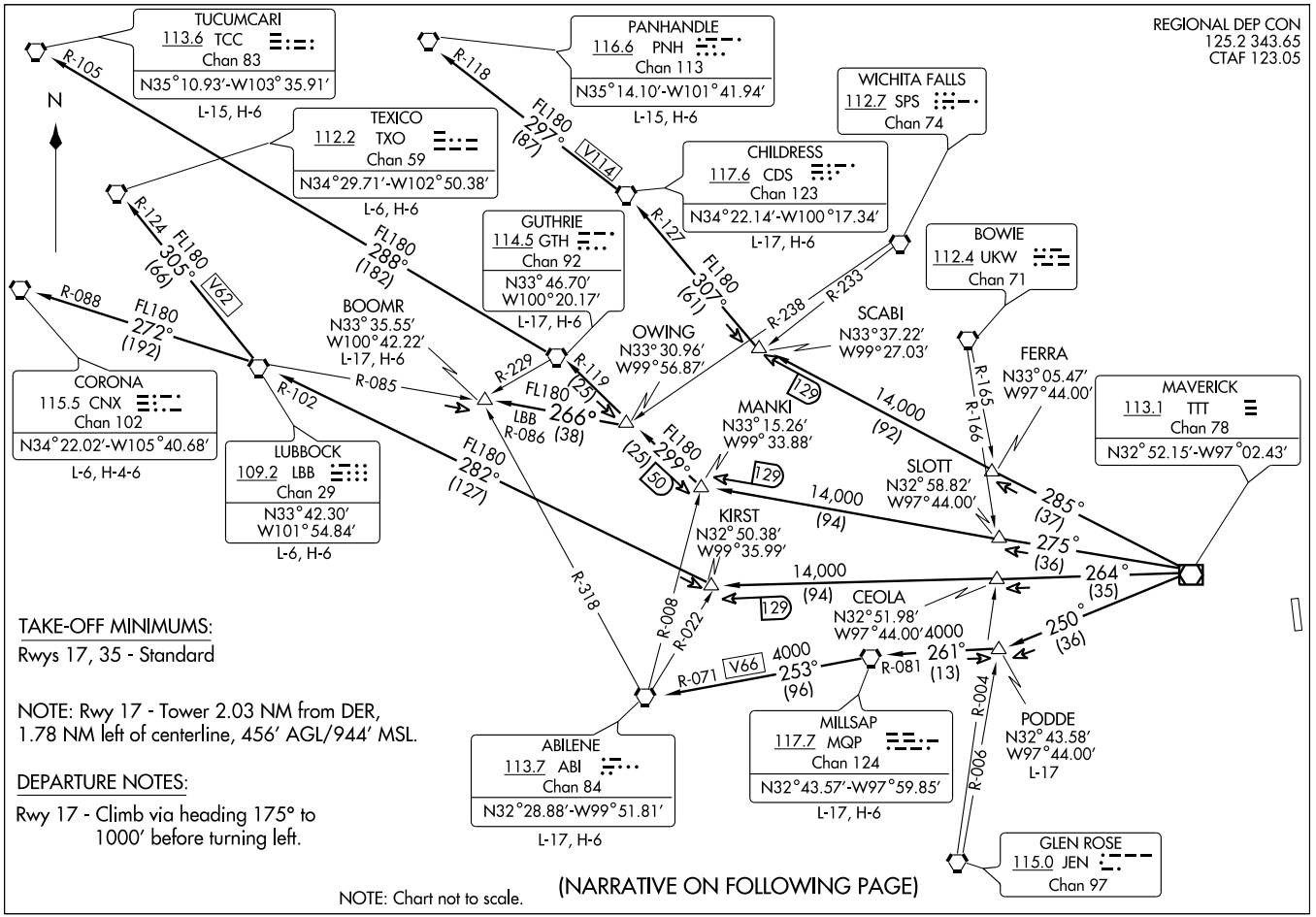
SC-2, 26 AUG 2010 to 23 SEP 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



SL-6444 (FAA)

WORTH FIVE DEPARTURE
(WORTH5.TTT) 08269
MESQUITE METRO (HQZ)
MESQUITE, TEXAS

DEPARTURE ROUTE DESCRIPTION

▼ When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

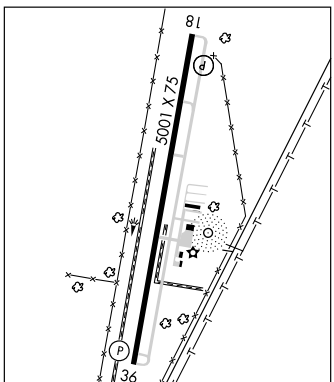
PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 26 AUG 2010 to 23 SEP 2010

MEXIA–LIMESTONE CO (LXY) 3 SW UTC−6(−5DT) N31°38.47′ W96°30.87′ **HOUSTON**
544 B S4 **FUEL** 100LL, JET A 0X 4 NOTAM FILE FTW **H–6H, L–19D, A**
RWY 18–36: H5001X75 (ASPH) S–8 MIRL 0.3% up N **IAP**
RWY 18: PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 36: PAPI(P2L)—GA 3.0° TCH 24′.
AIRPORT REMARKS: Attended Mon–Fri 1400–0100Z‡, Sat–Sun 1500–2100Z‡, exc holidays 1500–2100Z‡. Fuel avbl 24 hrs self–serve.
COMMUNICATIONS: CTAF/UNICOM 122.8
WACO APP/DEP CON 127.65
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GROESBECK (L) VORW/DME 108.8 GNL Chan 25 N31°34.89′ W96°32.95′ 021° 4 NM to fld. 512/5E.
NDB (MHW) 329 LXY N31°38.38′ W96°30.73′ at fld. Unmonitored.



MIAMI–ROBERTS CO (3EØ) 3 NE UTC−6(−5DT) N35°42.84′ W100°36.19′ **DALLAS–FT WORTH**
2720 B NOTAM FILE FTW **L–15C**
RWY 02–20: H4060X50 (ASPH) S–12.5 LIRL
RWY 02: Tree. **RWY 20:** Thld dsplcd 390′. Fence. Rgt tfc.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 087° 38.5 NM to fld. 3130/11E.

MIDLAND

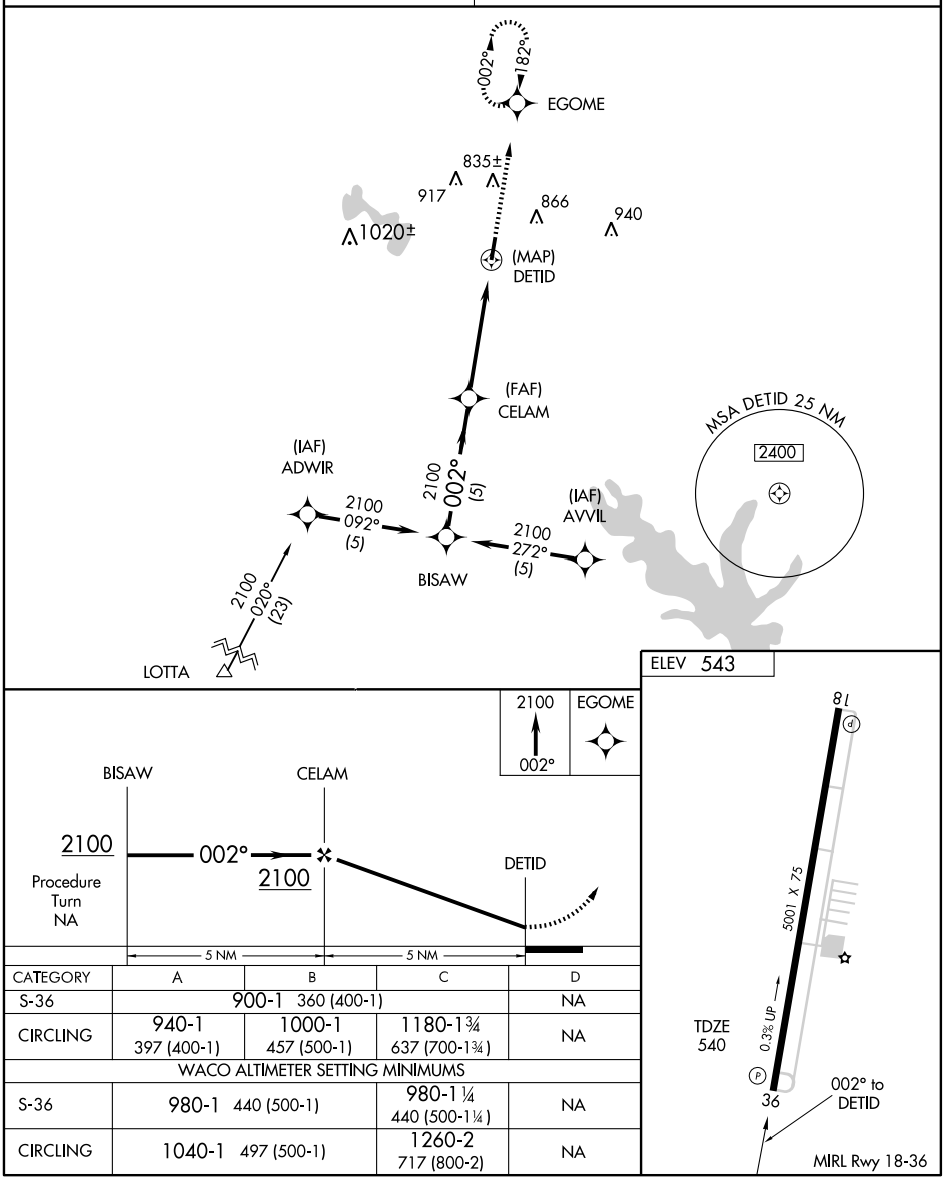
MIDLAND AIRPARK (MDD) 3 N UTC−6(−5DT) N32°02.19′ W102°06.06′ **ALBUQUERQUE**
2803 B S4 **FUEL** 100LL, JET A1 + 0X 1, 3 NOTAM FILE MDD **H–6G, L–6H**
RWY 07–25: H5022X75 (ASPH–RFSC) S–18.5 MIRL 0.3% up W **IAP**
RWY 07: PAPI(P2L)—GA 3.0° TCH 40′. Pole.
RWY 25: VASI(V4L)—GA 3.0° TCH 47′. Pole. Rgt tfc.
RWY 16–34: H3977X75 (ASPH) S–18.5 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 40′. Road. **RWY 34:** PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1300–0200Z‡. For fuel after hours call 432–685–7000 during business hrs to schedule appointment. Birds invof arpt (seasonal). Uneven pavement northeast 50′ of north ramp. MIRL Rwy 07–25 and Rwy 16–34 preset low ints, to increase ints and ACTIVATE VASI Rwy 25, PAPI Rwy 07, Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (432) 687–4605.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIDLAND APP/DEP CON** 124.6 (1200–0600Z‡) **CLNC DEL** 121.8
FORT WORTH CENTER APP/DEP CON 133.1 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
(L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 059° 4.8 NM to fld. 2860/11E.

APP CRS	Rwy Idg	5001
002°	TDZE	540
	Apt Elev	543

GPS RWY 36

MEXIA-LIMESTONE COUNTY (LXY)

NA	Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.	MISSED APPROACH: Climb to 2100 via 002° course to EGOME WP and hold.
WACO APP CON 127.65 352.0		UNICOM 122.8 (CTAF)



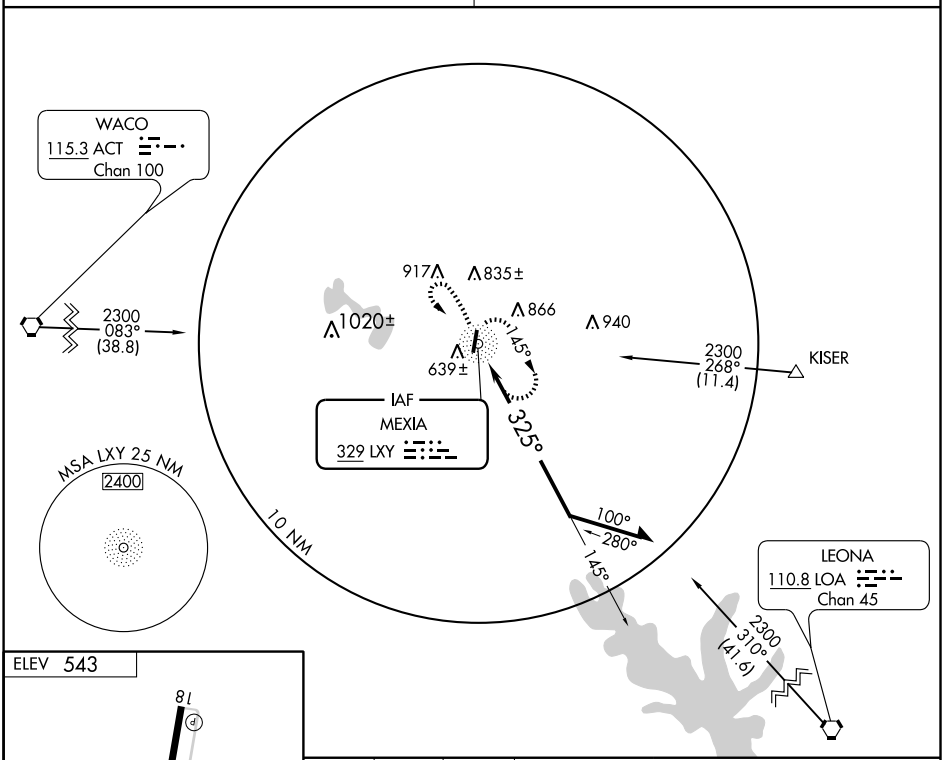
CATEGORY	A	B	C	D
S-36	900-1 360 (400-1)			NA
CIRCLING	940-1 397 (400-1)	1000-1 457 (500-1)	1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
S-36	980-1 440 (500-1)		980-1¼ 440 (500-1¼)	NA
CIRCLING	1040-1 497 (500-1)		1260-2 717 (800-2)	NA

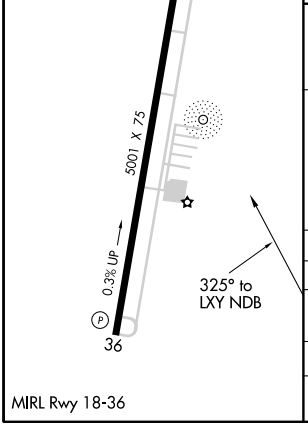
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

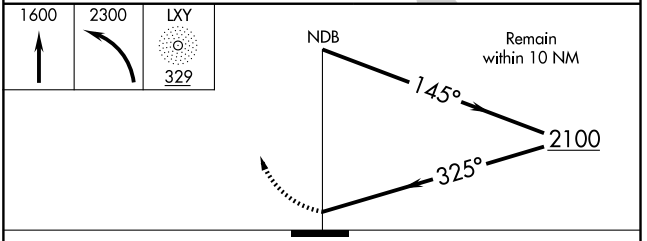
NDB LXY	APP CRS	Rwy Idg	N/A
329	325°	TDZE	N/A
		Apt Elev	543

NDB-A
MEXIA-LIMESTONE COUNTY (LXY)

▲NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct LXY NDB and hold.
WACO APP CON **127.65 352.0**	UNICOM **122.8** (CTAF)

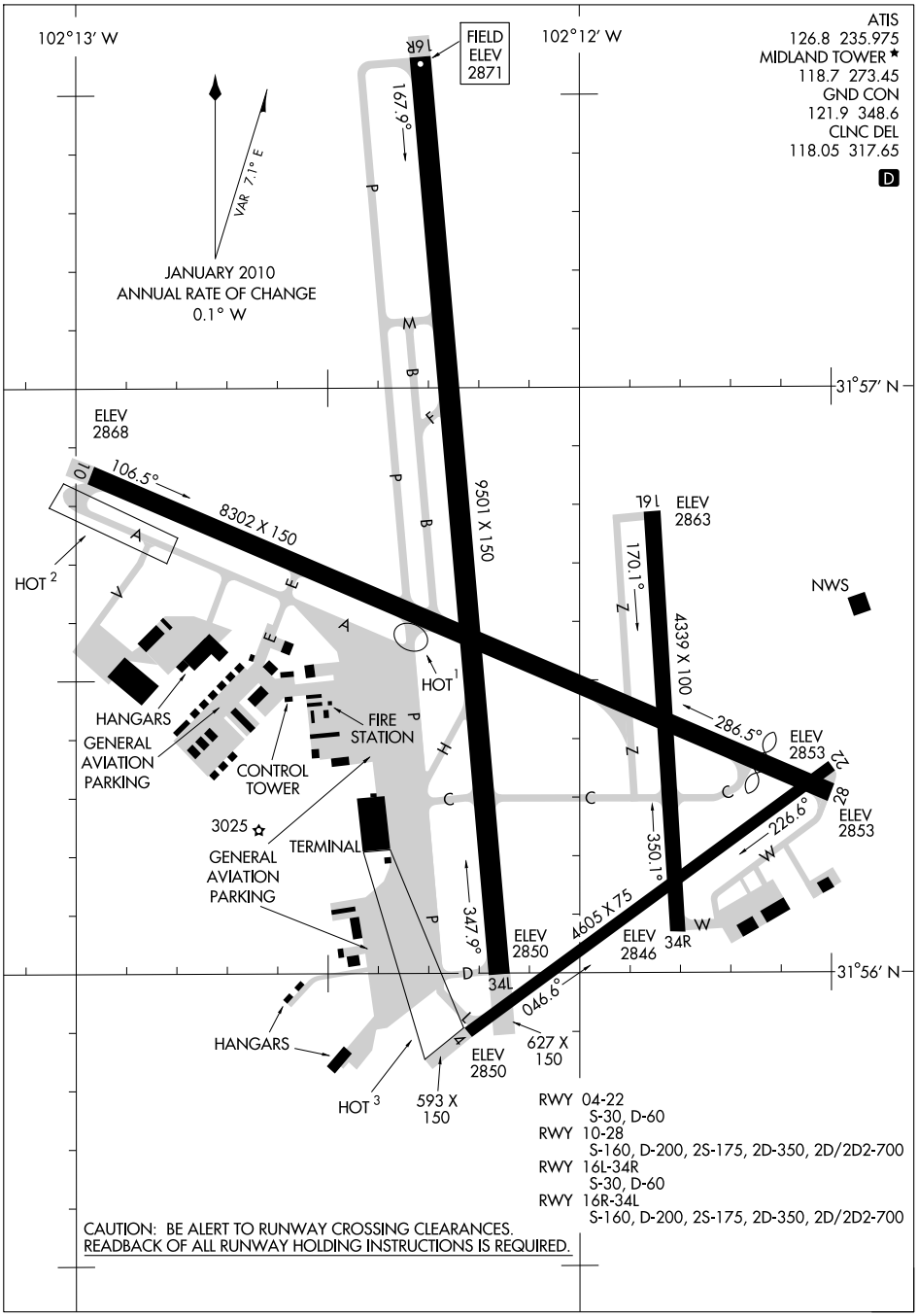






CATEGORY	A	B	C	D
CIRCLING	1000-1 457 (500-1)		1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
CIRCLING	1080-1 537 (600-1)		1260-2 717 (800-2)	NA

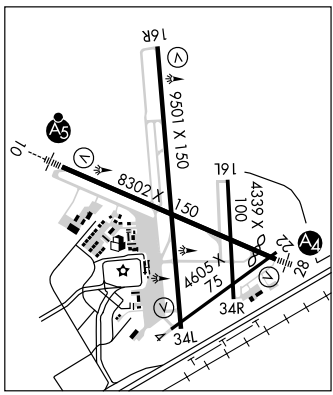
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

MIDLAND INTL (MAF) 8 SW UTC−6(−5DT) N31°56.55′ W102°12.12′ **SAN ANTONIO**
2871 B S4 **FUEL** 100LL, JET A, A1, A1+, B OX 2, 4 LRA Class I, ARFF Index B **H–6G, L–6H**
NOTAM FILE MAF **IAP, AD**

RWY 16R–34L: H9501X150 (ASPH–GRVD) S–160, D–200, 2S–175, 2D–350, 2D/2D2–700 HIRL
RWY 16R: VASI(V4L)—GA 3.0° TCH 52′.
RWY 34L: REIL. VASI(V4L)—GA 3.0° TCH 52′. Pole.
RWY 10–28: H8302X150 (ASPH–GRVD) S–160, D–200, 2S–175, 2D–350, 2D/2D2–700 HIRL
RWY 10: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 28: MALS. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 692′.
RWY 04–22: H4605X75 (ASPH) S–30, D–60 MIRL
RWY 04: Pole. **RWY 22:** Road.
RWY 16L–34R: H4339X100 (ASPH) S–30, D–60 MIRL
RWY 16L: Fence. **RWY 34R:** Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–4605	TODA–4605	ASDA–4605	LDA–4605
RWY 10:	TORA–8302	TODA–8302	ASDA–8302	LDA–8302
RWY 16L:	TORA–4339	TODA–4339	ASDA–4339	LDA–4339
RWY 16R:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 22:	TORA–4605	TODA–4605	ASDA–4605	LDA–4605
RWY 28:	TORA–8302	TODA–8302	ASDA–8302	LDA–7610
RWY 34L:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 34R:	TORA–4339	TODA–4339	ASDA–4339	LDA–4339

AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwys 04–22 and 16L–34R clsd to acft over 60,000 pounds. Rwy 10–28 E 692′ CLOSED to acft over 60,000 lbs. Rwy 16R–34L 180° turn prohibited to acft 60,000 pounds and above. Rwy 10–28 180° turn prohibited to acft 60,000 pounds or above. Taxiways B and F north Rwy 10–28 clsd to acft over 60,000 pounds. Numerous oil rigs invof arpt at or blo 200′ AGL. When twr closed HIRL Rwys 10–28 and 16R–34L preset on med ints, MIRL Rwys 04–22 and 16L–34R preset on med ints during expected IFR conditions only. When twr closed ACTIVATE MALSR Rwy 10 and MALS Rwy 28—CTAF. For ARFF services between 0600–1200Z‡ daily ctc FSS at 800–992–7433. U.S. Customs user fee arpt. Ldg fee.
WEATHER DATA SOURCES: ASOS (432) 561–5935. LLWAS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 126.8 **UNICOM** 122.95
RCO 122.6 (SAN ANGELO RADIO)
Ⓡ **APP/DEP CON** 124.6 (316°–135°) 121.1 (136°–315°) (1200–0600Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1 (0600–1200Z‡)
TOWER 118.7 (1200–0600Z‡) **GND CON** 121.9 **CLNC DEL** 118.05
AIRSPACE: CLASS C svc 1200–0600Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
(L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 177° 4.0 NM to fld. 2860/11E.
FARLY NDB (HW/LOM) 326 MA N31°59.28′ W102°19.51′ 104° 6.9 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.3 I–MAF Chan 40 Rwy 10. Class IE. LOM FARLY NDB. ILS/DME unmonitored when twr clsd.
ASR (1200–0600Z‡)

SKYWEST INC (7T7) 9 S UTC−6(−5DT) N31°51.51′ W102°04.44′ **SAN ANTONIO**
2800 S4 **FUEL** 100LL, MOGAS NOTAM FILE SJT **H–6G, L–6H**
RWY 16–34: H5000X42 (ASPH) S–12.5
RWY 16: Fence. **RWY 34:** Brush.
RWY 06–24: 2800X45 (DIRT)
RWY 06: Fence. **RWY 24:** Fence.
AIRPORT REMARKS: Attended dawn–dusk. For fuel after hrs call 432–682–5705. Deer on and invof arpt. Rwy 16–34 only reflectors mounted on rwy edge entire length with 4 clear lgts each end. Rwy 16 thld lgts 60′ N of rwy end, Rwy 34 thld lgts 322′ N of rwy end. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 136° 10.8 NM to fld. 2860/11E.

HI-VOR/DME or TACAN RWY 16R

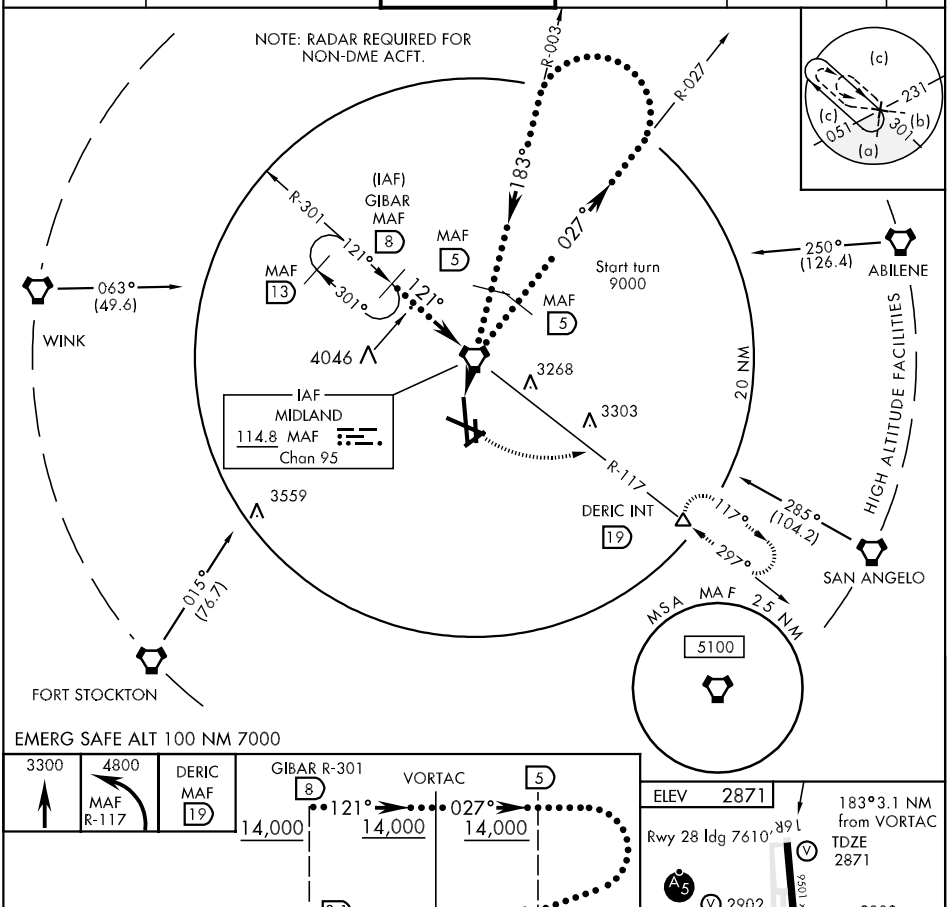
VORTAC MAF	APCH CRS	Rwy ldg	9501
114.8	183°	TDZE	2871
Chan 95		Arpt Elev	2871

JAL-258 [USAF]

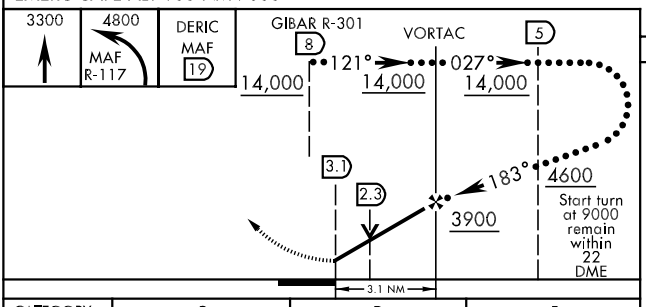
MIDLAND INTL (KMAF)

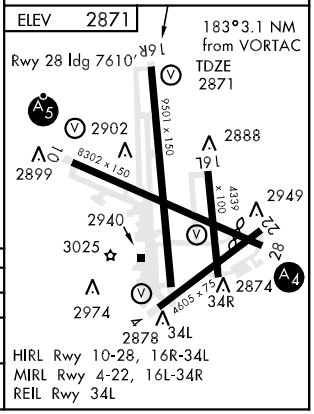
MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via R-117 to DERIC INT/MAF 19 DME and hold.

ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 273.45	121.9 348.6	118.05 317.65	



EMERG SAFE ALT 100 NM 7000





CATEGORY	C	D	E
S-16R	3260-1 389 (400-1)	3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)
S-ASR 16R	3280-1¼ 409 (500-1¼)		3280-1½ 409 (500-1½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 34L

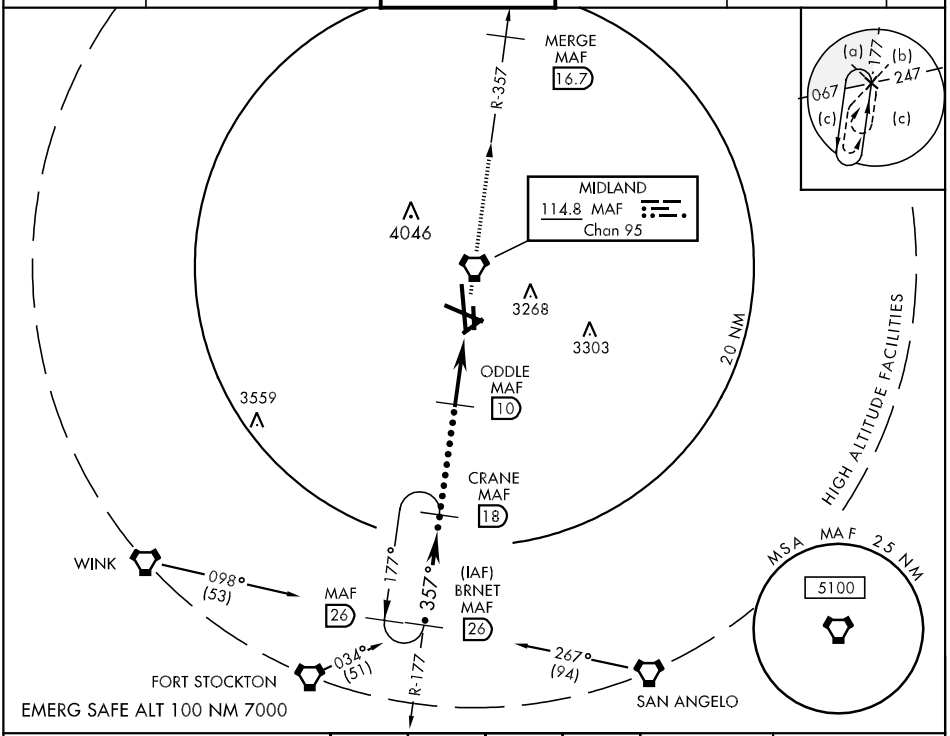
VORTAC MAF	APCH CRS	Rwy Idg	9501
114.8	357°	TDZE	2857
Chan 95		Arpt Elev	2871

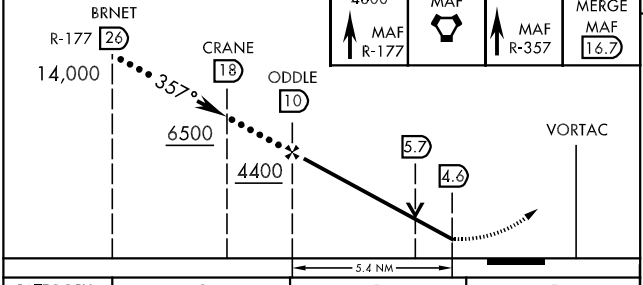
JAL-258 [USAF]

MIDLAND INTL (KMAF)

MISSED APPROACH: Climb to 4800 via R-177 to MAF VORTAC then via MAF R-357 to MERGE/MAF 16.7 DME.

ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 273.45	121.9 348.6	118.05 317.65	





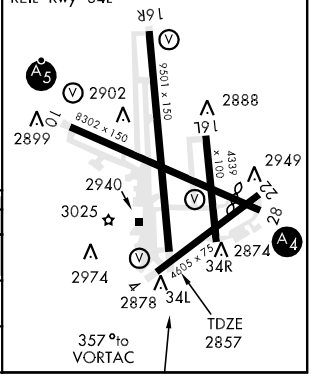
ELEV 2871

Rwy 28 Idg 7610′

HIRL Rwy 10-28, 16R-34L

MIRL Rwy 4-22, 16L-34R

REIL Rwy 34L



CATEGORY	C	D	E
S-34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)
S-ASR 34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-MAF	APP CRS	Rwy Idg	8302
110.3	105°	TDZE	2868
Chan 40		Apt Elev	2871

ILS or LOC RWY 10

MIDLAND INTL (MAF)

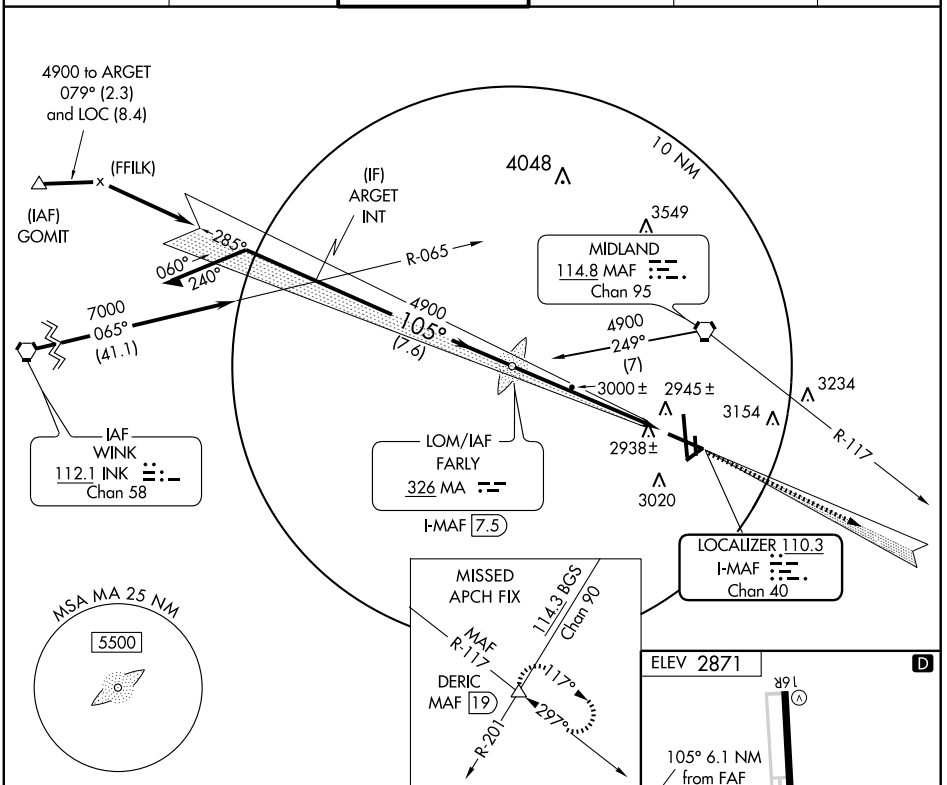
T ASR

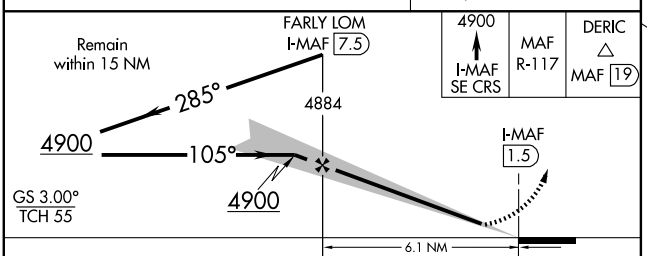
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

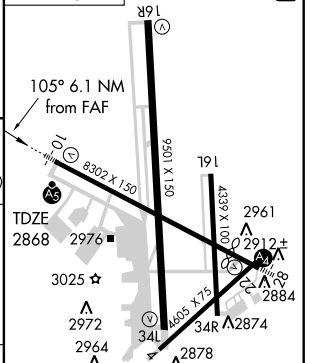
MALSR

MISSED APPROACH: Climb to 4900 via I-MAF SE course and MAF VORTAC R-117 to DERIC Int/19 DME and hold.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-ILS 10	*3068/24 200 (200-½)				
S-LOC 10	3260/24 392 (400-½)			3260/40 392 (400-¾)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC BC RWY 28
MIDLAND INTL (MAF)

LOC/DME I-MAF	APP CRS	Rwy Idg	7610
110.3	285°	TDZE	2857
Chan 40		Apt Elev	2871

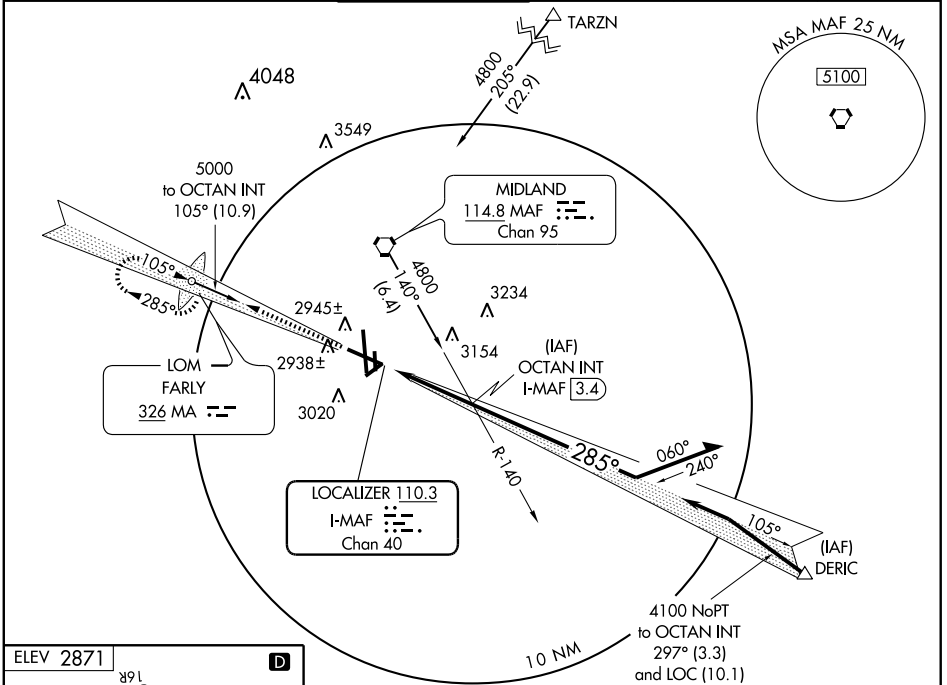
ASR

Disregard glide path indications.

MALS

MISSED APPROACH: Climb to 4800 via I-MAF NW course to FARLY LOM and hold.

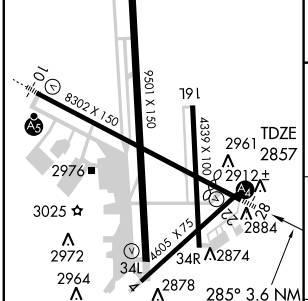
ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95

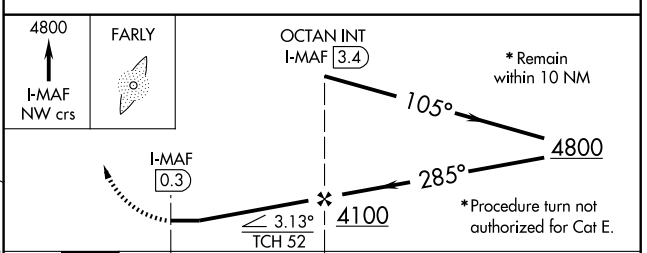


SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

BACK COURSE





FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

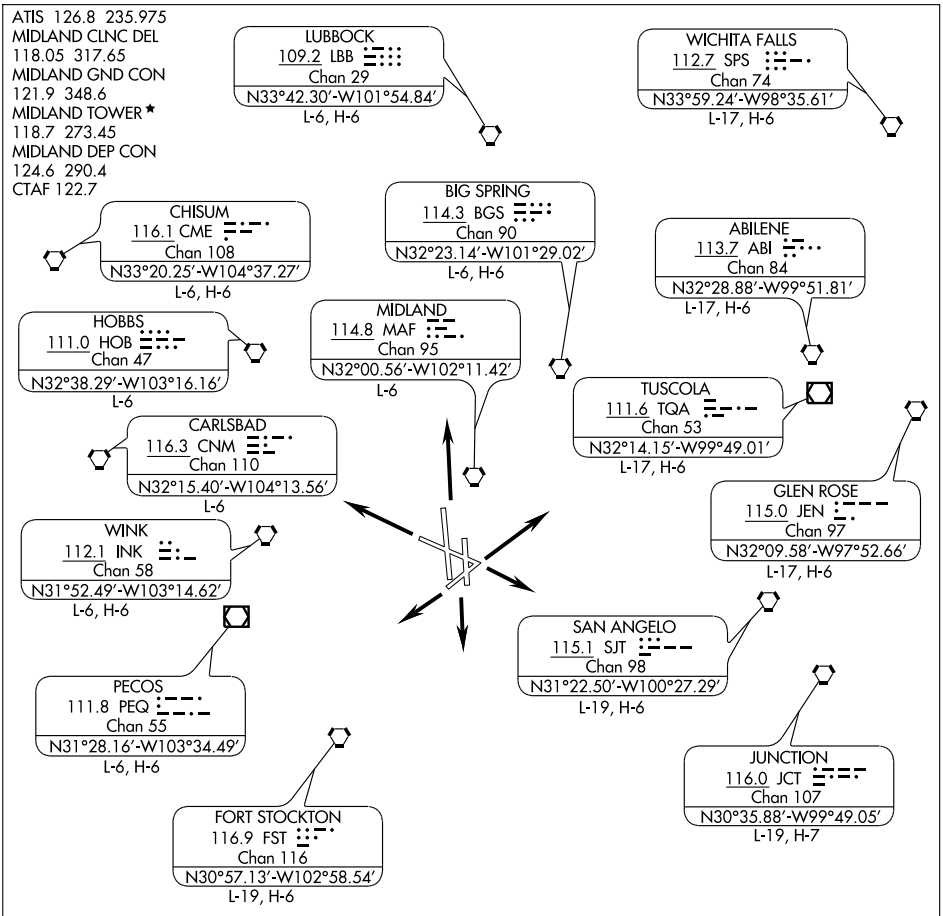
CATEGORY	A	B	C	D	E
S-28	3180-¾ 323 (400-¾)			3180-1 323 (400-1)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

MIDLAND FOUR DEPARTURE

SL-258 (FAA)

SC-3, 26 AUG 2010 to 23 SEP 2010

ATIS 126.8 235.975
MIDLAND CLNC DEL
118.05 317.65
MIDLAND GND CON
121.9 348.6
MIDLAND TOWER ★
118.7 273.45
MIDLAND DEP CON
124.6 290.4
CTAF 122.7



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading. Expect radar vectors to filed route/fix. Maintain 13,000′ (or filed lower altitude) and expect clearance to filed flight level/altitude 10 minutes after departure.

RNAV (GPS) RWY 4

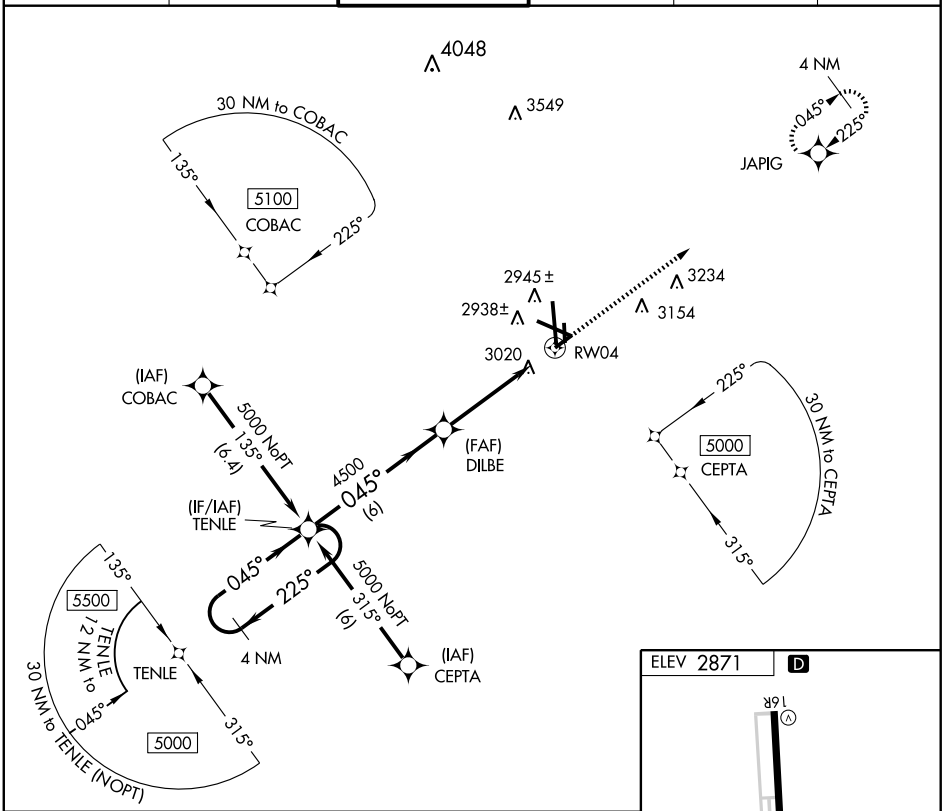
MIDLAND INTL (MAF)

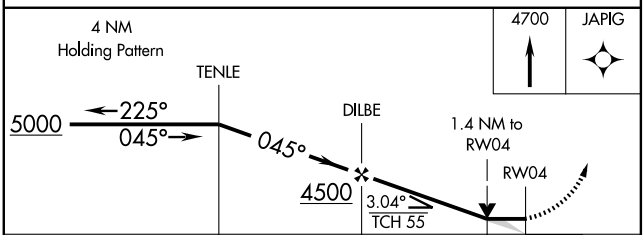
APP CRS	Rwy Idg	4605
045°	TDZE	2850
	Apt Elev	2871

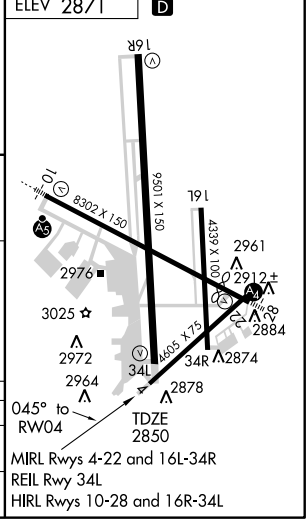
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA at night to Rwy 16L.
ASR Straight-in minima NA at night.

MISSED APPROACH: Climb to 4700 direct JAPIG and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3360-1 510 (500-1)		3360-1½ 510 (500-1½)	
CIRCLING	3360-1 489 (500-1)		3360-1½ 489 (500-1½)	3440-2 569 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 69310 W10A	APP CRS 105°	Rwy Idg 8302 TDZE 2868 Apt Elev 2871

RNAV (GPS) RWY 10

MIDLAND INTL (MAF)

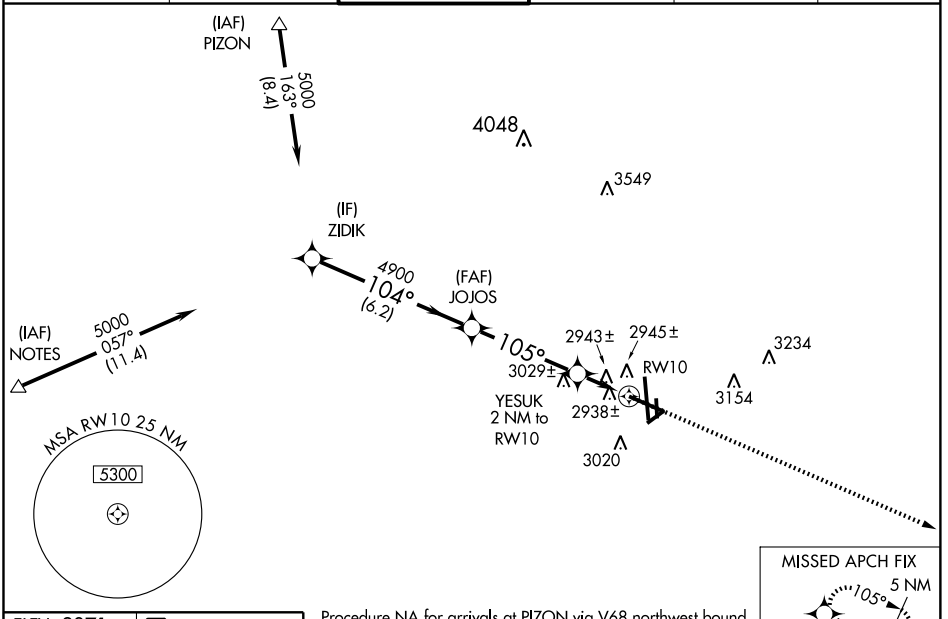
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°) or above 43°C (109°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Odessa altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. When using Odessa altimeter setting, increase LPV visibility to RVR 5000 all Cats. When Midland Intl altimeter setting not received, use Odessa altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C visibility to RVR 4000.

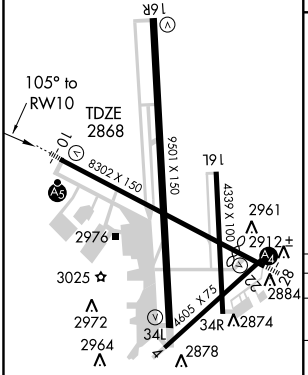
MALSR

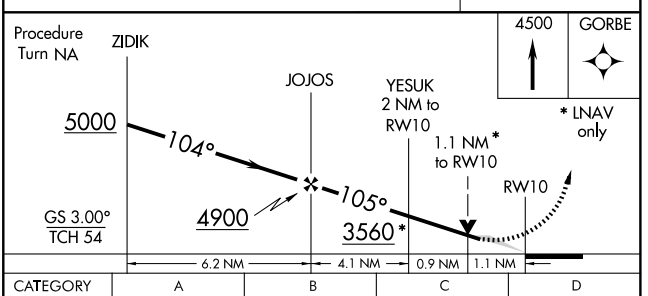
MISSED APPROACH: Climb to 4500 direct GORBE and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95



Procedure NA for arrivals at PIZON via V68 northwest bound and for arrivals at NOTES via V94-546 westbound.





CATEGORY	A	B	C	D
LPV DA	3118/24 250 (300-½)			
LNAV/VNAV DA	3269/50 401 (400-1)			
LNAV MDA	3260/24 392 (400-½)			3260/50 392 (400-1)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9501
166°	TDZE	2871
	Apt Elev	2871

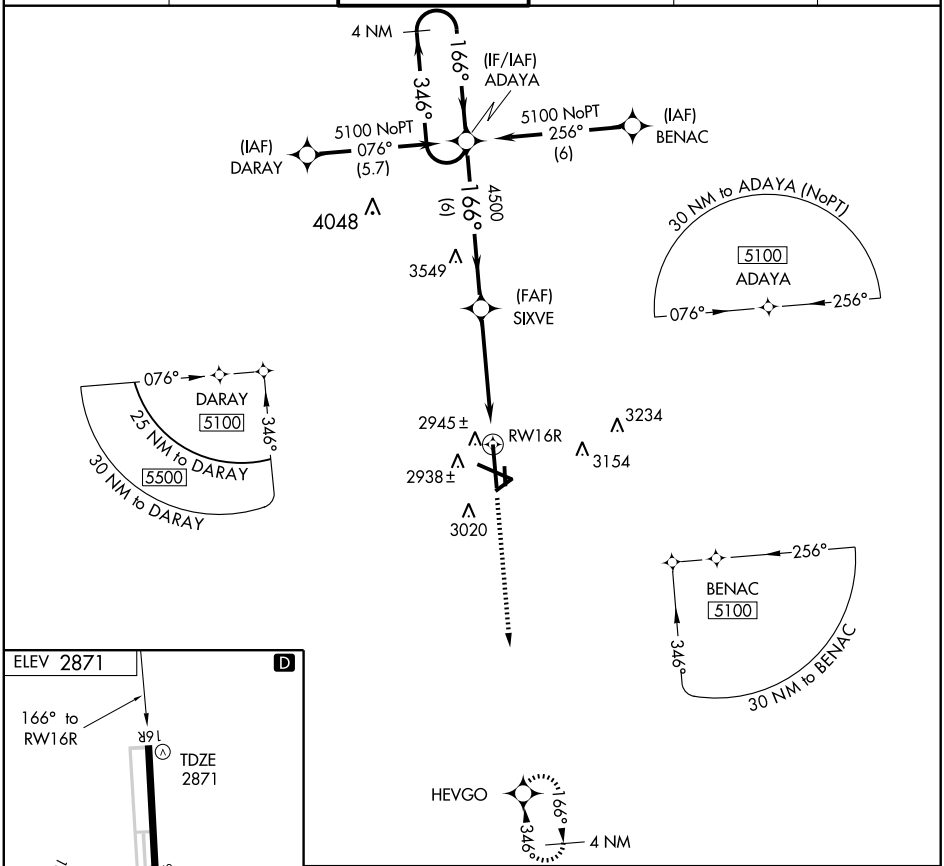
RNAV (GPS) RWY 16R

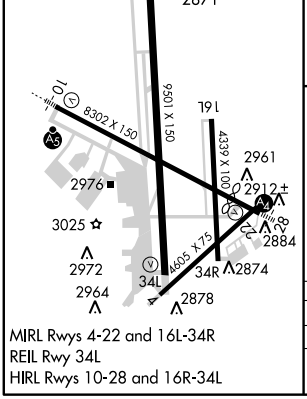
MIDLAND INTL (MAF)

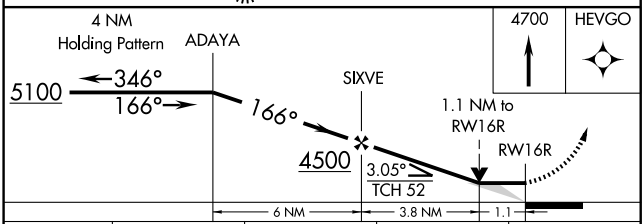
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

MISSED APPROACH: Climb to 4700 direct HEVGO and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3280-1	409 (500-1)	3280-1¼	409 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 22

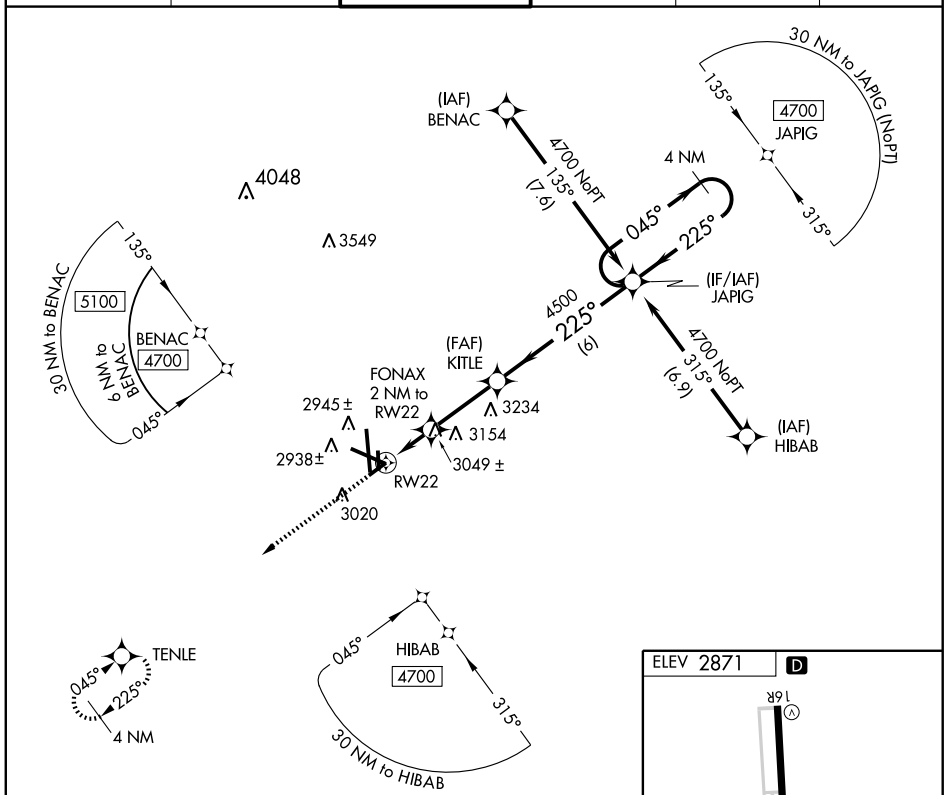
MIDLAND INTL (MAF)

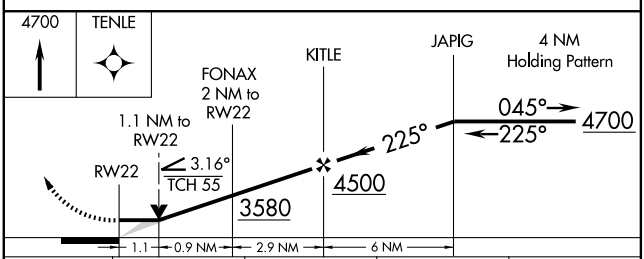
APP CRS	Rwy Idg	4605
225°	TDZE	2853
	Apt Elev	2871

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 16L.
Straight-in minima NA at night.

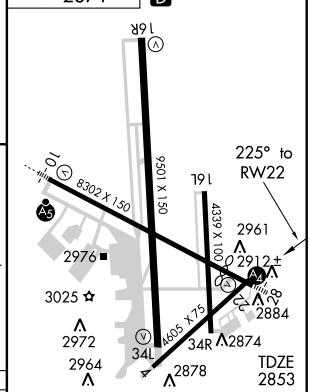
MISSED APPROACH: Climb to 4700 direct TENLE and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) Ⓛ 273.45	121.9 348.6	118.05 317.65	122.95





CATEGORY	A	B	C	D
LNAV MDA	3280-1 427 (500-1)		3280-1¼ 427 (500-1¼)	3280-1½ 427 (500-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)



MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 28

MIDLAND INTL (MAF)

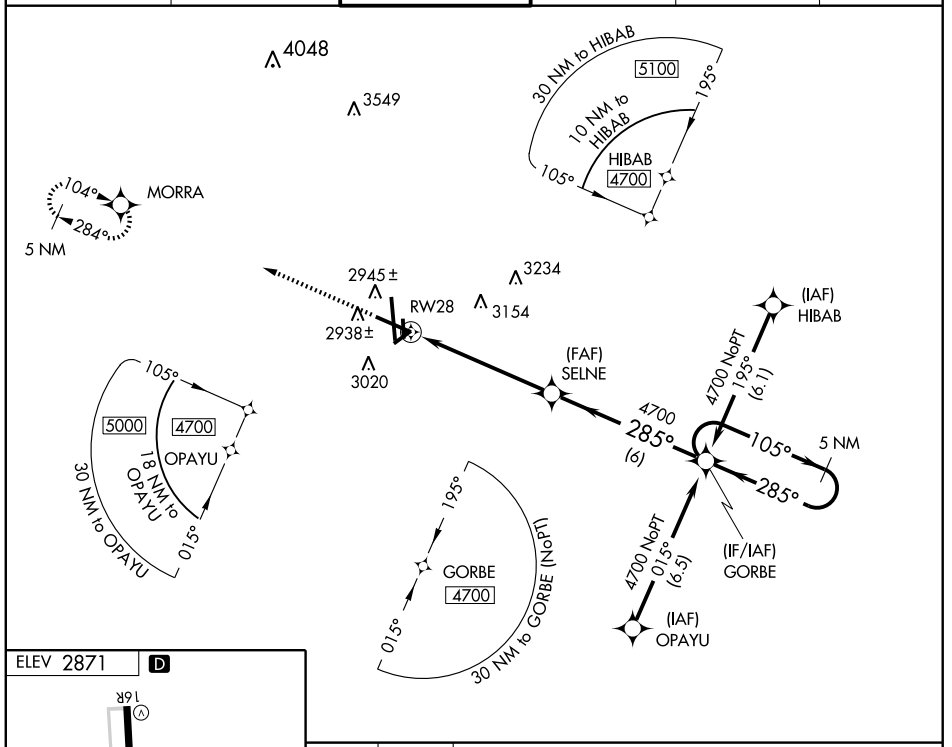
WAAS CH 81816 W28A	APP CRS 285°	Rwy Idg 7610 TDZE 2857 Apt Elev 2871

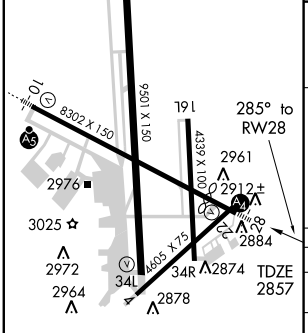
T ASR — Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C and D. DME/DME RNP-0.3 NA. Baro-VNAV NA below -20°C (-4°F). Circling NA at night to Rwy 16L.

MALS

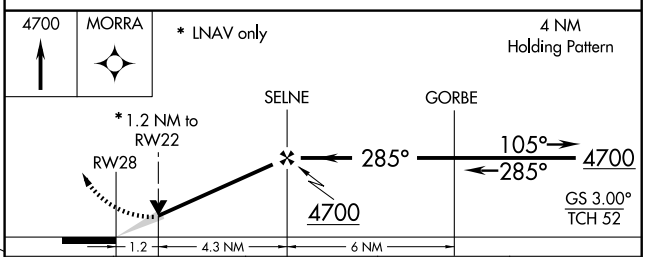
MISSED APPROACH: Climb to 4700 direct MORRA and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LPV DA	3110-¾ 253 (300-¾)			
LNAV/VNAV DA	3280-1½ 423 (500-1½)			
LNAV MDA	3280-¾ 423 (500-¾)		3280-1¼ 423 (500-1¼)	
CIRCLING	3340-1½ 469 (500-1½)			3440-2 569 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 34L

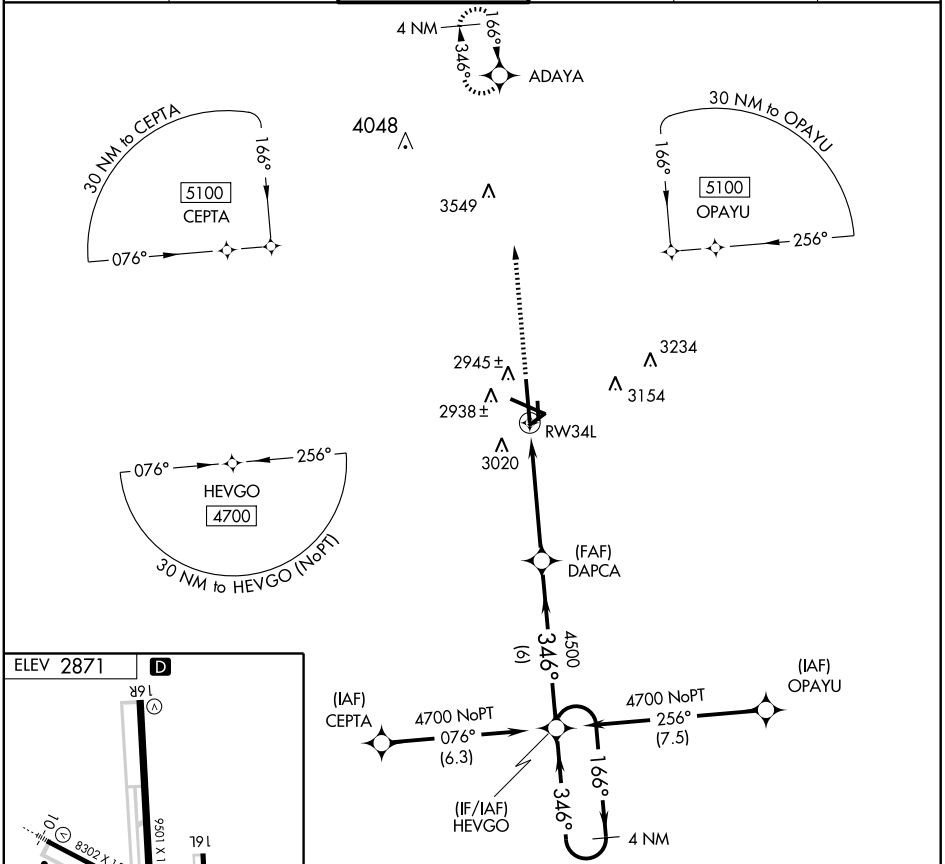
MIDLAND INTL (MAF)

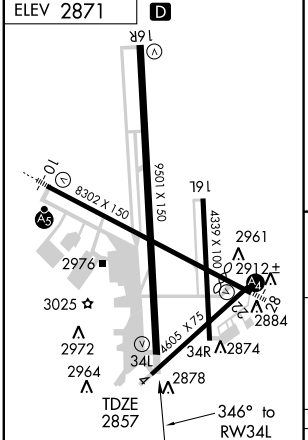
APP CRS	Rwy Idg	9501
346°	TDZE	2857
	Apt Elev	2871

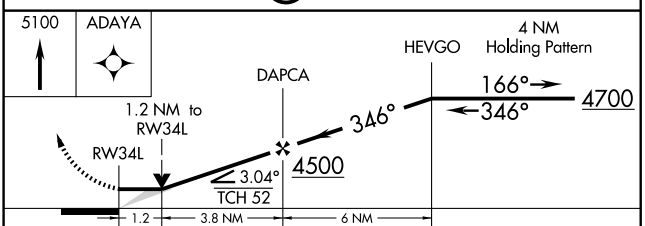
T NA ASR — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

MISSED APPROACH: Climb to 5100 direct ADAYA and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3280-1	423 (500-1)	3280-1¼	423 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAF	APP CRS	Rwy Idg	9501
114.8	357°	TDZE	2857
Chan 95		Apt Elev	2871

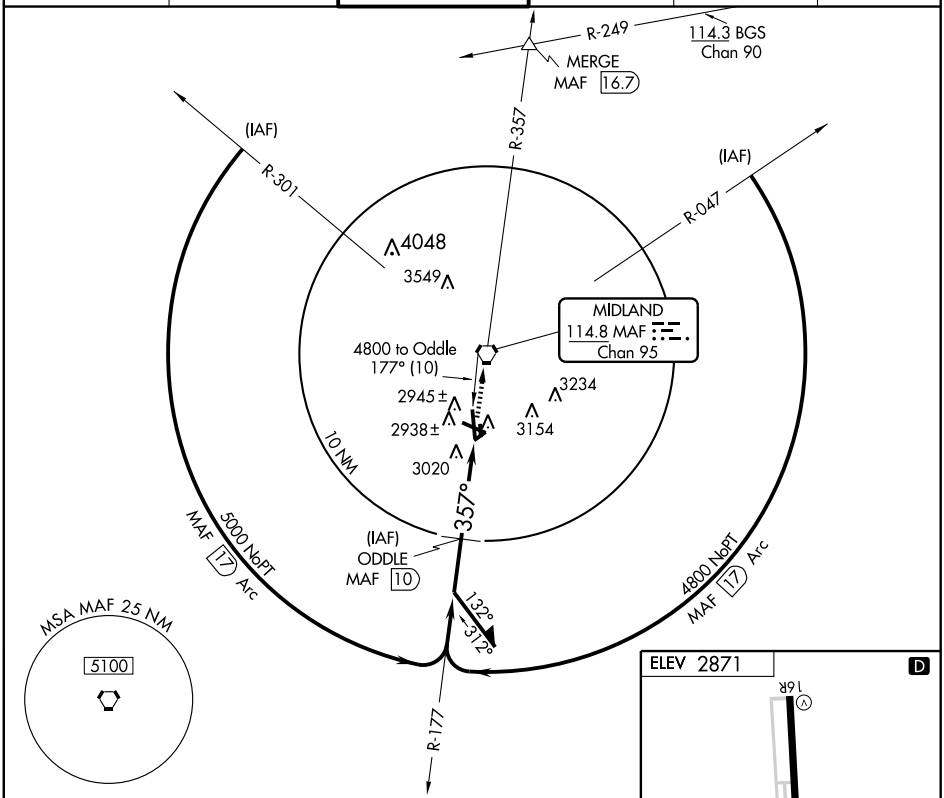
VOR/DME or TACAN RWY 34L

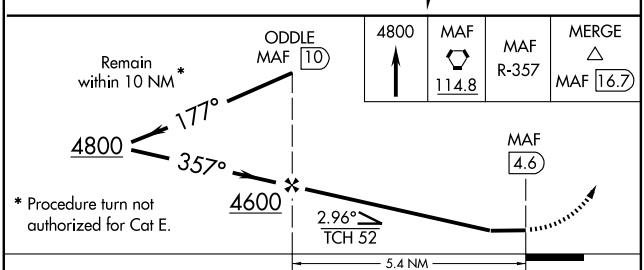
MIDLAND INTL (MAF)

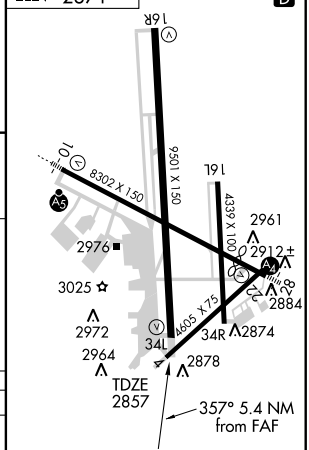
ASR

MISSED APPROACH: Climb to 4800 direct to MAF VORTAC then via MAF R-357 to MERGE Int/MAF 16.7 DME.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-34L	3260-1 403 (400-1)		3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAF 114.8 Chan 95	APP CRS 183°	Rwy Idg 9501 TDZE 2871 Apt Elev 2871

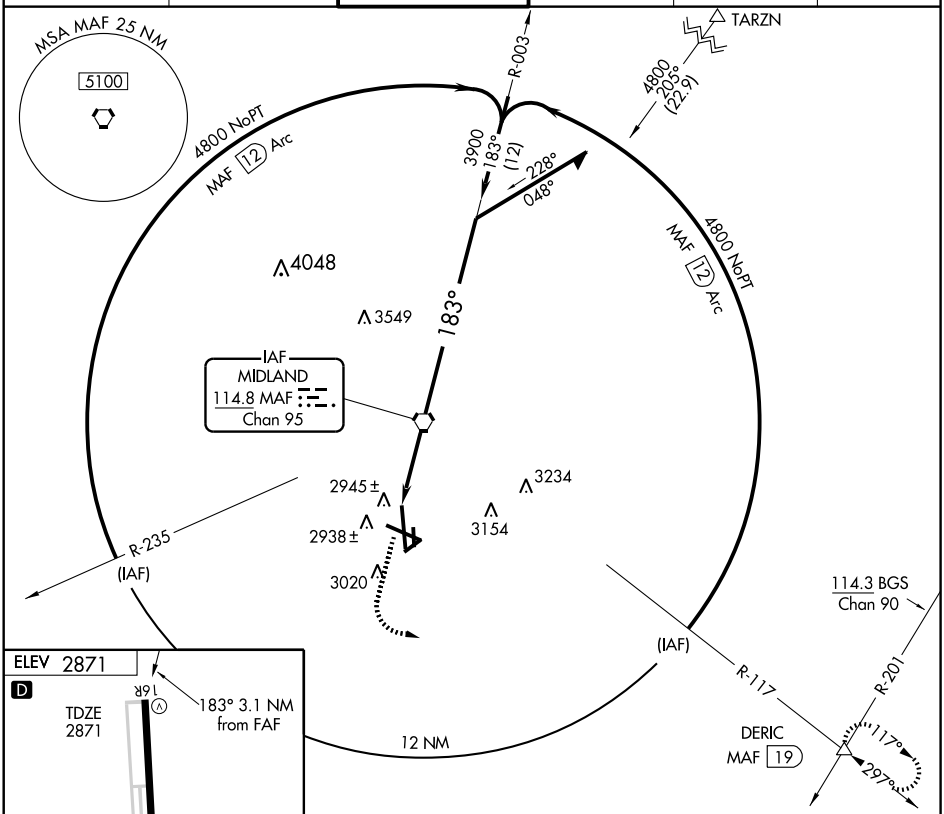
VOR or TACAN RWY 16R

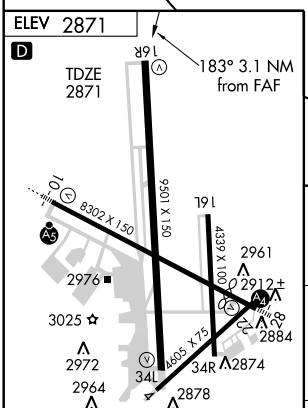
MIDLAND INTL (MAF)

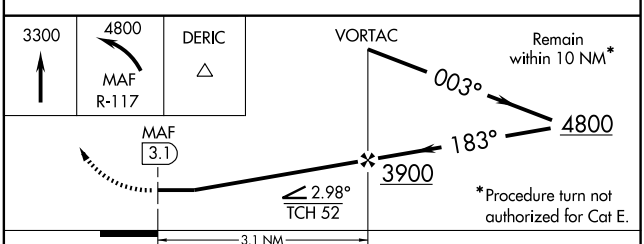
ASR

MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via MAF R-117 to DERIC Int and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







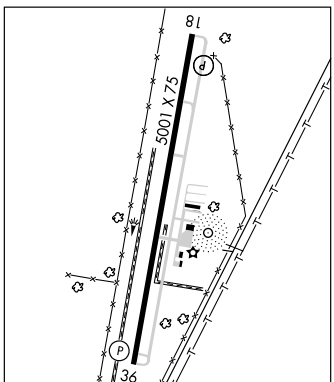
FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D	E
S-16R	3260-1 389 (400-1)			3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

MEXIA–LIMESTONE CO (LXY) 3 SW UTC−6(−5DT) N31°38.47′ W96°30.87′ **HOUSTON**
544 B S4 **FUEL** 100LL, JET A 0X 4 NOTAM FILE FTW **H–6H, L–19D, A**
RWY 18–36: H5001X75 (ASPH) S–8 MIRL 0.3% up N **IAP**
RWY 18: PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 36: PAPI(P2L)—GA 3.0° TCH 24′.
AIRPORT REMARKS: Attended Mon–Fri 1400–0100Z‡, Sat–Sun 1500–2100Z‡, exc holidays 1500–2100Z‡. Fuel avbl 24 hrs self–serve.
COMMUNICATIONS: CTAF/UNICOM 122.8
WACO APP/DEP CON 127.65
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GROESBECK (L) VORW/DME 108.8 GNL Chan 25 N31°34.89′ W96°32.95′ 021° 4 NM to fld. 512/5E.
NDB (MHW) 329 LXY N31°38.38′ W96°30.73′ at fld. Unmonitored.



MIAMI–ROBERTS CO (3EØ) 3 NE UTC−6(−5DT) N35°42.84′ W100°36.19′ **DALLAS–FT WORTH**
2720 B NOTAM FILE FTW **L–15C**
RWY 02–20: H4060X50 (ASPH) S–12.5 LIRL
RWY 02: Tree. **RWY 20:** Thld dsplcd 390′. Fence. Rgt tfc.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 087° 38.5 NM to fld. 3130/11E.

MIDLAND

MIDLAND AIRPARK (MDD) 3 N UTC−6(−5DT) N32°02.19′ W102°06.06′ **ALBUQUERQUE**
2803 B S4 **FUEL** 100LL, JET A1 + 0X 1, 3 NOTAM FILE MDD **H–6G, L–6H**
RWY 07–25: H5022X75 (ASPH–RFSC) S–18.5 MIRL 0.3% up W **IAP**
RWY 07: PAPI(P2L)—GA 3.0° TCH 40′. Pole.
RWY 25: VASI(V4L)—GA 3.0° TCH 47′. Pole. Rgt tfc.
RWY 16–34: H3977X75 (ASPH) S–18.5 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 40′. Road. **RWY 34:** PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1300–0200Z‡. For fuel after hours call 432–685–7000 during business hrs to schedule appointment. Birds invof arpt (seasonal). Uneven pavement northeast 50′ of north ramp. MIRL Rwy 07–25 and Rwy 16–34 preset low ints, to increase ints and ACTIVATE VASI Rwy 25, PAPI Rwy 07, Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (432) 687–4605.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIDLAND APP/DEP CON** 124.6 (1200–0600Z‡) **CLNC DEL** 121.8
FORT WORTH CENTER APP/DEP CON 133.1 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
(L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 059° 4.8 NM to fld. 2860/11E.

VORTAC MAF	APP CRS	Rwy Idg	5022
114.8	239°	TDZE	2800
Chan 95		Apt Elev	2803

VOR/DME or GPS RWY 25

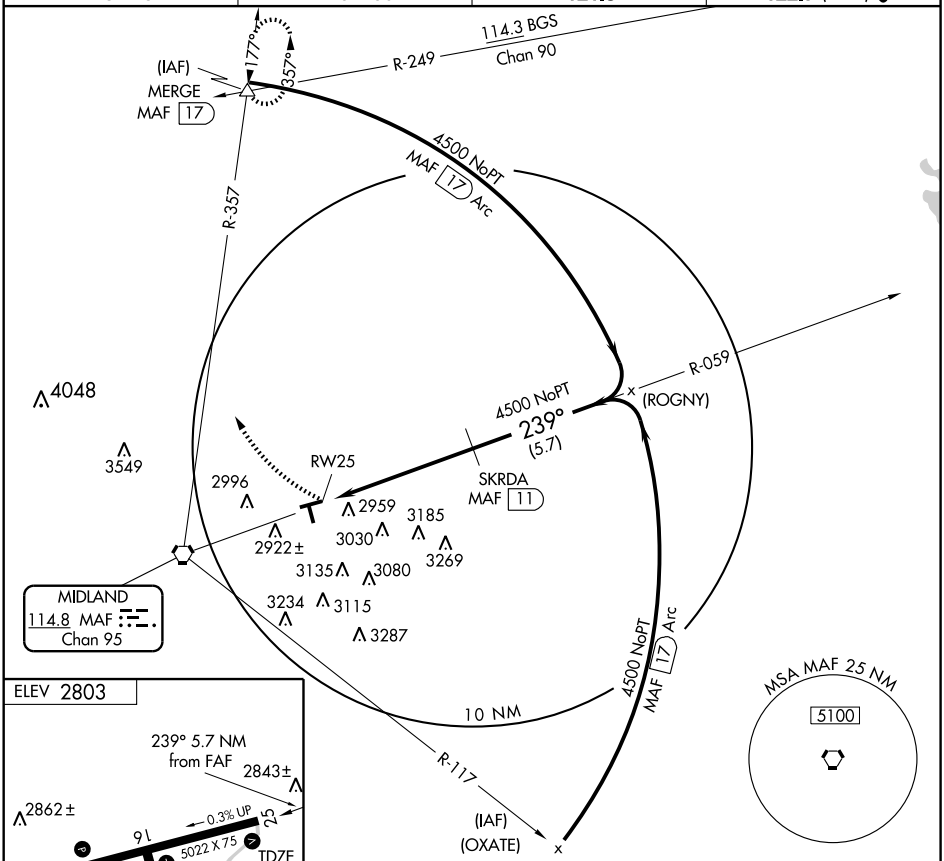
MIDLAND AIRPARK (MDD)

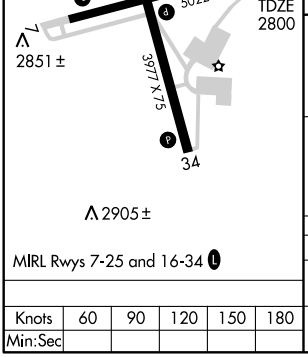
NA

Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 via MAF R-357 to MERGE Int/17 DME and hold.

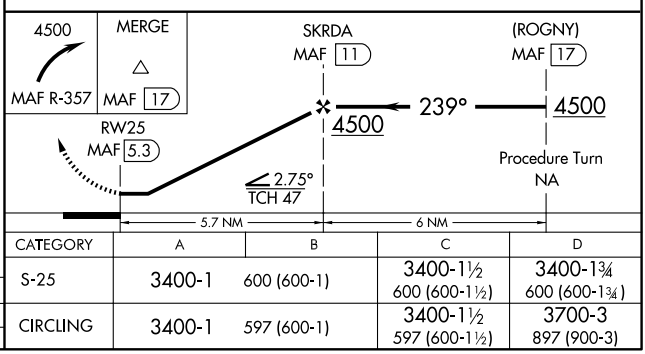
AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF)





MIRL Rwys 7-25 and 16-34 (L)

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	3400-1	600 (600-1)	3400-1½ 600 (600-1½)	3400-1¾ 600 (600-1¾)
CIRCLING	3400-1	597 (600-1)	3400-1½ 597 (600-1½)	3700-3 897 (900-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAF 114.8 Chan 95	APP CRS 061°	Rwy Idg N/A TDZE N/A Apt Elev 2802

VOR or GPS-A

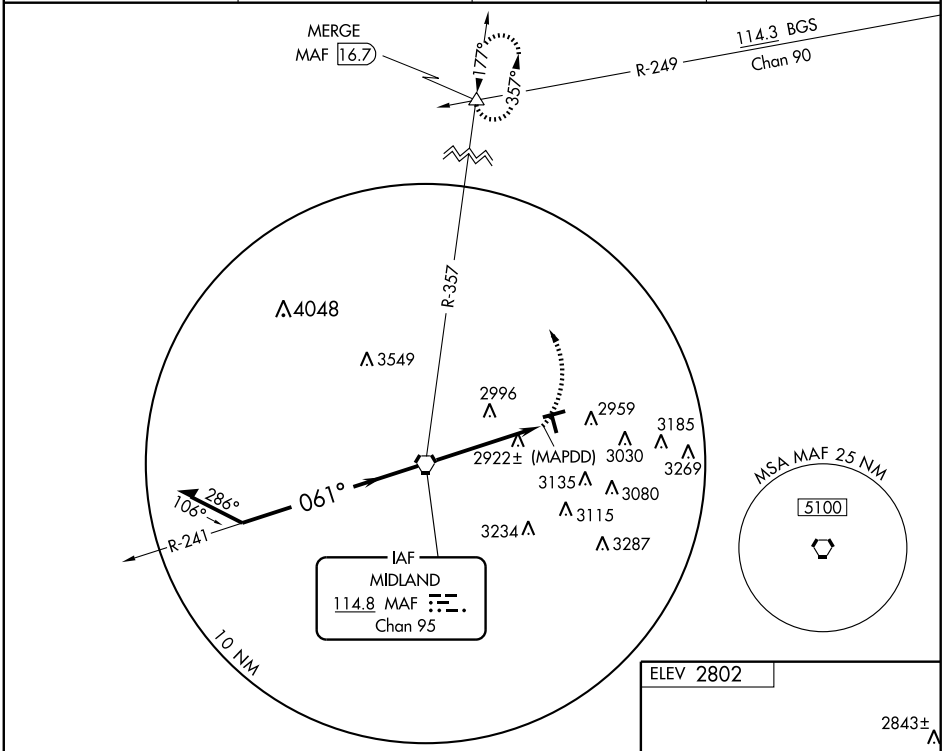
MIDLAND AIRPARK (MDD)

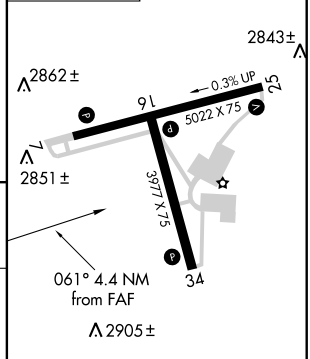
NA

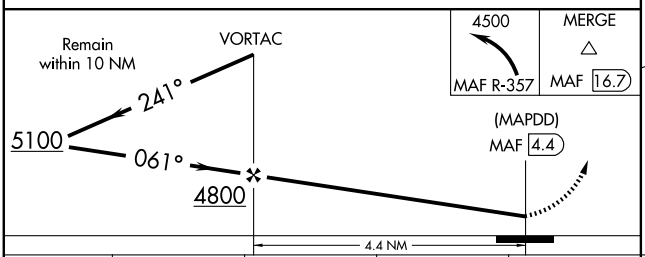
Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L







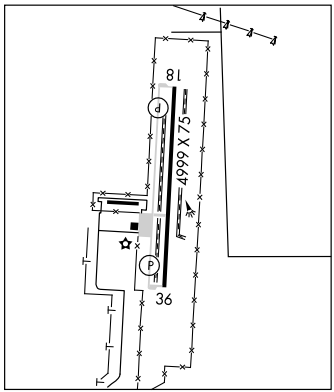
CATEGORY	A	B	C	D
CIRCLING	3380-1 578 (600-1)		3380-1½ 578 (600-1½)	3700-3 898 (900-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

MIDLOTHIAN/WAXAHACHIE

MID–WAY RGNL (JWY) 5 SE UTC−6(−5DT) N32°27.37′ W96°54.76′ — DALLAS–FT WORTH
713 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE JWY — COPTER
RWY 18–36: H4999X75 (ASPH) S–30 MIRL 0.5% up N — L–17C, A
RWY 18: PAPI(P4R)—GA 3.0° TCH 41′. — IAP
RWY 36: PAPI(P2L)—GA 3.5° TCH 25′.
AIRPORT REMARKS: Attended Mar–Oct 1330–0130Z‡, Nov–Feb 1400–0000Z‡. For fuel and services after hrs call 469–693–9905, 214–762–8286 or 972–979–5723. Banner towing ops on arpt. Glider ops on arpt.
WEATHER DATA SOURCES: AWOS–3 119.575 (972) 937–4747.
COMMUNICATIONS: CTAF/UNICOM 122.975
RGNL APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 159° 25.6 NM to fld. 540/6E.



MID VALLEY (See WESLACO)

MID–WAY RGNL (See MIDLOTHIAN/WAXAHACHIE)

MILLSAP N32°43.57′ W97°59.85′ NOTAM FILE FTW. — DALLAS–FT WORTH
(H) VORTACW 117.7 MQP Chan 124 307° 4.6 NM to Mineral Wells. 900/9E. — H–6H, L–17C, A

MINEOLA–QUITMAN

WOOD CO (JDD) 5 N UTC−6(−5DT) N32°44.53′ W95°29.79′ — DALLAS–FT. WORTH
434 B S4 **FUEL** 100LL, JET A NOTAM FILE JDD — L–17D
RWY 18–36: H4001X60 (ASPH) S–12.5 MIRL 0.7% up S — IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 30′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1500–1900Z‡. Self svc fuel avbl 24 hrs. MIRL Rwy 18–36 preset low ints dusk–dawn, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.9 (903) 768–3065.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 132.85 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 210° 10.6 NM to fld. 520/8E.

AL-9212 (FAA)

WAAS	APP CRS	Rwy Idg	4999
CH 62814	358°	TDZE	703
W36A		Apt Elev	726

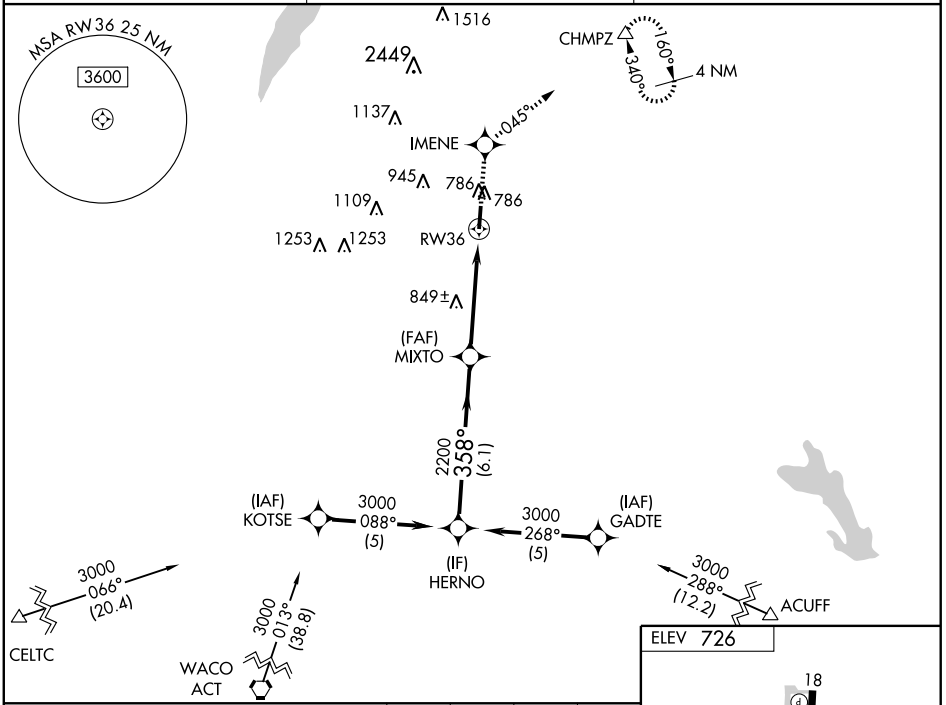
RNAV (GPS) RWY 36

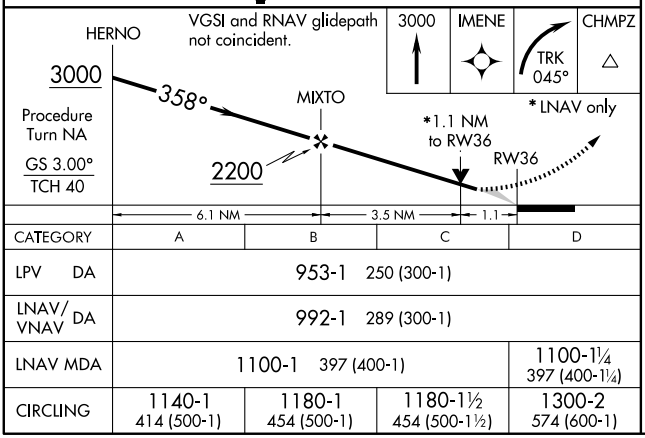
MIDLOTHIAN/WAXAHACHIE/MID-WAY RGNL (JWY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Dallas Love Field altimeter setting.

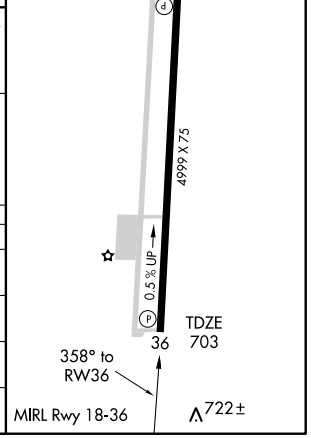
MISSED APPROACH: Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

AWOS-3	REGIONAL APP CON	UNICOM
119.575	125.2 343.65	122.975 (CTAF)



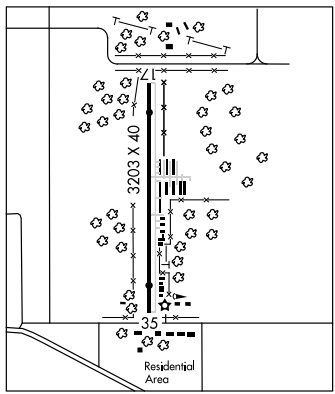


CATEGORY	A	B	C	D
LPV DA	953-1 250 (300-1)			
LNAV/VNAV DA	992-1 289 (300-1)			
LNAV MDA	1100-1 397 (400-1)			1100-1¼ 397 (400-1¼)
CIRCLING	1140-1 414 (500-1)	1180-1 454 (500-1)	1180-1½ 454 (500-1½)	1300-2 574 (600-1)

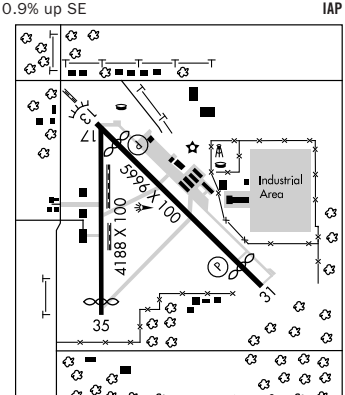


SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

MINEOLA WISENER FLD (3F9) 1 W UTC−6(−5DT) N32°40.60′ W95°30.65′ **DALLAS–FT. WORTH**
429 B S4 **FUEL** 100LL NOTAM FILE FTW **L–17D**
RWY 17–35: H3203X40 (ASPH) S–10 LIRL 0.8% up N **IAP**
RWY 17: Trees. **RWY 35:** Bldg.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hr self–service with major credit card. Rwys 17 and 35 thlds dsplcd 140′ night only. Rwy 17–35 only center 2945′ lighted. Thld at both ends marked by single red light. Rwy 17–35 surface has some loose aggregate and several rough patches. Rotating bcn OTS indef. Rwy 17–35 LIRL OTS indef. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 132.85 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 203° 14.2 NM to fld. 520/8E.



MINERAL WELLS (MWL) 3 SE UTC−6(−5DT) N32°46.90′ W98°03.61′ **DALLAS–FT. WORTH**
974 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MWL **H–6H, L–17C, A**
RWY 13–31: H5996X100 (ASPH) S–50, D–145, 2S–175 MIRL 0.9% up SE **IAP**
RWY 13: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 300′. Trees.
RWY 31: PAPI(P4L)—GA 3.0° TCH 53′. Thld dsplcd 400′. Tree.
RWY 17–35: H4188X100 (ASPH) S–50, D–145, 2S–175 MIRL 1.0% up S
RWY 17: Trees. **RWY 35:** Thld dsplcd 286′. Trees.
AIRPORT REMARKS: Attended 1200–0400Z‡. For fuel after hrs call 940–328–7770. MIRL Rwy 13–31 preset low ints; to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 135.075 (940) 325–2457.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.2 (FORT WORTH RADIO)
GCO 121.725 (FORT WORTH ARTCC and FLIGHT SERVICES).
Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.0
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 307° 4.6 NM to fld. 900/9E.
ILS/DME 109.55 I–VMH Chan 32(Y) Rwy 31. Class IE.



MISSI N26°15.23′ W98°18.62′ NOTAM FILE MFE. **BROWNSVILLE**
NDB (LOM) 388 MF 133° 6.1 NM to McAllen Miller Intl. Unmonitored when twr clsd.

VOR/DME UIM 114.0 Chan 87	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 429

VOR/DME-A

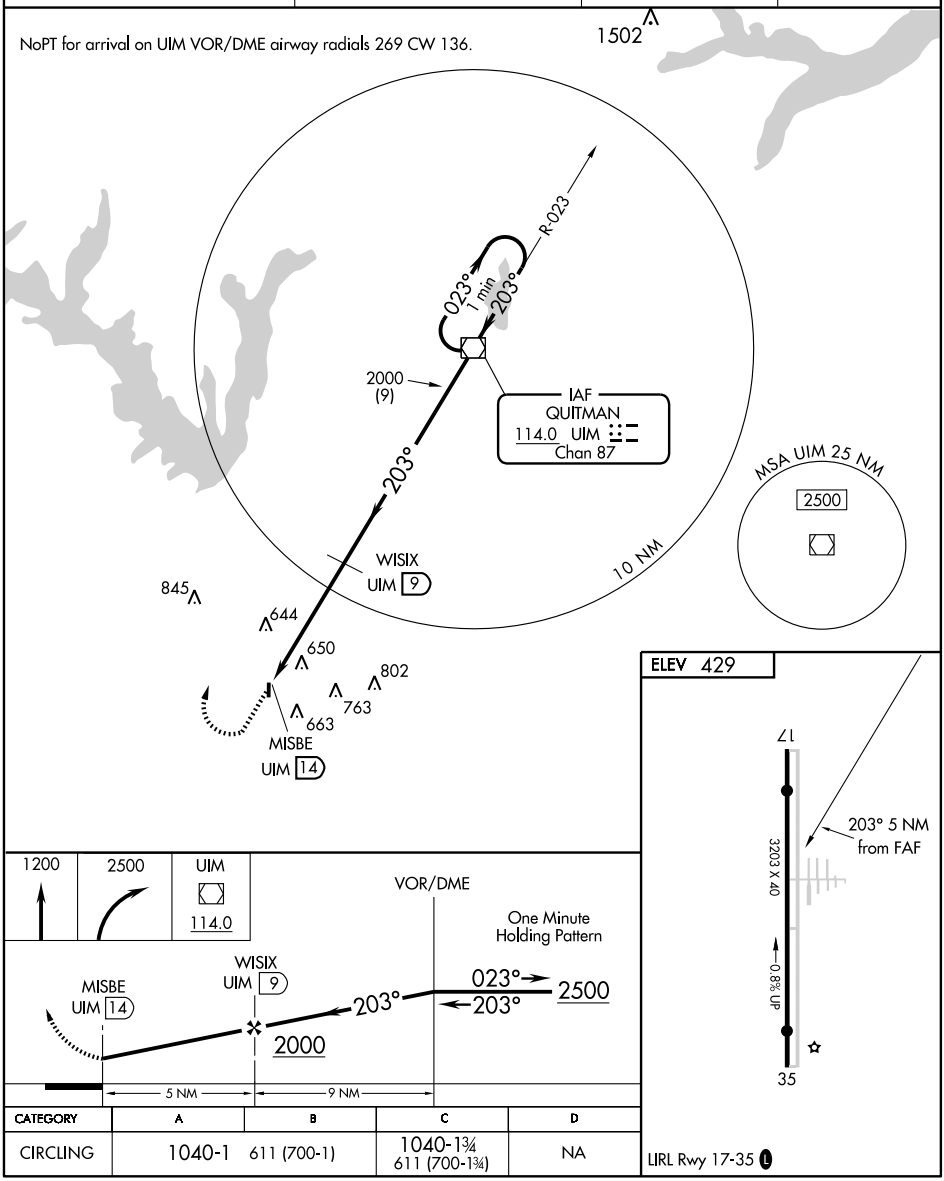
MINEOLA WISENER FIELD (3F9)

⚠ NA Use Tyler Pounds Rgnl altimeter setting; if not received, use East Texas Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct UIM VOR/DME and hold.

TYLER POUNDS RGNL ATIS ★	EAST TEXAS RGNL ATIS ★	LONGVIEW APP CON ★	UNICOM
126.25	119.65	128.75 379.15	122.8 (CTAF) L

SC-2, 26 AUG 2010 to 23 SEP 2010

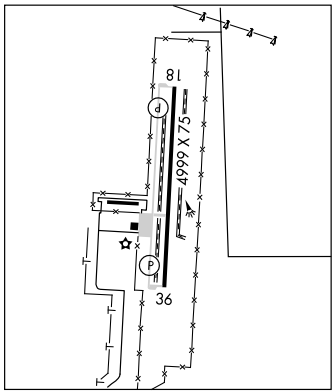


CATEGORY	A	B	C	D
CIRCLING	1040-1	611 (700-1)	1040-1¾ 611 (700-1¾)	NA

LIRL Rwy 17-35 L

MIDLOTHIAN/WAXAHACHIE

MID–WAY RGNL (JWY) 5 SE UTC−6(−5DT) N32°27.37′ W96°54.76′ — DALLAS–FT WORTH
713 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE JWY — COPTER
RWY 18–36: H4999X75 (ASPH) S–30 MIRL 0.5% up N — L–17C, A
RWY 18: PAPI(P4R)—GA 3.0° TCH 41′. — IAP
RWY 36: PAPI(P2L)—GA 3.5° TCH 25′.
AIRPORT REMARKS: Attended Mar–Oct 1330–0130Z‡, Nov–Feb 1400–0000Z‡. For fuel and services after hrs call 469–693–9905, 214–762–8286 or 972–979–5723. Banner towing ops on arpt. Glider ops on arpt.
WEATHER DATA SOURCES: AWOS–3 119.575 (972) 937–4747.
COMMUNICATIONS: CTAF/UNICOM 122.975
RGNL APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15′ W97°02.43′ 159° 25.6 NM to fld. 540/6E.



MID VALLEY (See WESLACO)

MID–WAY RGNL (See MIDLOTHIAN/WAXAHACHIE)

MILLSAP N32°43.57′ W97°59.85′ NOTAM FILE FTW. — DALLAS–FT WORTH
(H) VORTACW 117.7 MQP Chan 124 307° 4.6 NM to Mineral Wells. 900/9E. — H–6H, L–17C, A

MINEOLA–QUITMAN

WOOD CO (JDD) 5 N UTC−6(−5DT) N32°44.53′ W95°29.79′ — DALLAS–FT. WORTH
434 B S4 **FUEL** 100LL, JET A NOTAM FILE JDD — L–17D
RWY 18–36: H4001X60 (ASPH) S–12.5 MIRL 0.7% up S — IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 30′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1500–1900Z‡. Self svc fuel avbl 24 hrs. MIRL Rwy 18–36 preset low ints dusk–dawn, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.9 (903) 768–3065.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 132.85 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 210° 10.6 NM to fld. 520/8E.

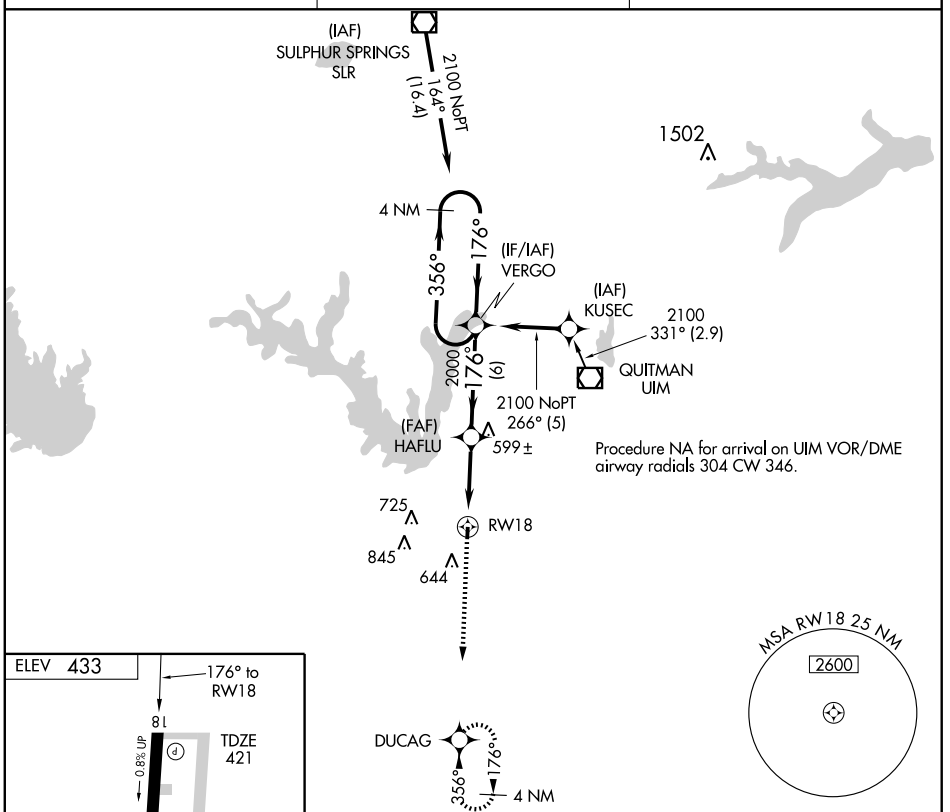
APP CRS	Rwy Idg	4001
176°	TDZE	421
	Apt Elev	433

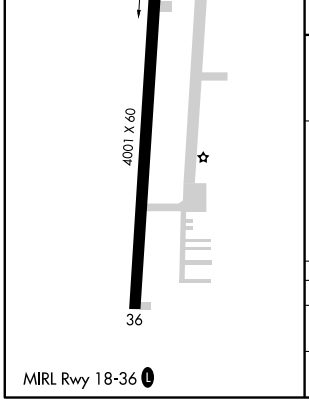
RNAV (GPS) RWY 18
MINEOLA/ WOOD COUNTY (JDD)

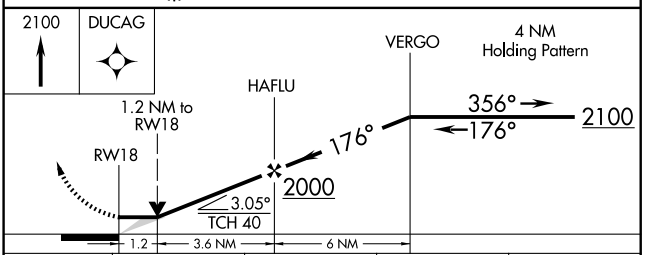
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct DUCAG and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 399 (400-1)			NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4001
356°	TDZE	433
	Apt Elev	433

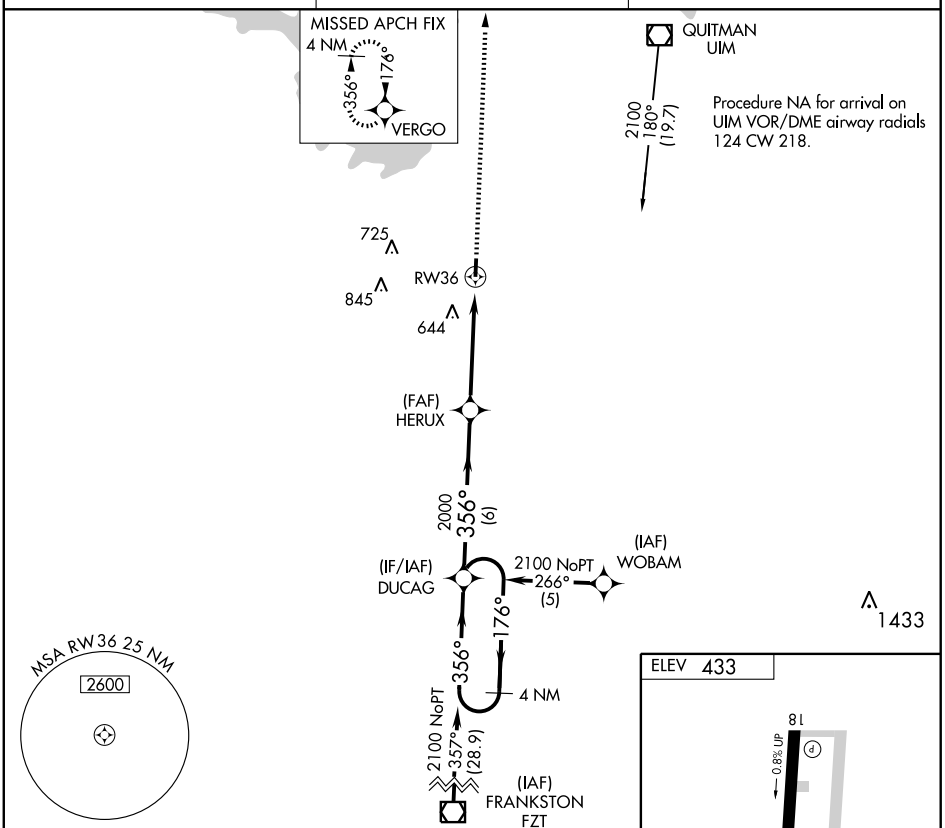
RNAV (GPS) RWY 36

MINEOLA/ WOOD COUNTY (JDD)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 487 (500-1)		920-1¼ 487 (500-1¼)	NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 210°	Rwy Idg N/A TDZE N/A Apt Elev 433

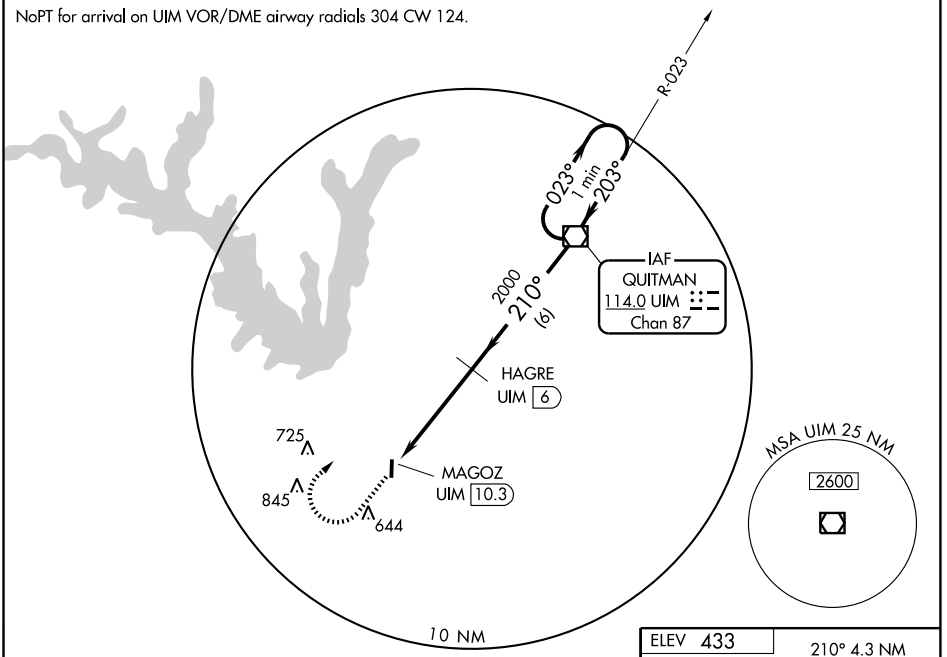
VOR/DME-B

MINEOLA/ WOOD COUNTY (JDD)

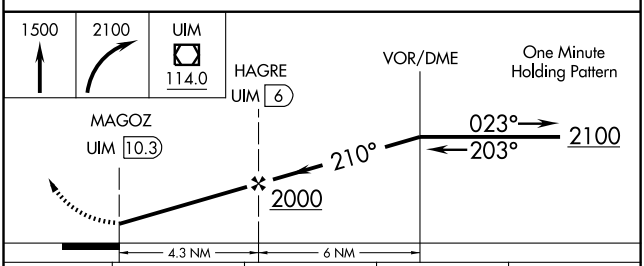
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L

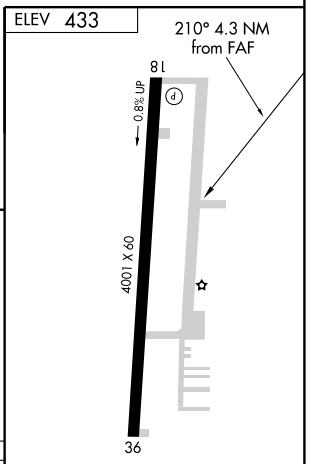
NoPT for arrival on UIM VOR/DME airway radials 304 CW 124.



1078

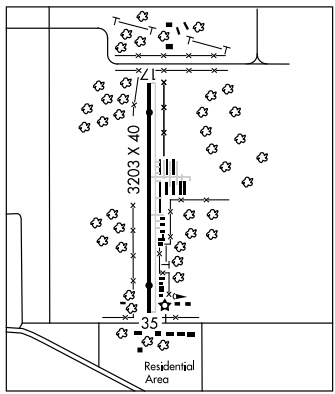


CATEGORY	A	B	C	D
CIRCLING	980-1 547 (600-1)		1000-1½ 567 (600-1½)	NA

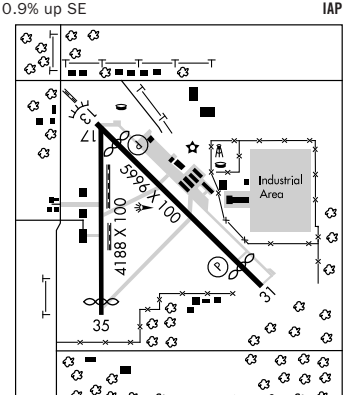


SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

MINEOLA WISENER FLD (3F9) 1 W UTC−6(−5DT) N32°40.60′ W95°30.65′ **DALLAS–FT. WORTH**
429 B S4 **FUEL** 100LL NOTAM FILE FTW **L–17D**
RWY 17–35: H3203X40 (ASPH) S–10 LIRL 0.8% up N **IAP**
RWY 17: Trees. **RWY 35:** Bldg.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hr self–service with major credit card. Rwys 17 and 35 thlds dsplcd 140′ night only. Rwy 17–35 only center 2945′ lighted. Thld at both ends marked by single red light. Rwy 17–35 surface has some loose aggregate and several rough patches. Rotating bcn OTS indef. Rwy 17–35 LIRL OTS indef. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 132.85 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 203° 14.2 NM to fld. 520/8E.



MINERAL WELLS (MWL) 3 SE UTC−6(−5DT) N32°46.90′ W98°03.61′ **DALLAS–FT. WORTH**
974 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MWL **H–6H, L–17C, A**
RWY 13–31: H5996X100 (ASPH) S–50, D–145, 2S–175 MIRL 0.9% up SE **IAP**
RWY 13: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 300′. Trees.
RWY 31: PAPI(P4L)—GA 3.0° TCH 53′. Thld dsplcd 400′. Tree.
RWY 17–35: H4188X100 (ASPH) S–50, D–145, 2S–175 MIRL 1.0% up S
RWY 17: Trees. **RWY 35:** Thld dsplcd 286′. Trees.
AIRPORT REMARKS: Attended 1200–0400Z‡. For fuel after hrs call 940–328–7770. MIRL Rwy 13–31 preset low ints; to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 135.075 (940) 325–2457.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.2 (FORT WORTH RADIO)
GCO 121.725 (FORT WORTH ARTCC and FLIGHT SERVICES).
Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.0
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.57′ W97°59.85′ 307° 4.6 NM to fld. 900/9E.
ILS/DME 109.55 I–VMH Chan 32(Y) Rwy 31. Class IE.



MISSI N26°15.23′ W98°18.62′ NOTAM FILE MFE. **BROWNSVILLE**
NDB (LOM) 388 MF 133° 6.1 NM to McAllen Miller Intl. Unmonitored when twr clsd.

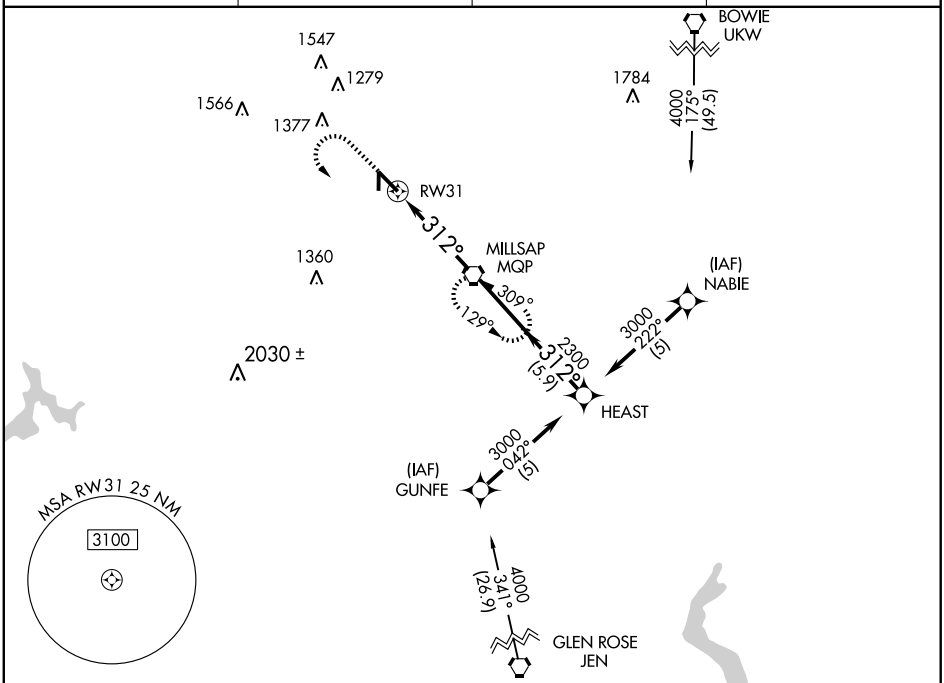
APP CRS	Rwy Idg	5596
312°	TDZE	974
	Apt Elev	974

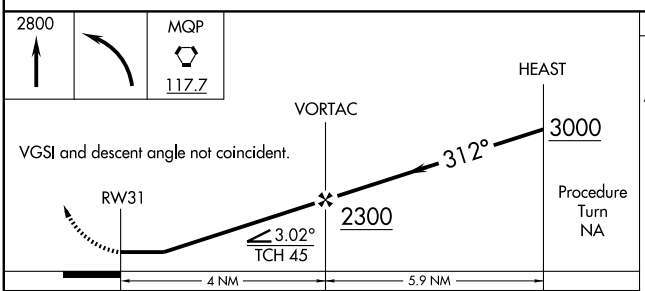
GPS RWY 31
MINERAL WELLS (MWL)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

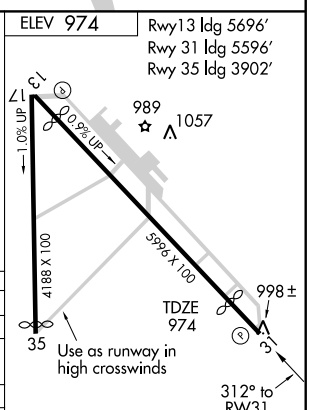
MISSED APPROACH: Climb to 2800, then left turn direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF)





CATEGORY	A	B	C	D
S-31	1300-1 326 (400-1)			
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1420-1 446 (500-1)		1420-1¼ 446 (500-1¼)	1420-1½ 446 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-VMH	APP CRS	Rwy Idg	5596
109.55	310°	TDZE	974
Chan 32 (Y)		Apt Elev	974

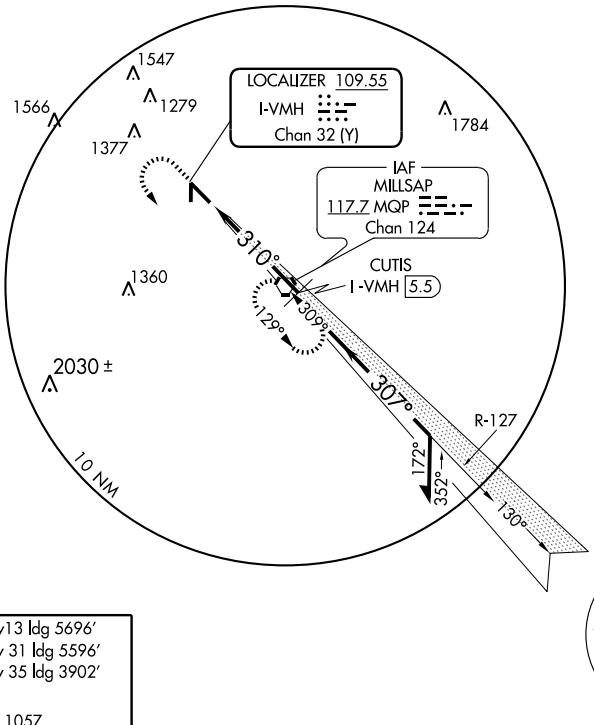
ILS or LOC/DME RWY 31

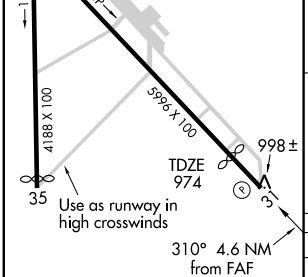
MINERAL WELLS (MWL)

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct MQP VORTAC and hold.

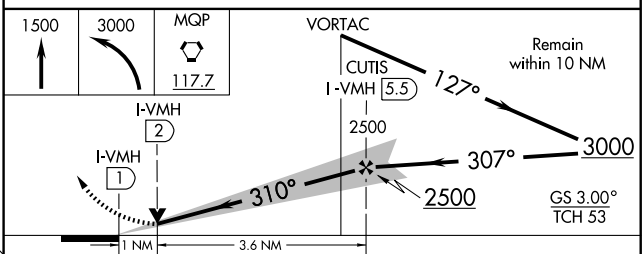
ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L





MIRL Rwy 17-35
MIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 31	1174-¾ 200 (200-¾)			
S-LOC 31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC MQP	APP CRS	Rwy Idg	5596
117.7	309°	TDZE	974
Chan 124		Apt Elev	974

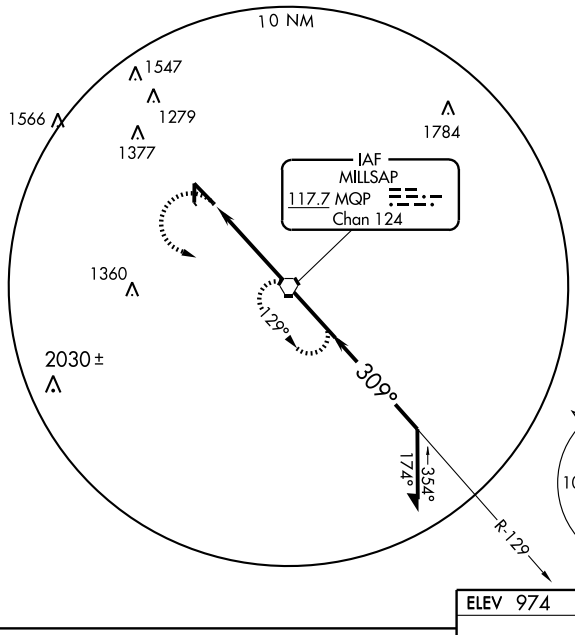
VOR RWY 31
MINERAL WELLS (MWL)

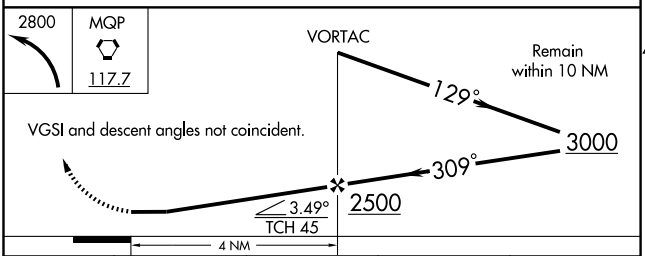
Obtain local altimeter settting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

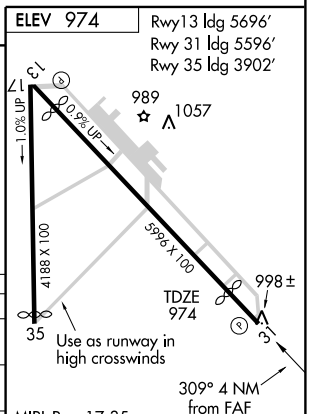
NA

MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)

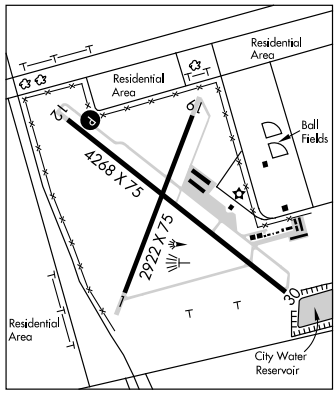
MIRL Rwy 17-35
MIRL Rwy 13-31 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

MONAHANS

ROY HURD MEM (EØ1) 1 SW UTC−6(−5DT) N31°34.95′ W102°54.44′ — SAN ANTONIO
2615 B S2 **FUEL** 100LL, JET A NOTAM FILE SJT — L–19A
RWY 12–30: H4268X75 (ASPH) S–15 MIRL — IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 30: Tree.
RWY 01–19: H2922X75 (ASPH) S–15 MIRL
RWY 01: P-line. **RWY 19:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300–0000Z‡, Sun 1900–0000Z‡. For fuel after hours call 432–940–9527. Wildlife and birds on and invof arpt. ACTIVATE MIRL Rwy 01–19, Rwy 12–30 and PAPI Rwy 12—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1
RADIO AIDS TO NAVIGATION: NOTAM FILE INK.
WINK (H) VORTACW 112.1 INK Chan 58 N31°52.49′ W103°14.63′ 125° 24.5 NM to fld. 2860/11E.



MONTGOMERY COUNTY N30°21.11′ W95°24.87′ — HOUSTON
FSS (CXO) TF 1–800–WX–BRIEF. — L–19D
RCO 122.2 (MONTGOMERY COUNTY RADIO)

MOORE CO (See DUMAS)

MORTON

COCHRAN CO (F85) 2 E UTC−6(−5DT) N33°43.76′ W102°44.03′ — ALBUQUERQUE
3746 B NOTAM FILE FTW
RWY 04–22: H2710X60 (ASPH) S–12 MIRL
RWY 04: Thld dsplcd 160′. Road. **RWY 22:** VASI(V2L)—GA 3.0° TCH 11′. Road.
RWY 17–35: H1775X39 (ASPH) S–12
RWY 35: Road.
AIRPORT REMARKS: Unattended. Rwy 17–35 CLOSED night. PAEW adjacent Rwy 04–22 and Rwy 17–35.
COMMUNICATIONS: CTAF 122.9

MOUNT PLEASANT RGNL (OSA) 3 S UTC−6(−5DT) N33°05.81′ W94°57.71′ — MEMPHIS
364 B **FUEL** 100LL, JET A NOTAM FILE OSA — H–6I, L–17D
RWY 17–35: H6003X75 (ASPH) S–30 MIRL 0.4% up N — IAP
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 39′. **RWY 35:** REIL. PAPI(P4L)—GA 3.0 TCH 44′.
AIRPORT REMARKS: Attended 1300–0000Z‡. 100LL avbl 24 hrs self service with credit card. For Jet A after hrs call 903–575–4004. Deer and wildlife on and invof arpt. No line of sight between rwy ends. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 17 and Rwy 35 (daytime only)—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (903) 575–4027
COMMUNICATIONS: CTAF/UNICOM 122.7
FORT WORTH CENTER APP/DEP CON 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 050° 24.2 NM to fld. 520/8E.

MOUNT SELMAN

TARRANT FLD (6XØ) 2 N UTC−6(−5DT) N32°05.84′ W95°17.68′ — DALLAS–FT. WORTH
590 NOTAM FILE FTW
RWY 12–30: 2700X30 (TURF)
RWY 12: Brush. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. 2049′ MSL lgtd antenna 2.75 miles S of arpt.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4268
118°	TDZE	2609
	Apt Elev	2615

GPS RWY 12

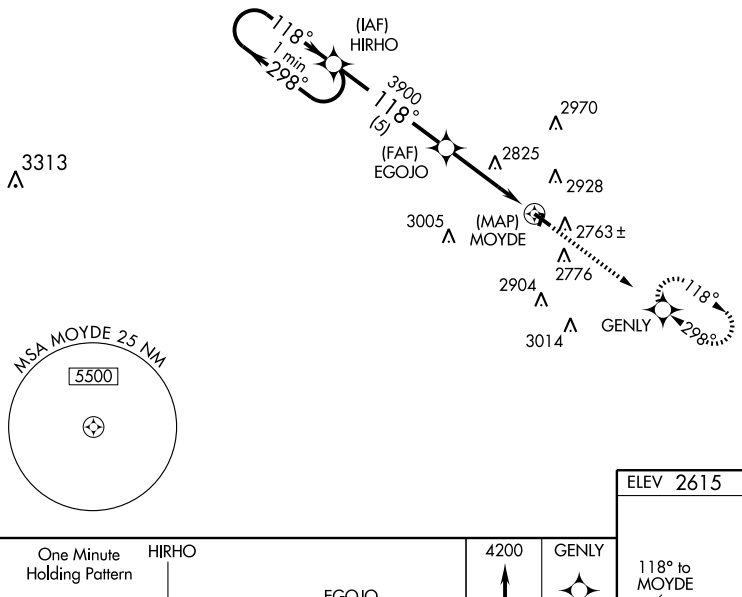
MONAHANS/ROY HURD MEMORIAL (EØ1)

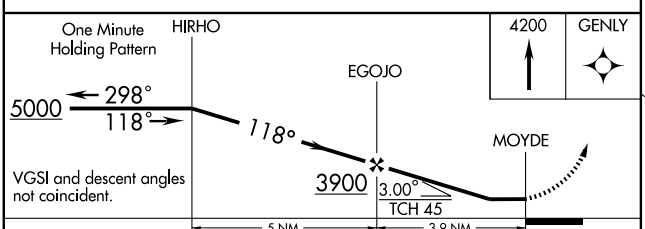
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

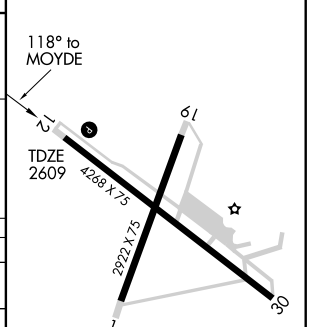
NA

MISSED APPROACH: Climb to 4200 direct GENLY WP and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	3140-1 531 (600-1)		3140-1½ 531 (600-1½)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-12	3200-1 591 (600-1)		3200-1½ 591 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

MIRL Rwys 1-19 and 12-30 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4268
298°	TDZE	2613
	Apt Elev	2615

GPS RWY 30

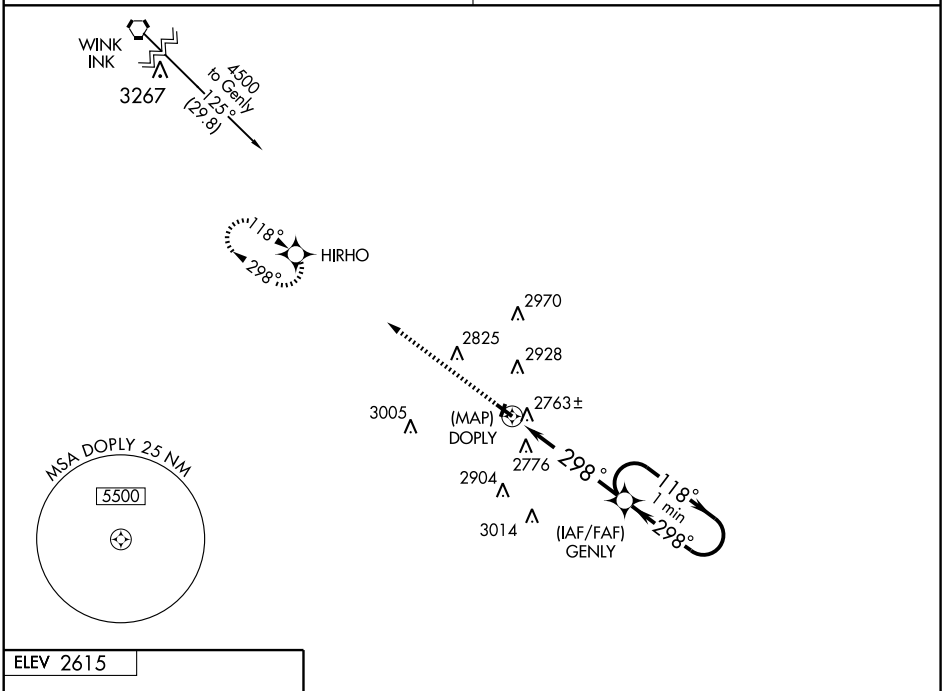
MONAHANS/ROY HURD MEMORIAL (EØ1)

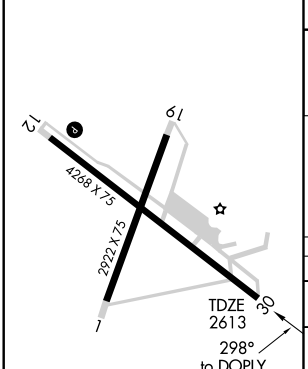
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

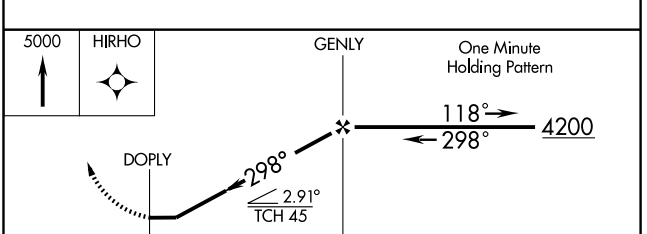
MISSED APPROACH: Climb to 5000 direct HIRHO WP and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





MIRL Rwys 1-19 and 12-30 L



CATEGORY	A	B	C	D
S-30	3080-1 467 (500-1)		3080-1¼ 467 (500-1¼)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-30	3140-1 527 (600-1)		3140-1½ 527 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC INK 112.1 Chan 58	APP CRS 125°	Rwy Idg 4268 TDZE 2609 Apt Elev 2615

VOR/DME RWY 12

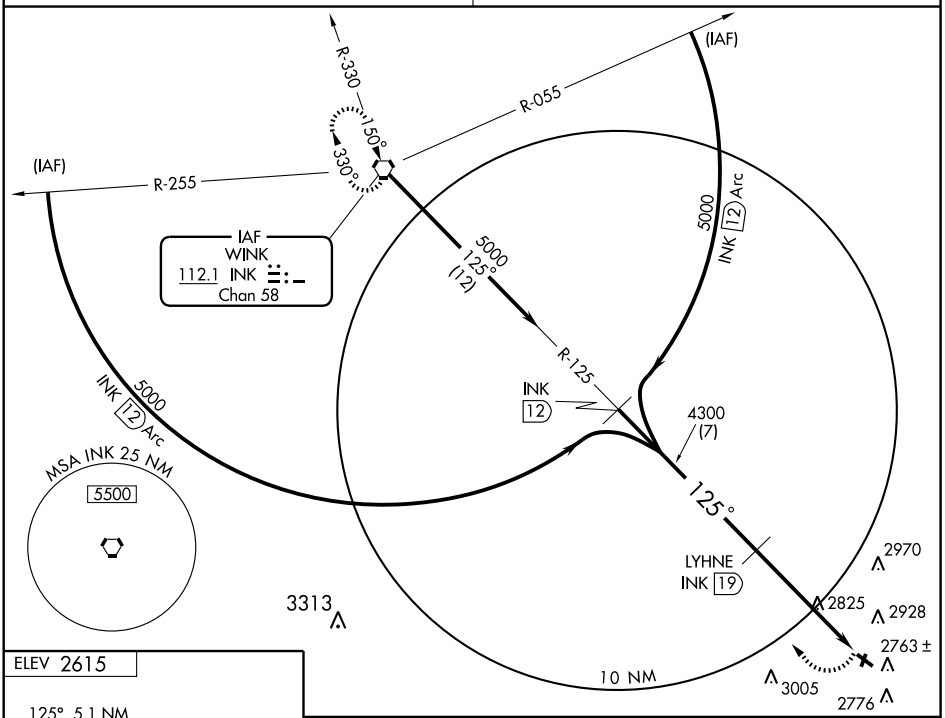
MONAHANS/ROY HURD MEMORIAL (EØ1)

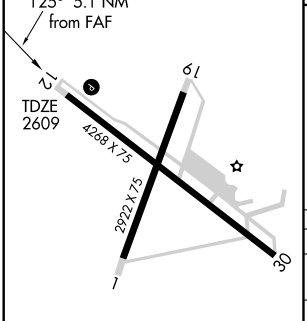
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

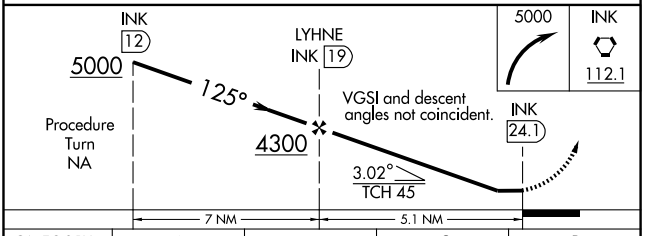
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





MIRL Rwys 1-19 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

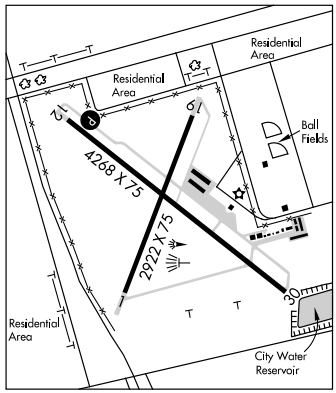


CATEGORY	A	B	C	D
S-12	3340-1 731 (800-1)	3340-1¼ 731 (800-1¼)	3340-2 731 (800-2)	NA
CIRCLING	3340-1 725 (800-1)	3340-1¼ 725 (800-1¼)	3340-2 725 (800-2)	NA
WINK ALTIMETER SETTING MINIMUMS				
S-12	3400-1 791 (800-1)	3400-1¼ 791 (800-1¼)	3400-2¼ 791 (800-2¼)	NA
CIRCLING	3400-1 785 (800-1)	3400-1¼ 785 (800-1¼)	3400-2¼ 785 (800-2¼)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

MONAHANS

ROY HURD MEM (EØ1) 1 SW UTC−6(−5DT) N31°34.95′ W102°54.44′ — SAN ANTONIO
2615 B S2 **FUEL** 100LL, JET A NOTAM FILE SJT — L–19A
RWY 12–30: H4268X75 (ASPH) S–15 MIRL — IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 30: Tree.
RWY 01–19: H2922X75 (ASPH) S–15 MIRL
RWY 01: P-line. **RWY 19:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300–0000Z‡, Sun 1900–0000Z‡. For fuel after hours call 432–940–9527. Wildlife and birds on and invof arpt. ACTIVATE MIRL Rwy 01–19, Rwy 12–30 and PAPI Rwy 12—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1
RADIO AIDS TO NAVIGATION: NOTAM FILE INK.
WINK (H) VORTACW 112.1 INK Chan 58 N31°52.49′ W103°14.63′ 125° 24.5 NM to fld. 2860/11E.



MONTGOMERY COUNTY N30°21.11′ W95°24.87′ — HOUSTON
FSS (CXO) TF 1–800–WX–BRIEF. — L–19D
RCO 122.2 (MONTGOMERY COUNTY RADIO)

MOORE CO (See DUMAS)

MORTON

COCHRAN CO (F85) 2 E UTC−6(−5DT) N33°43.76′ W102°44.03′ — ALBUQUERQUE
3746 B NOTAM FILE FTW
RWY 04–22: H2710X60 (ASPH) S–12 MIRL
RWY 04: Thld dsplcd 160′. Road. **RWY 22:** VASI(V2L)—GA 3.0° TCH 11′. Road.
RWY 17–35: H1775X39 (ASPH) S–12
RWY 35: Road.
AIRPORT REMARKS: Unattended. Rwy 17–35 CLOSED night. PAEW adjacent Rwy 04–22 and Rwy 17–35.
COMMUNICATIONS: CTAF 122.9

MOUNT PLEASANT RGNL (OSA) 3 S UTC−6(−5DT) N33°05.81′ W94°57.71′ — MEMPHIS
364 B **FUEL** 100LL, JET A NOTAM FILE OSA — H–6I, L–17D
RWY 17–35: H6003X75 (ASPH) S–30 MIRL 0.4% up N — IAP
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 39′. **RWY 35:** REIL. PAPI(P4L)—GA 3.0 TCH 44′.
AIRPORT REMARKS: Attended 1300–0000Z‡. 100LL avbl 24 hrs self service with credit card. For Jet A after hrs call 903–575–4004. Deer and wildlife on and invof arpt. No line of sight between rwy ends. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 17 and Rwy 35 (daytime only)—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (903) 575–4027
COMMUNICATIONS: CTAF/UNICOM 122.7
FORT WORTH CENTER APP/DEP CON 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 050° 24.2 NM to fld. 520/8E.

MOUNT SELMAN

TARRANT FLD (6XØ) 2 N UTC−6(−5DT) N32°05.84′ W95°17.68′ — DALLAS–FT. WORTH
590 NOTAM FILE FTW
RWY 12–30: 2700X30 (TURF)
RWY 12: Brush. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. 2049′ MSL lgtd antenna 2.75 miles S of arpt.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	6003
168°	TDZE	364
	Apt Elev	364

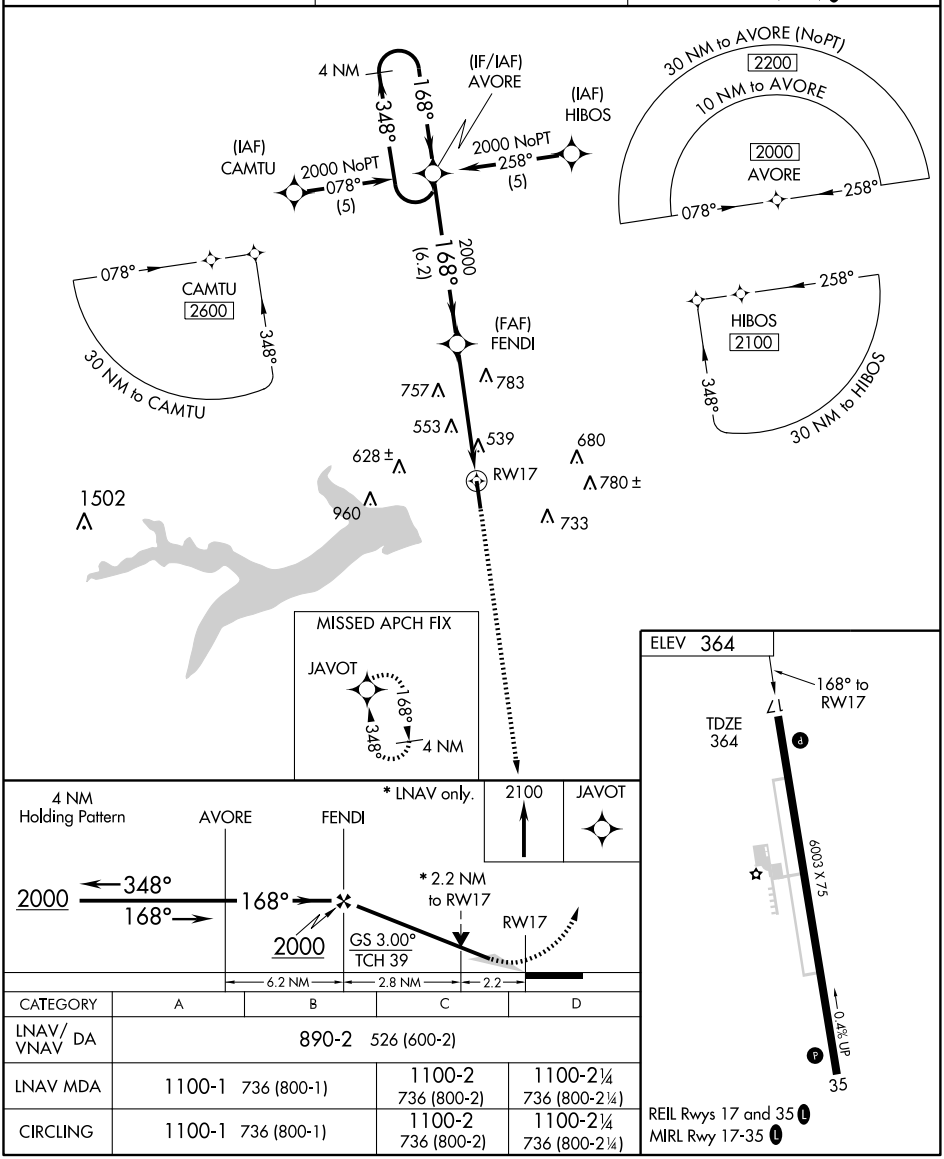
RNAV (GPS) RWY 17

MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, and circling visibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2100 direct JAVOT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/ VNAV DA	890-2 526 (600-2)			
LNAV MDA	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

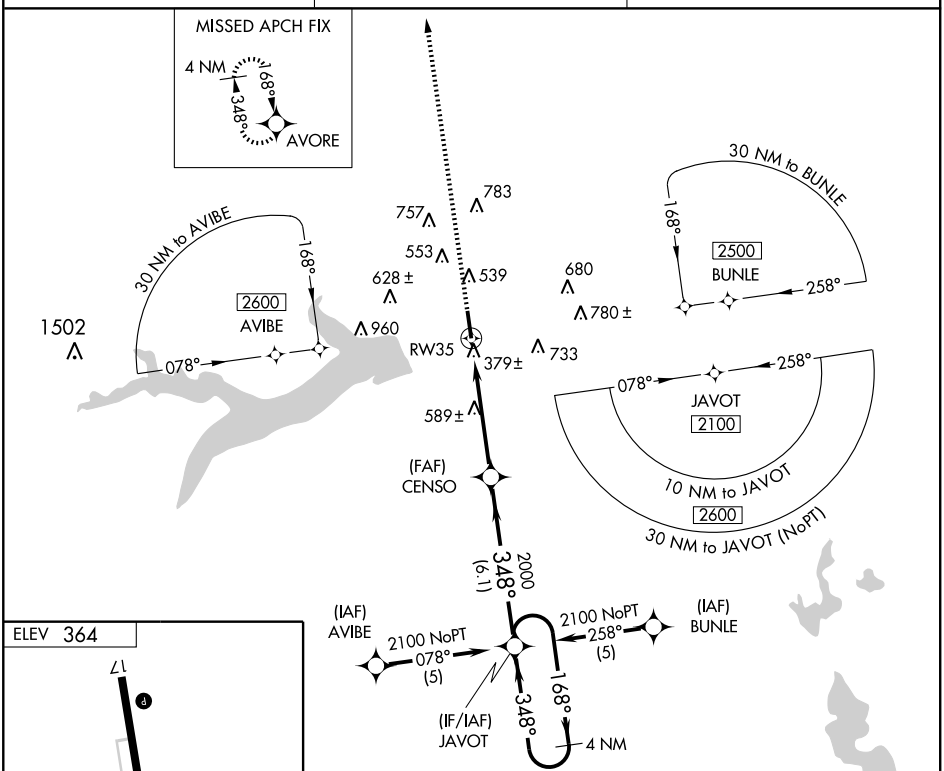
APP CRS	Rwy Idg	6003
348°	TDZE	360
	Apt Elev	364

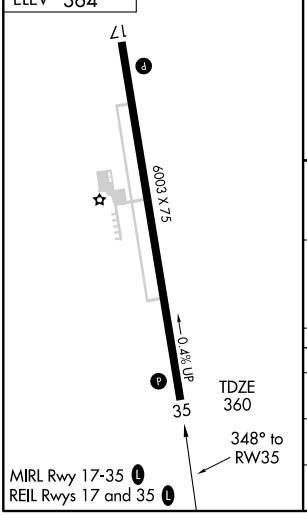
RNAV (GPS) RWY 35
MOUNT PLEASANT RGNL (OSA)

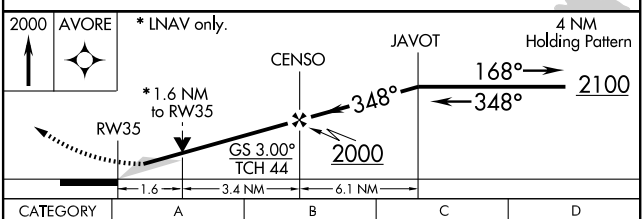
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	700-1¼ 340 (400-1¼)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1 536 (600-1)		900-1½ 536 (600-1½)	920-2 556 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	050°	TDZE	N/A
Chan 87		Apt Elev	364

VOR/DME-A

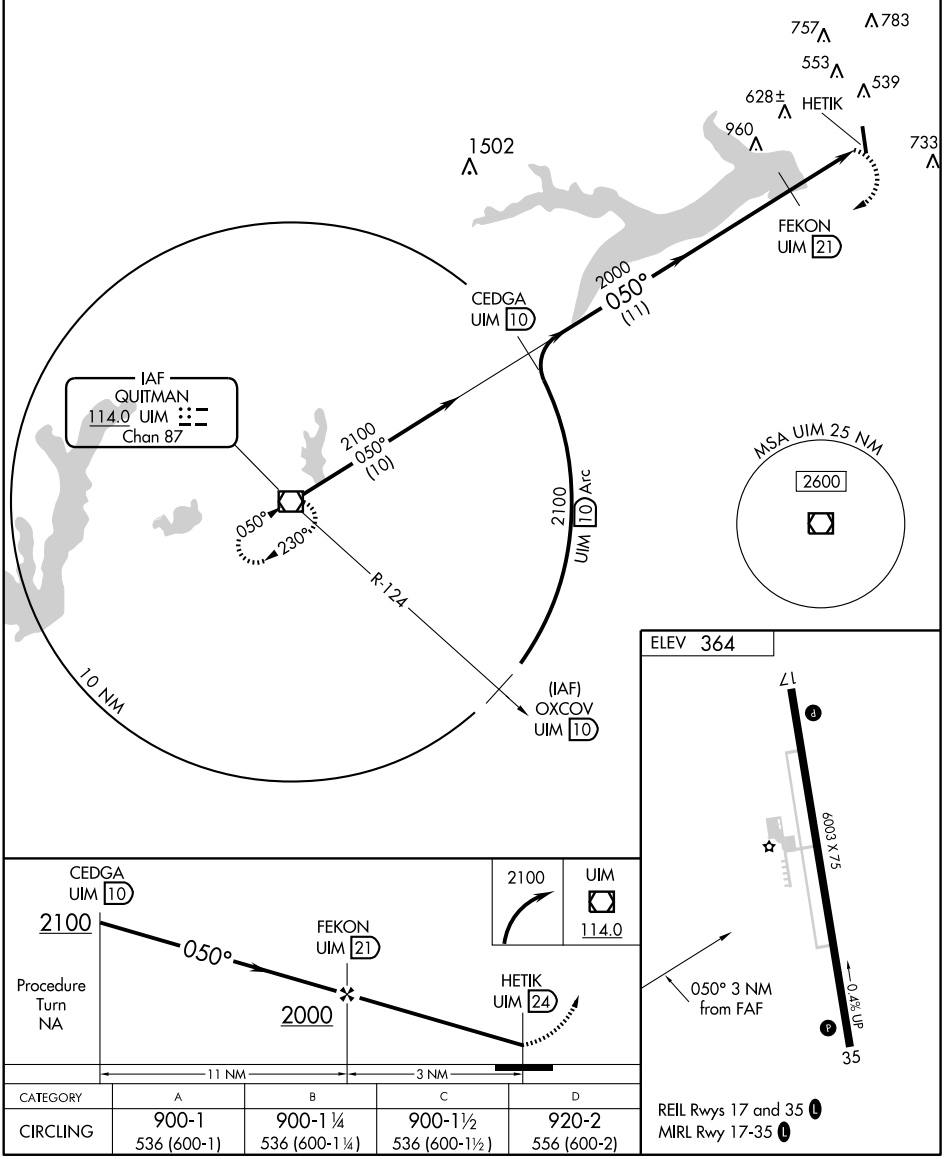
MOUNT PLEASANT RGNL (OSA)

NA

When local altimeter setting not received, use Paris altimeter setting and increase MDA 120 feet, increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	900-1 536 (600-1)	900-1 ¼ 536 (600-1¼)	900-1½ 536 (600-1½)	920-2 556 (600-2)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

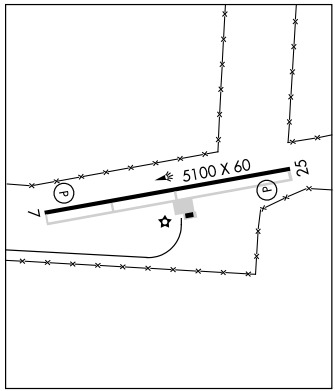
SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

MOUNT VERNON

FRANKLIN CO (F53) 2 NW UTC−6(−5DT) N33°12.92′ W95°14.23′ — DALLAS–FT WORTH
412 B **FUEL** 100LL, JET A NOTAM FILE FTW — L–17D
RWY 13–31: H3900X60 (ASPH) S–12.5 MIRL 0.4% up SE — IAP
RWY 13: PAPI(P2L)–GA 3.0° TCH 45′. Trees. **RWY 31:** PAPI(P2L)–GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended irregularly. Self service fuel by credit card only. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
FORT WORTH CENTER APP/DEP CON 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 010° 21.1 NM to fld. 520/8E.

MUFIN N32°53.58′ W97°22.41′ NOTAM FILE FTW. — DALLAS–FT. WORTH
NDB (LOM) 365 FT 164° 4.5 NM to Fort Worth Meacham Intl. — COPTER

MULESHOE MUNI (2T1) 4 SE UTC−6(−5DT) N34°11.11′ W102°38.47′ — ALBUQUERQUE
3779 B **FUEL** 100LL NOTAM FILE FTW — H–6G, L–6H
RWY 07–25: H5100X60 (ASPH) S–12.5 MIRL — IAP
RWY 07: PAPI (P2L)—GA 3.0° TCH 40′. Pole.
RWY 25: PAPI (P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. For emergency fuel call 806–272–4556. Deer on invof arpt. ACTIVATE MIRL Rwy 07–25—122.8.
COMMUNICATIONS: CTAF 122.9
FORT WORTH CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
TEXICO (H) VORTACW 112.2 TXO Chan 59 N34°29.71′ W102°50.38′ 141° 21.0 NM to fld. 4060/11E.



MUNDAY MUNI (37F) 3 E UTC−6(−5DT) N33°29.09′ W99°35.17′ — DALLAS–FT. WORTH
1473 B **FUEL** JET A NOTAM FILE FTW — L–17B
RWY 17–35: H3200X50 (ASPH) S–4 LIRL
RWY 35: P-line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 105° 41.5 NM to fld. 1940/10E.

MUSTANG BEACH (See PORT ARANSAS)

MUSTANG ISLAND 31 MIU N27°17.33′ W96°44.20′ — L–20I, 21A, GOMW
AWOS–3 118.725

MUSTANG ISLAND A85A MZG N27°43.62′ W96°11.47′ — L–20I, 21A, GOMW
AWOS–3 119.325

RNAV (GPS) RWY 13

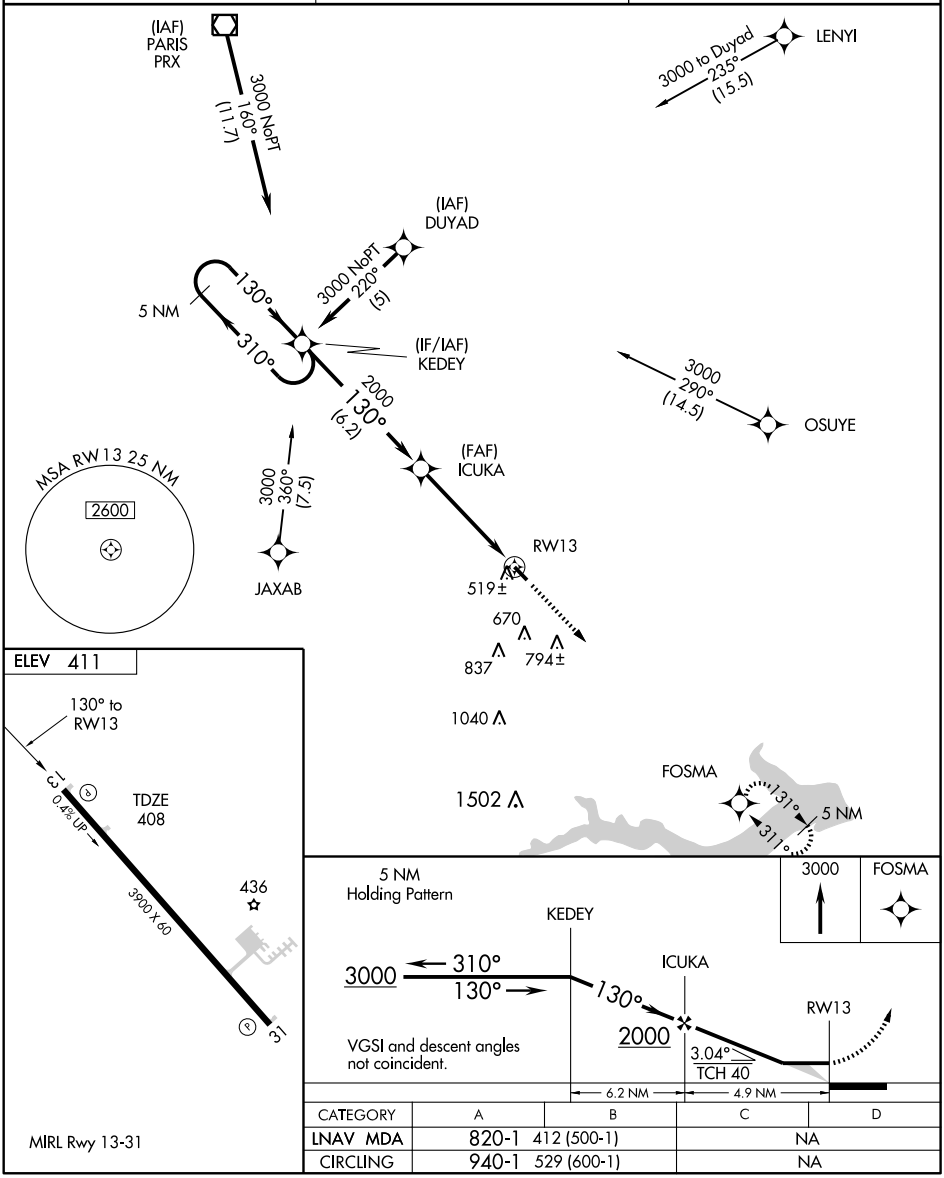
MOUNT VERNON/ FRANKLIN COUNTY (F53)

APP CRS	Rwy Idg	3900
130°	TDZE	408
	Apt Elev	411

NA — DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		



CATEGORY	A	B	C	D
LNAV MDA	820-1	412 (500-1)	NA	
CIRCLING	940-1	529 (600-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

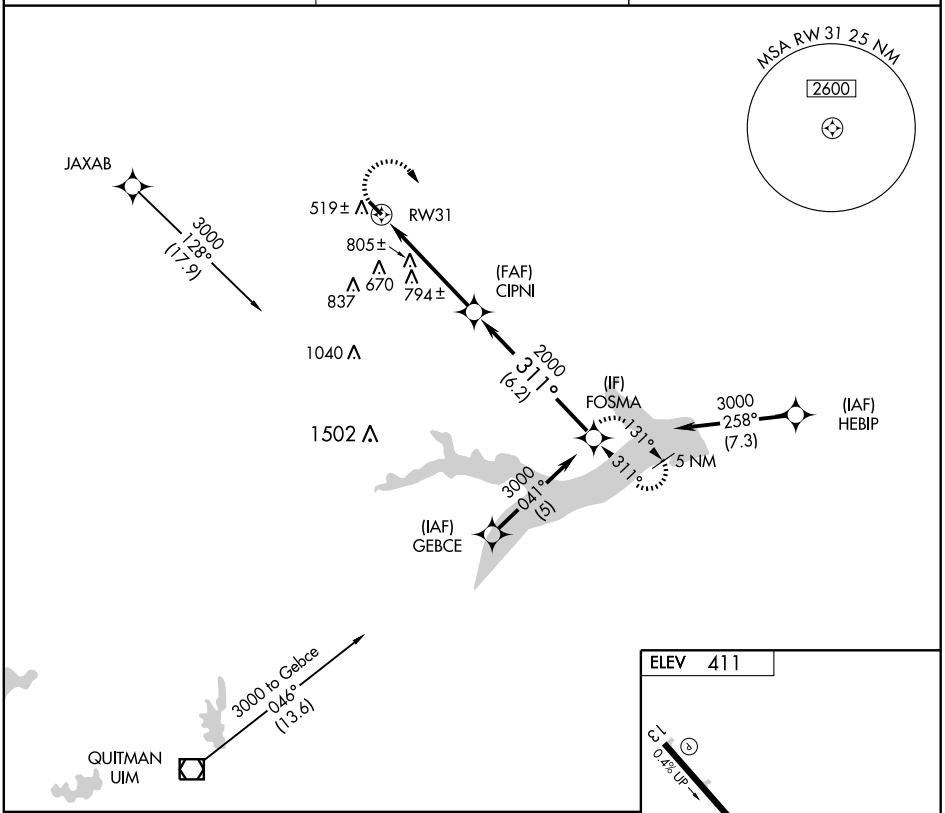
APP CRS	Rwy Idg	3900
311°	TDZE	411
	Apt Elev	411

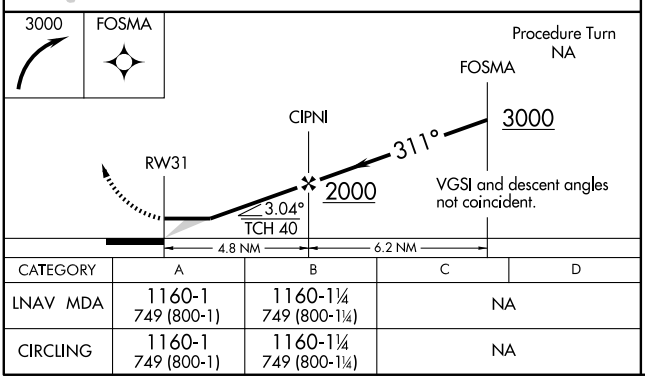
RNAV (GPS) RWY 31

MOUNT VERNON/ FRANKLIN COUNTY (F53)

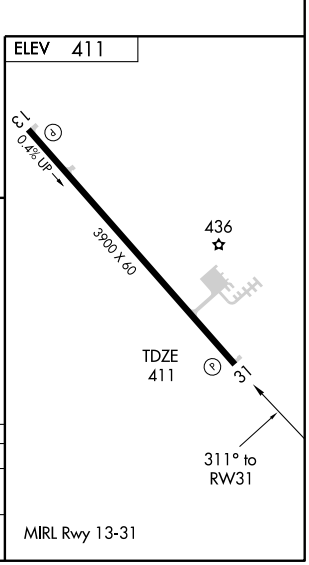
⚠ NA	DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		





CATEGORY	A	B	C	D
LNAV MDA	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	
CIRCLING	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	



SC-2, 26 AUG 2010 to 23 SEP 2010

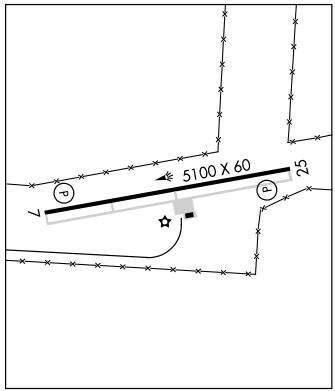
SC-2, 26 AUG 2010 to 23 SEP 2010

MOUNT VERNON

FRANKLIN CO (F53) 2 NW UTC−6(−5DT) N33°12.92′ W95°14.23′ — DALLAS–FT WORTH
412 B **FUEL** 100LL, JET A NOTAM FILE FTW — L–17D
RWY 13–31: H3900X60 (ASPH) S–12.5 MIRL 0.4% up SE — IAP
RWY 13: PAPI(P2L)–GA 3.0° TCH 45′. Trees. **RWY 31:** PAPI(P2L)–GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended irregularly. Self service fuel by credit card only. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
FORT WORTH CENTER APP/DEP CON 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 010° 21.1 NM to fld. 520/8E.

MUFIN N32°53.58′ W97°22.41′ NOTAM FILE FTW. — DALLAS–FT. WORTH
NDB (LOM) 365 FT 164° 4.5 NM to Fort Worth Meacham Intl. — COPTER

MULESHOE MUNI (2T1) 4 SE UTC−6(−5DT) N34°11.11′ W102°38.47′ — ALBUQUERQUE
3779 B **FUEL** 100LL NOTAM FILE FTW — H–6G, L–6H
RWY 07–25: H5100X60 (ASPH) S–12.5 MIRL — IAP
RWY 07: PAPI (P2L)—GA 3.0° TCH 40′. Pole.
RWY 25: PAPI (P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. For emergency fuel call 806–272–4556. Deer on invof arpt. ACTIVATE MIRL Rwy 07–25—122.8.
COMMUNICATIONS: CTAF 122.9
FORT WORTH CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
TEXICO (H) VORTACW 112.2 TXO Chan 59 N34°29.71′ W102°50.38′ 141° 21.0 NM to fld. 4060/11E.



MUNDAY MUNI (37F) 3 E UTC−6(−5DT) N33°29.09′ W99°35.17′ — DALLAS–FT. WORTH
1473 B **FUEL** JET A NOTAM FILE FTW — L–17B
RWY 17–35: H3200X50 (ASPH) S–4 LIRL
RWY 35: P-line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 105° 41.5 NM to fld. 1940/10E.

MUSTANG BEACH (See PORT ARANSAS)

MUSTANG ISLAND 31 MIU N27°17.33′ W96°44.20′ — L–20I, 21A, GOMW
AWOS–3 118.725

MUSTANG ISLAND A85A MZG N27°43.62′ W96°11.47′ — L–20I, 21A, GOMW
AWOS–3 119.325

RNAV (GPS)-B

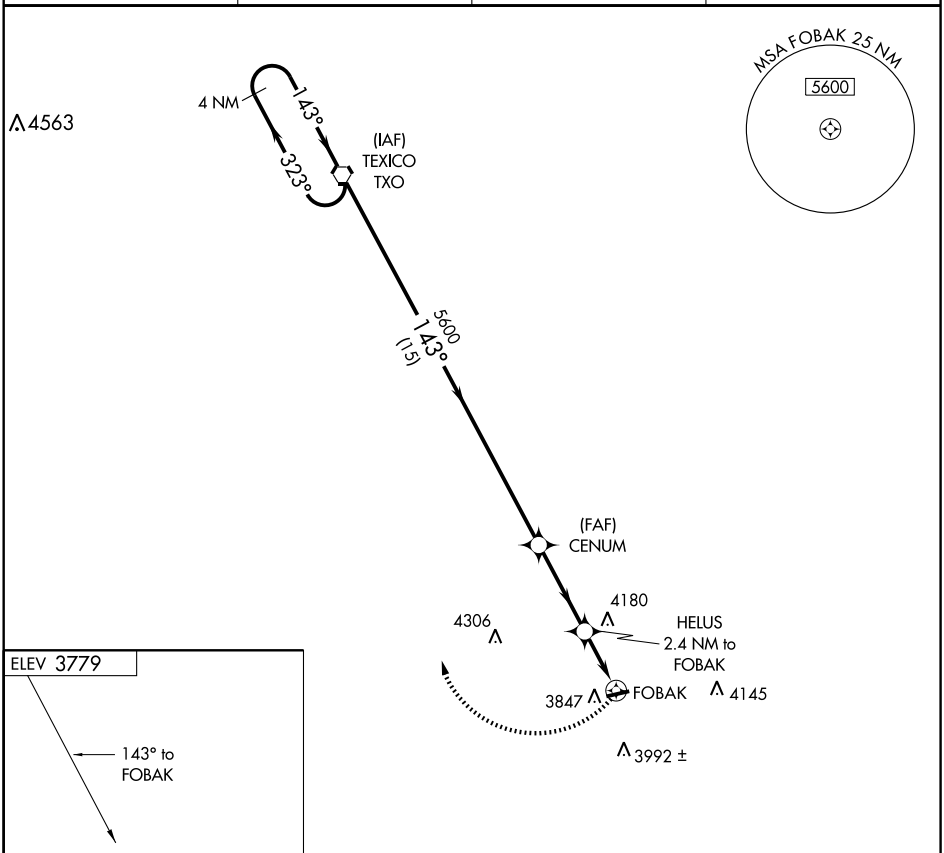
MULESHOE MUNI (2T1)

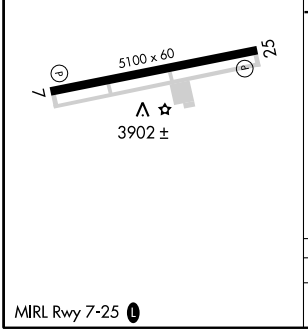
APP CRS	Rwy Idg	N/A
143°	TDZE	N/A
	Apt Elev	3779

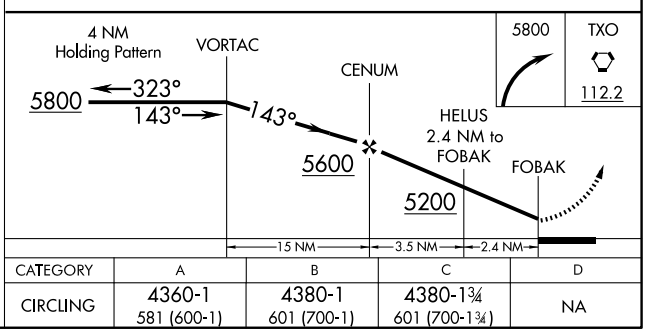
NA — Use Clovis Municipal altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	
135.375	126.45 316.1	122.9	122.8 L







CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

MIRL Rwy 7-25 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC TXO	APP CRS	Rwy Idg	N/A
112.2	141°	TDZE	N/A
Chan 59		Apt Elev	3779

VOR/DME-A

MULESHOE MUNI (2T1)

⚠ NA Use Clovis Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF 122.9	122.8 (L)
135.375	126.45 316.1		

NoPT for arrivals on TXO VORTAC airway radials 201° CW 081°.

R-321

4563

141° 1 min 321°

IAF
TEXICO
112.2 TXO
Chan 59

10 NM

5600
141°
(15)

CENUM
TXO 15

HELUS
TXO 18.5
4180

4306

FOBAK/
TXO 20.9
4145

3847

3992 ±

R-141

MSA TXO 25 NM
5900

ELEV 3779

141° 5.9 NM
from FAF

5100 x 60

25

3902 ±

MIRL Rwy 7-25 (L)

One Minute Holding Pattern

VORTAC

5800 ←321°
141°→

141°

CENUM
TXO 15

HELUS
TXO 18.5

FOBAK
TXO 20.9

5600

5200

15 NM — 3.5 NM — 2.4 NM

5800 TXO 112.2

Knots	60	90	120	150	180
Min:Sec					

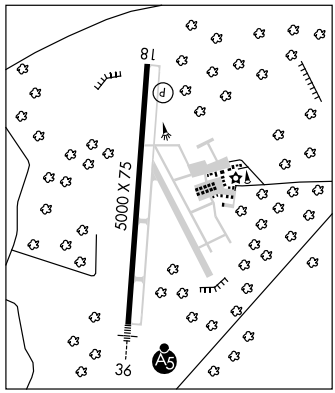
CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

NACOGDOCHES

A.L. MANGHAM JR. RGNL (OCH) 3 SW UTC−6(−5DT) N31°34.67′ W94°42.61′ **HOUSTON**
355 B S4 **FUEL** 100LL, JET A NOTAM FILE OCH **H–6I, L–19E**
RWY 18–36: H5000X75 (ASPH) S–23.6 MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.
RWY 36: MALSR. Trees.
AIRPORT REMARKS: Attended 1400–2330Z‡. 24 hr self serve with major credit card, 100LL and Jet A avbl from truck. For fuel after hrs call 936–645–4105, other numbers posted at arpt. PAEW SE end of Rwy 18–36 east of parallel Twy A. Birds on and invof arpt. 35 ft AGL antenna 400′ west of centerline Rwy 18–36. Rwy 18–36 no line of sight between thlds. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 18 and MALSR Rwy 36—CTAF. NOTE: See Special Notices—Model Aircraft Activity.
WEATHER DATA SOURCES: AWOS–3 135.625 (936) 564–5074.
COMMUNICATIONS: CTAF/UNICOM 123.0
HOUSTON CENTER APP/DEP CON 125.175
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 356° 24.9 NM to fld. 200/5E. **HIWAS.**
NACOGDOCHES NDB (MHW) 391 GXD N31°38.91′ W94°42.33′ 178° 4.2 NM to fld. NOTAM FILE CXO.
NADOS NDB (MHW) 253 OC N31°29.13′ W94°43.21′ 360° 5.5 NM to fld. NOTAM FILE OCH.
ILS/DME 111.5 I–OCH Chan 52 Rwy 36. LOM NADOS NDB. DME Unmonitored. GS unusable byd 5° left of course.

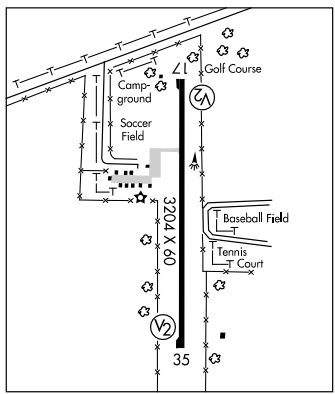


NACOGDOCHES N31°38.91′ W94°42.33′ NOTAM FILE CXO. **HOUSTON**
NDB (MHW) 391 GXD 178° 4.2 NM to A. L. Mangham Jr. Rgnl. **L–19E**

NADOS N31°29.13′ W94°43.21′ NOTAM FILE OCH. **HOUSTON**
NDB (MHW) 253 OC 360° 5.5 NM to A.L. Mangham Jr. Rgnl. **L–19E, 21A**

NAVASOTA N30°17.31′ W96°03.49′. NOTAM FILE CXO. **HOUSTON**
(H) VORTACW 115.9 TNV Chan 106 322° 5.8 NM to Navasota Muni. 230/8E. **H–7C, L–19D, 21A, GOMW**
Unmonitored.
VOR portion unusable 123°–140° byd 18 NM blo 3,000′. 123°–140° —byd 29 NM blo 3,500′.

NAVASOTA MUNI (6ØR) 2 SW UTC−6(−5DT) N30°22.31′ W96°06.80′ **HOUSTON**
228 B S4 **FUEL** 100LL NOTAM FILE CXO **L–19D, 21A**
RWY 17–35: H3204X60 (ASPH) S–12 MIRL 0.7% up N **IAP**
RWY 17: REIL. PVASI(PSIL). P-line. **RWY 35:** REIL. PVASI(PSIL).
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17–35—123.3. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
(H) VORTACW 115.9 TNV Chan 106 N30°17.31′ W96°03.49′ 322° 5.8 NM to fld. 230/8E. Unmonitored.



APP CRS	Rwy Idg	5000
356°	TDZE	343
	Apt Elev	355

GPS RWY 36

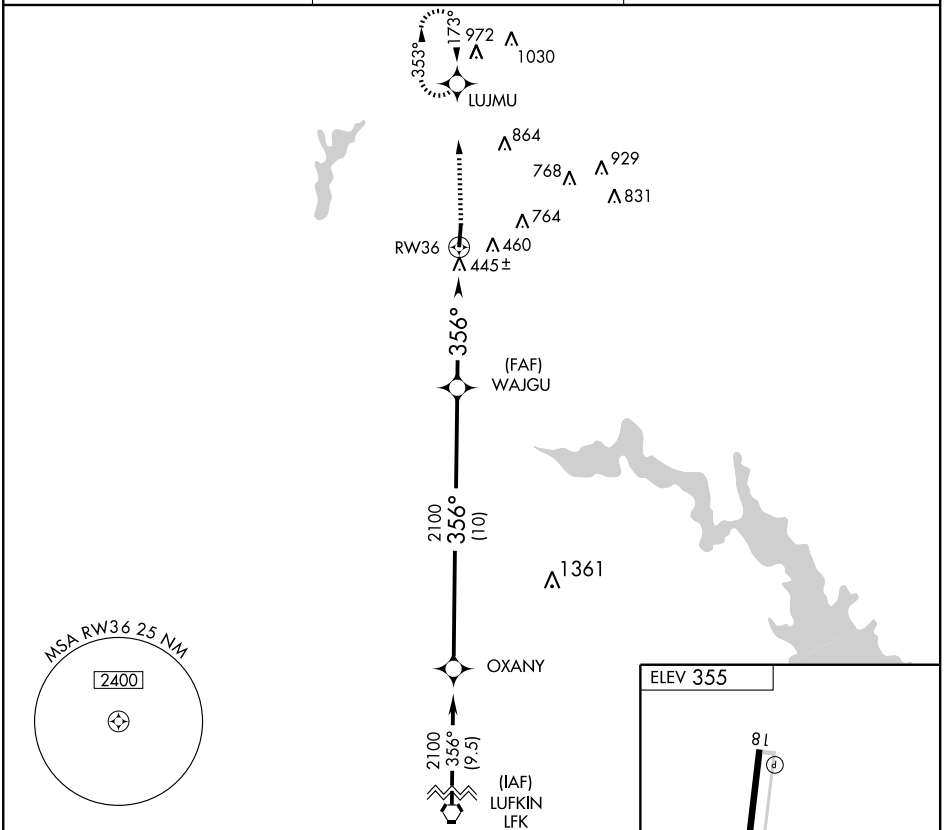
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

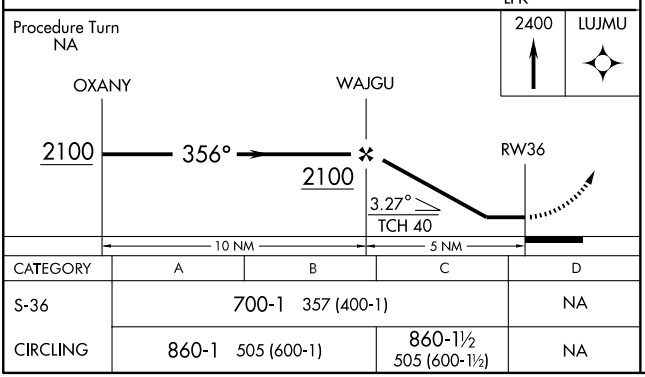
NA

MALSR

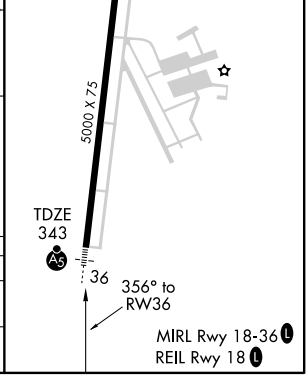
MISSED APPROACH: Climb to 2400 direct LUJMU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	700-1 357 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA



SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OCH	APP CRS	Rwy ldg	5000
111.5	359°	TDZE	343
Chan 52		Apt Elev	355

ILS or LOC RWY 36

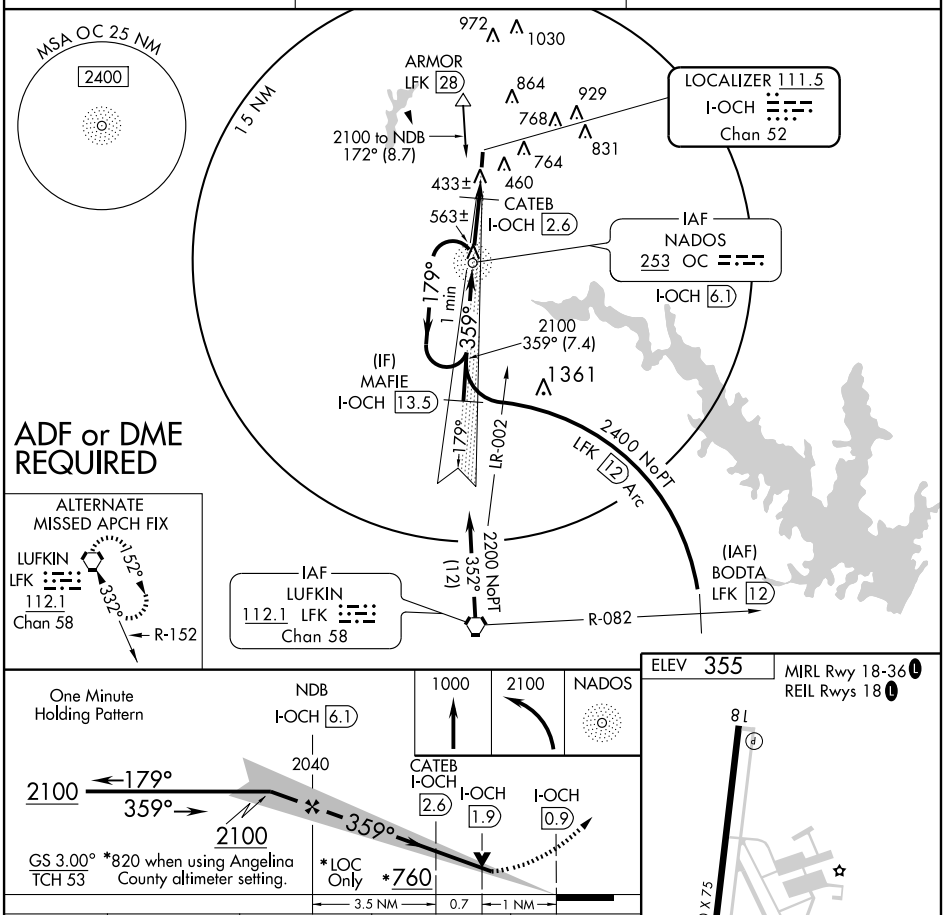
NACOGDOCHES/A. L. MANGHAM JR. RGNL (OCH)

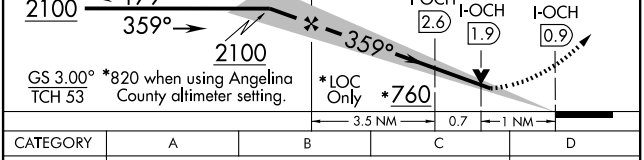
T A NA ADF required. If local altimeter setting not received, use Angelina County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Angelina County altimeter setting.

MALSR

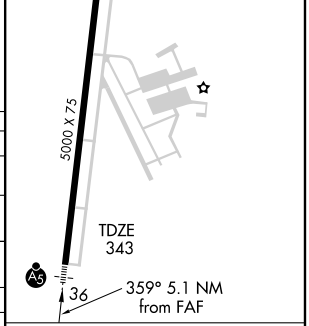
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct NADOS NDB/I-OCH 6.1 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 36	543-½ 200 (200-½)			NA
S-LOC 36	760-½ 417 (500-½)		760-¾ 417 (500-¾)	NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
DME MINIMUMS				
S-LOC 36	700-½ 357 (400-½)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

NDB GXD 391	APP CRS 178°	Rwy Idg 5000 TDZE 343 Apt Elev 355

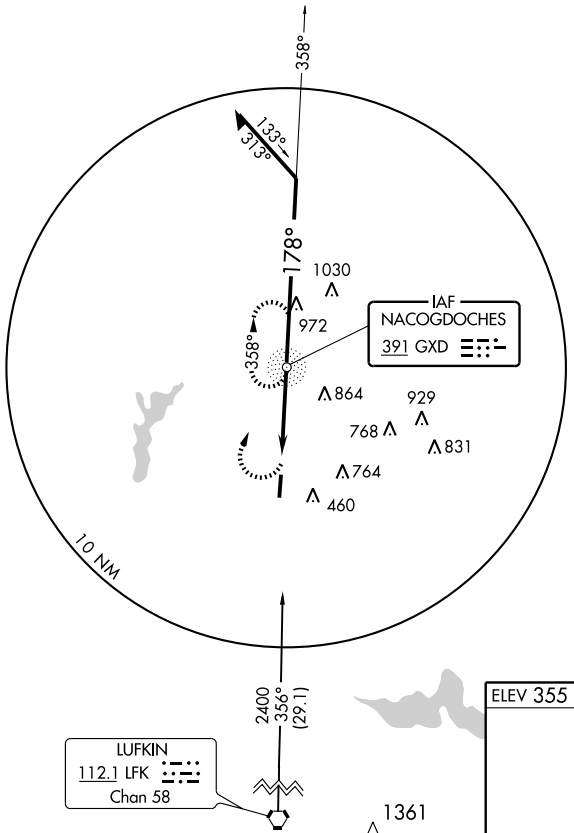
NDB RWY 18

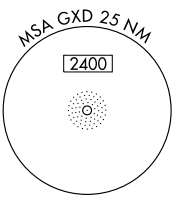
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

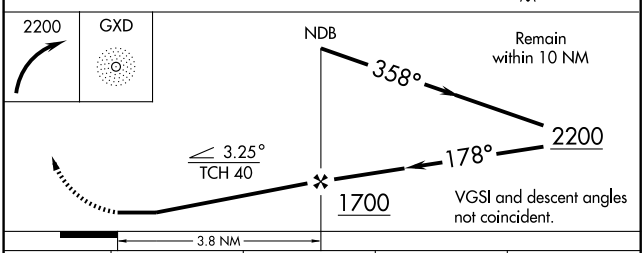
NA

MISSED APPROACH: Climbing right turn to 2200 direct GXD NDB and hold.

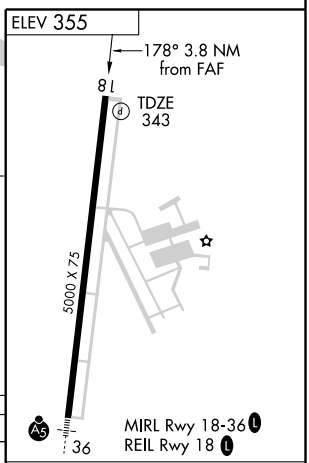
AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	880-1	537 (600-1)	880-1½ 537 (600-1½)	NA
CIRCLING	880-1	525 (600-1)	880-1½ 525 (600-1½)	NA



FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

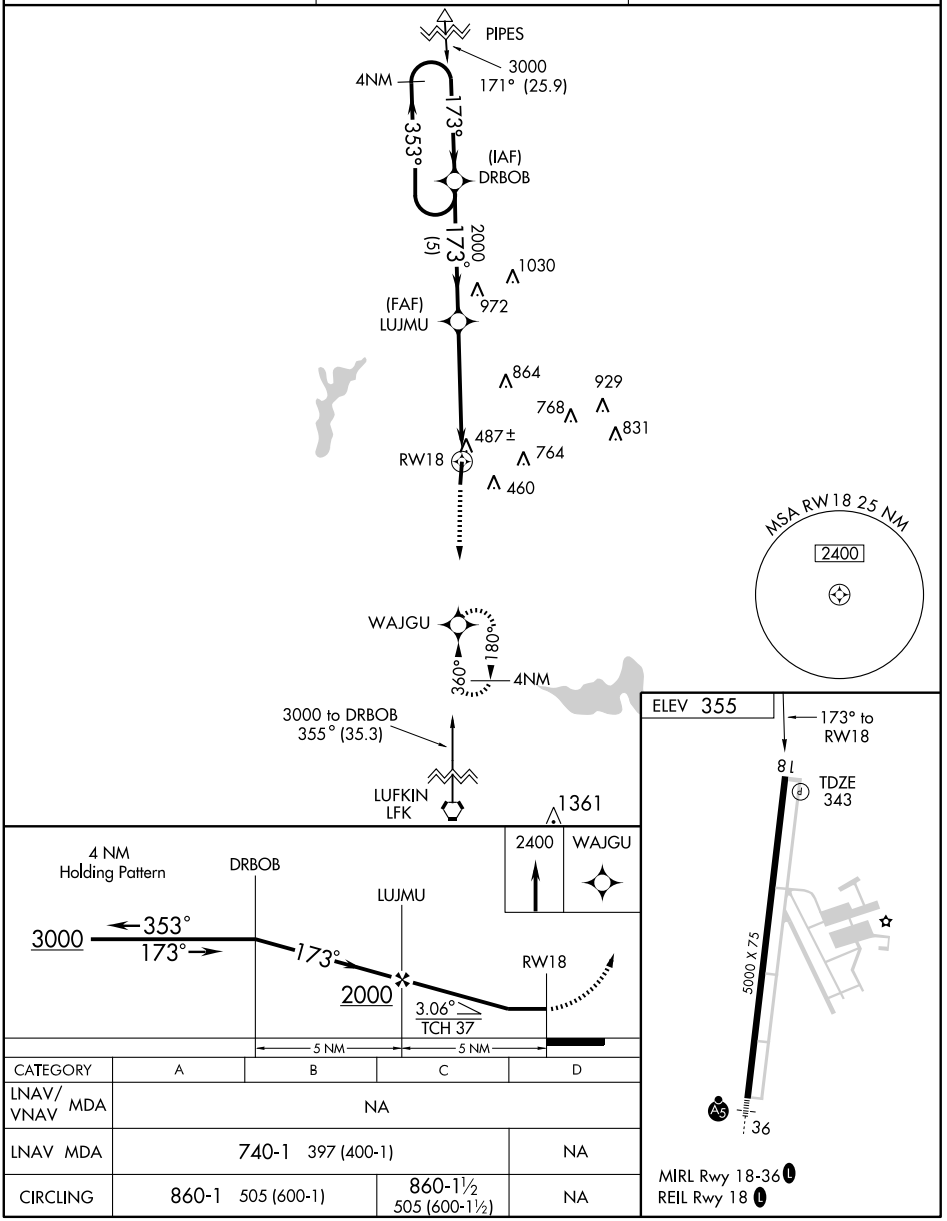
APP CRS	Rwy ldg	5000
173°	TDZE	343
	Apt Elev	355

NA

GPS or RNP- 0.3 required.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 direct WAJGU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L

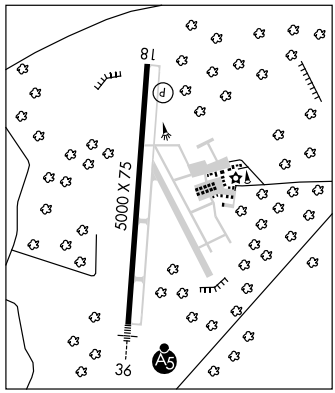


CATEGORY	A	B	C	D
LNAV/ VNAV MDA	NA			
LNAV MDA	740-1 397 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
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NACOGDOCHES

A.L. MANGHAM JR. RGNL (OCH) 3 SW UTC−6(−5DT) N31°34.67′ W94°42.61′ **HOUSTON**
355 B S4 **FUEL** 100LL, JET A NOTAM FILE OCH **H–6I, L–19E**
RWY 18–36: H5000X75 (ASPH) S–23.6 MIRL **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.
RWY 36: MALSR. Trees.
AIRPORT REMARKS: Attended 1400–2330Z‡. 24 hr self serve with major credit card, 100LL and Jet A avbl from truck. For fuel after hrs call 936–645–4105, other numbers posted at arpt. PAEW SE end of Rwy 18–36 east of parallel Twy A. Birds on and invof arpt. 35 ft AGL antenna 400′ west of centerline Rwy 18–36. Rwy 18–36 no line of sight between thlds. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 18 and MALSR Rwy 36—CTAF. NOTE: See Special Notices—Model Aircraft Activity.
WEATHER DATA SOURCES: AWOS–3 135.625 (936) 564–5074.
COMMUNICATIONS: CTAF/UNICOM 123.0
HOUSTON CENTER APP/DEP CON 125.175
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 356° 24.9 NM to fld. 200/5E. **HIWAS.**
NACOGDOCHES NDB (MHW) 391 GXD N31°38.91′ W94°42.33′ 178° 4.2 NM to fld. NOTAM FILE CXO.
NADOS NDB (MHW) 253 OC N31°29.13′ W94°43.21′ 360° 5.5 NM to fld. NOTAM FILE OCH.
ILS/DME 111.5 I–OCH Chan 52 Rwy 36. LOM NADOS NDB. DME Unmonitored. GS unusable byd 5° left of course.

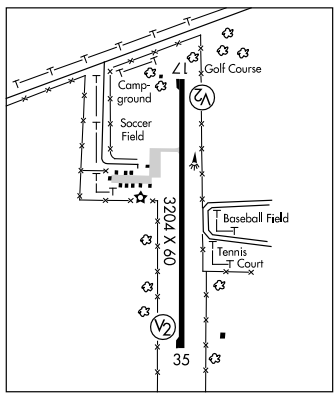


NACOGDOCHES N31°38.91′ W94°42.33′ NOTAM FILE CXO. **HOUSTON**
NDB (MHW) 391 GXD 178° 4.2 NM to A. L. Mangham Jr. Rgnl. **L–19E**

NADOS N31°29.13′ W94°43.21′ NOTAM FILE OCH. **HOUSTON**
NDB (MHW) 253 OC 360° 5.5 NM to A.L. Mangham Jr. Rgnl. **L–19E, 21A**

NAVASOTA N30°17.31′ W96°03.49′. NOTAM FILE CXO. **HOUSTON**
(H) VORTACW 115.9 TNV Chan 106 322° 5.8 NM to Navasota Muni. 230/8E. **H–7C, L–19D, 21A, GOMW**
Unmonitored.
VOR portion unusable 123°–140° byd 18 NM blo 3,000′. 123°–140° —byd 29 NM blo 3,500′.

NAVASOTA MUNI (6ØR) 2 SW UTC−6(−5DT) N30°22.31′ W96°06.80′ **HOUSTON**
228 B S4 **FUEL** 100LL NOTAM FILE CXO **L–19D, 21A**
RWY 17–35: H3204X60 (ASPH) S–12 MIRL 0.7% up N **IAP**
RWY 17: REIL. PVASI(PSIL). P-line. **RWY 35:** REIL. PVASI(PSIL).
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17–35—123.3. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF 122.9
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
(H) VORTACW 115.9 TNV Chan 106 N30°17.31′ W96°03.49′ 322° 5.8 NM to fld. 230/8E. Unmonitored.



VOR TNV 115.9 Chan 106	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 227

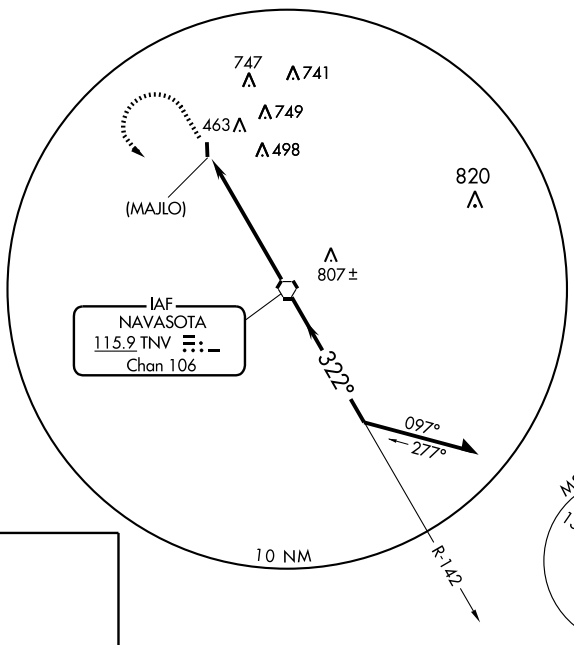
VOR or GPS-A

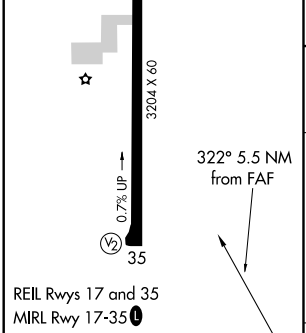
NAVASOTA MUNI (6ØR)

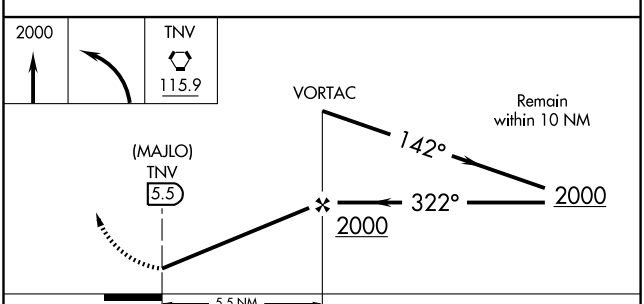
▼ Use College Station, TX altimeter setting.
⚠ NA

MISSED APPROACH: Climb to 2000, then left turn direct TNV VORTAC.

HOUSTON CENTER 120.4 371.9	CTAF 122.9	123.3 L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

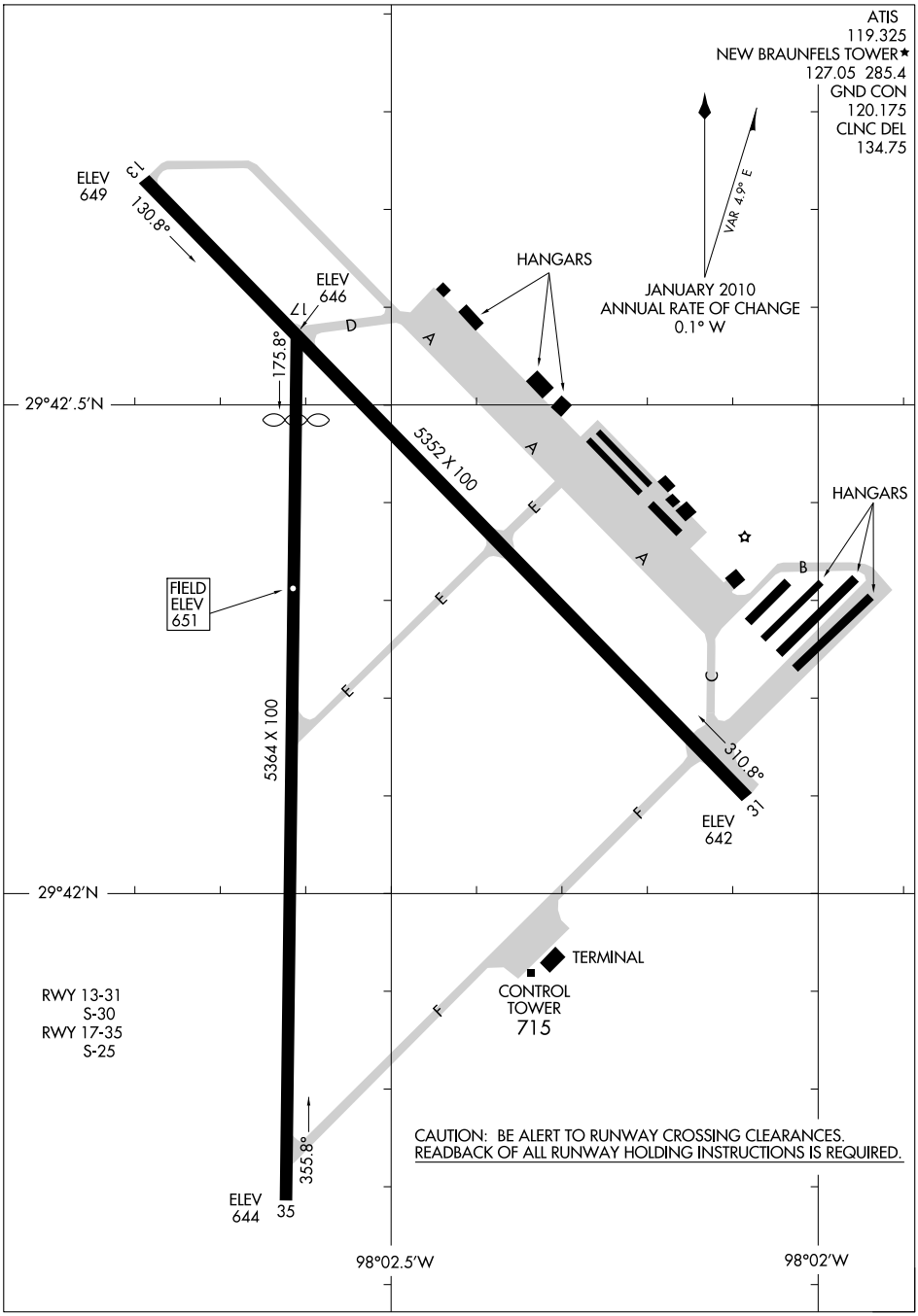
CATEGORY	A	B	C	D
CIRCLING	820-1 593 (600-1)		820-1½ 593 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-6080 (FAA)

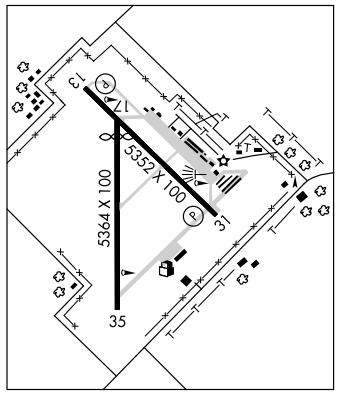
NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

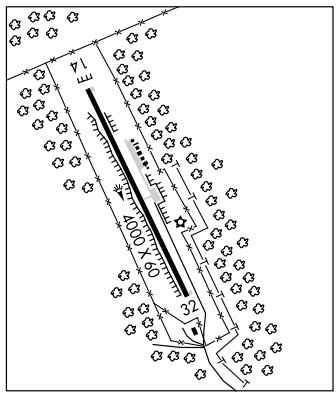
NEW BRAUNFELS MUNI (BAZ) 4 E UTC−6(−5DT) N29°42.27′ W98°02.53′ — SAN ANTONIO
651 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE BAZ — H–7B, L–19C
RWY 17–35: H5364X100 (ASPH) S–25 MIRL — IAP, AD
RWY 17: Thld dsplcd 522′.
RWY 13–31: H5352X100 (ASPH) S–30 MIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0°. Tree.
RWY 31: PAPI(P4L)—GA 3.0°. Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. Numerous birds invof arpt. For fuel call 830–625–1501 after hrs call 830–608–2179. 24 hr self service avbl with major credit card. High performance mil acft oper at Randolph AFB AUX (Seguin) Afld. TPA—1651(1000) Helicopter traffic pattern altitude 1151 (500) rgt tfc. 7′ cultivation at end of Rwy 35 occasionally. ACTIVATE MIRL Rwy 13–31 and Rwy 17–35—CTAF.
WEATHER DATA SOURCES: ASOS 119.325 (830) 629–7979.
COMMUNICATIONS: CTAF 127.05 **ATIS** 119.325 **UNICOM** 122.7
Ⓡ **SAN ANTONIO APP CON** 124.45
Ⓡ **SAN ANTONIO DEP CON** 128.05
TOWER 127.05 (1300–0100Z‡) **GND CON** 120.175
CLNC DEL 134.75
SAN ANTONIO DEP CON 125.7
AIRSPACE: CLASS D svc 1300–0100 other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 073° 22.2 NM to fld. 1160/8E. **HIWAS.**



NEW GULF (T17) 2 E UTC−6(−5DT) N29°16.57′ W095°53.32′ — HOUSTON
100 B NOTAM FILE CXO — L–19D, 21A
RWY 15–33: H4300X75 (ASPH)
RWY 15: Tree. **RWY 33:** P–line.
AIRPORT REMARKS: Unattended. Livestock on field and vehicular traffic on Rwy. Rwy 15–33 has loose aggregate, cracking and uneven patches.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PSX.
PALACIOUS VORTACW 117.3 PSX Chan 120 N28°45.87′ W96°18.37′ 028° 37.7 NM to fld. 6/8E. **HIWAS.**

NEWMAN N31°57.10′ W106°16.34′ NOTAM FILE ABQ. — EL PASO
(L) VORTACW 112.4 EWM Chan 71 210° 8.2 NM to Biggs AAF. 4040/12E. DME portion unusable 220°–255° beyond 25 NM below 12,000′. — H–4K, L–6F

NEWTON MUNI (61R) 3 NE UTC−6(−5DT) N30°53.06′ W93°44.51′ — HOUSTON
320 B NOTAM FILE CXO — L–19E, 21B
RWY 14–32: H4000X60 (ASPH) S–12.5 LIRL
RWY 14: Trees. **RWY 32:** Tree.
AIRPORT REMARKS: Unattended. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 103° 53.0 NM to fld. 200/5E. **HIWAS.**



NIXIN N29°59.60′ W95°12.90′ NOTAM FILE IAH. — HOUSTON
NDB (MHW) 326 BVP 260° 6.6 NM to George Bush Intercontinental/Houston. — COPTER
L–19E, 21A, 60MW

APP CRS	Rwy Idg	5352
128°	TDZE	649
	Apt Elev	651

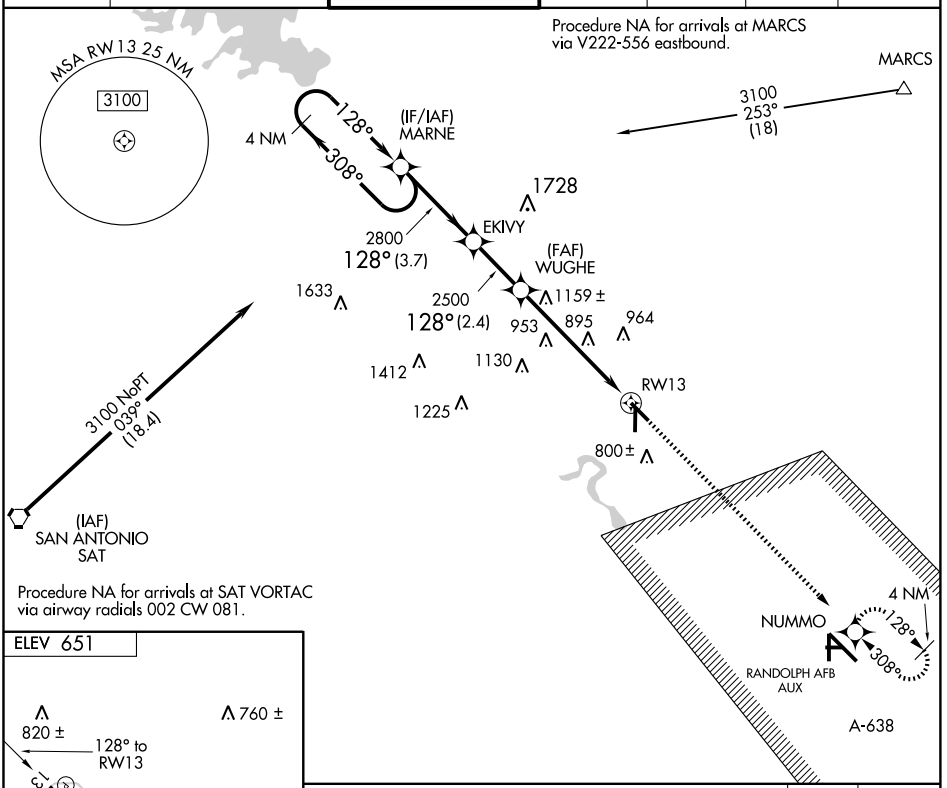
RNAV (GPS) RWY 13

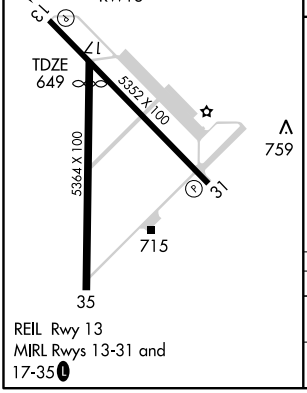
NEW BRAUNFELS MUNI (BAZ)

When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

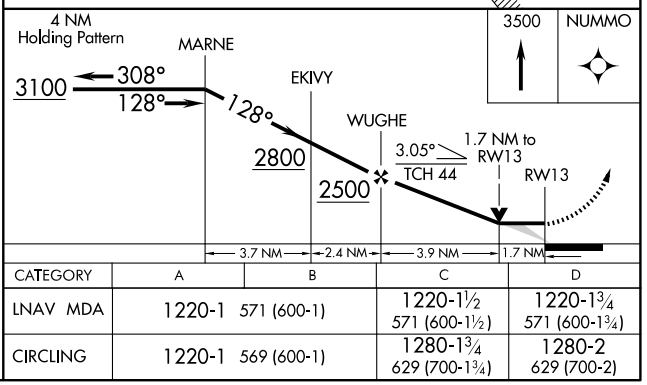
MISSED APPROACH: Climb to 3500 direct NUMMO and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L





REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 571 (600-1)		1220-1½ 571 (600-1½)	1220-1¾ 571 (600-1¾)
CIRCLING	1220-1 569 (600-1)		1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
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APP CRS	Rwy Idg	4842
173°	TDZE	651
	Apt Elev	651

RNAV (GPS) RWY 17

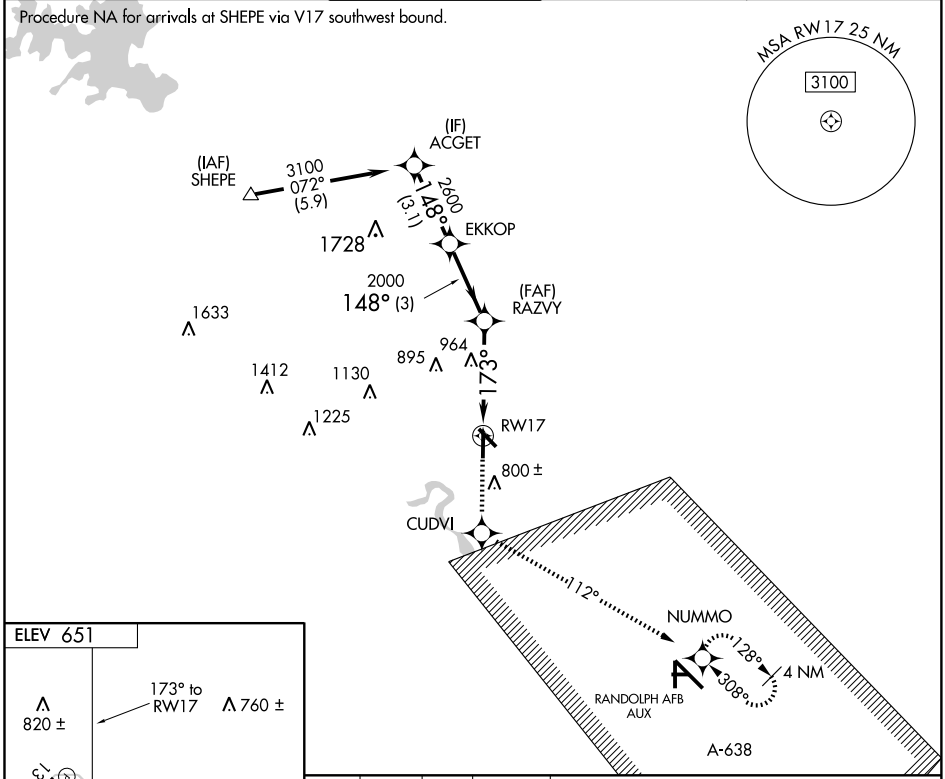
NEW BRAUNFELS MUNI (BAZ)

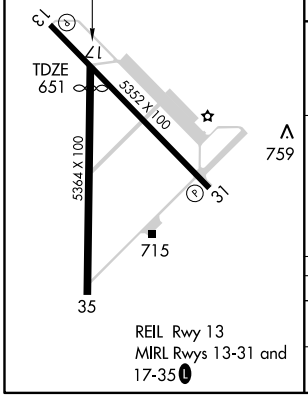
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

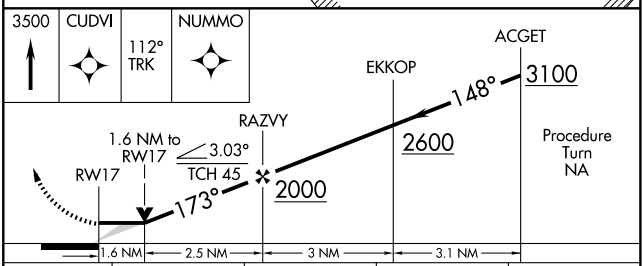
MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L

Procedure NA for arrivals at SHEPE via V17 southwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1220-1 569 (600-1)		1220-1½ 569 (600-1½)	1220-1¾ 569 (600-1¾)
CIRCLING	1220-1 569 (600-1)		1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5352
308°	TDZE	646
	Apt Elev	651

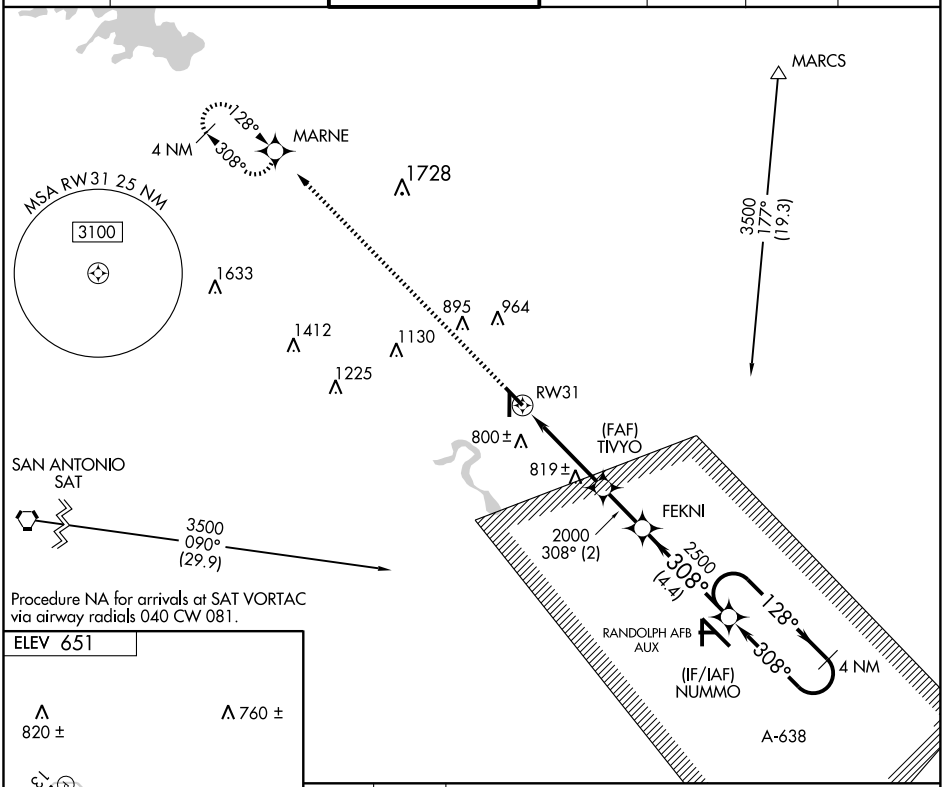
RNAV (GPS) RWY 31

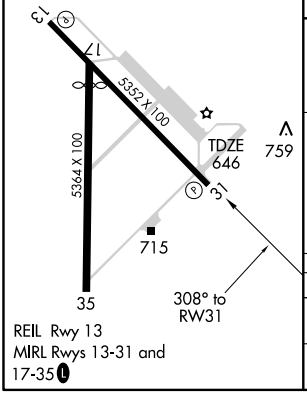
NEW BRAUNFELS MUNI (BAZ)

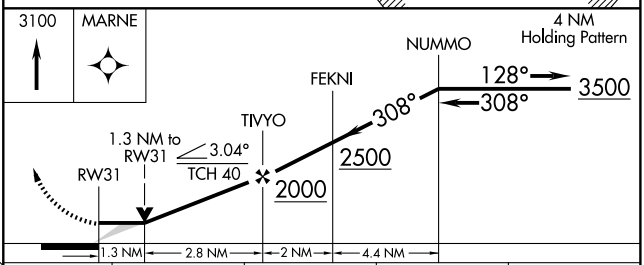
▼ When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile.
▲ VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct MARNE and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 454 (500-1)		1100-1¼ 454 (500-1¼)	1100-1½ 454 (500-1½)
CIRCLING	1100-1 449 (500-1)	1120-1 469 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5364
CH 93900	353°	TDZE	650
W35A		Apt Elev	651

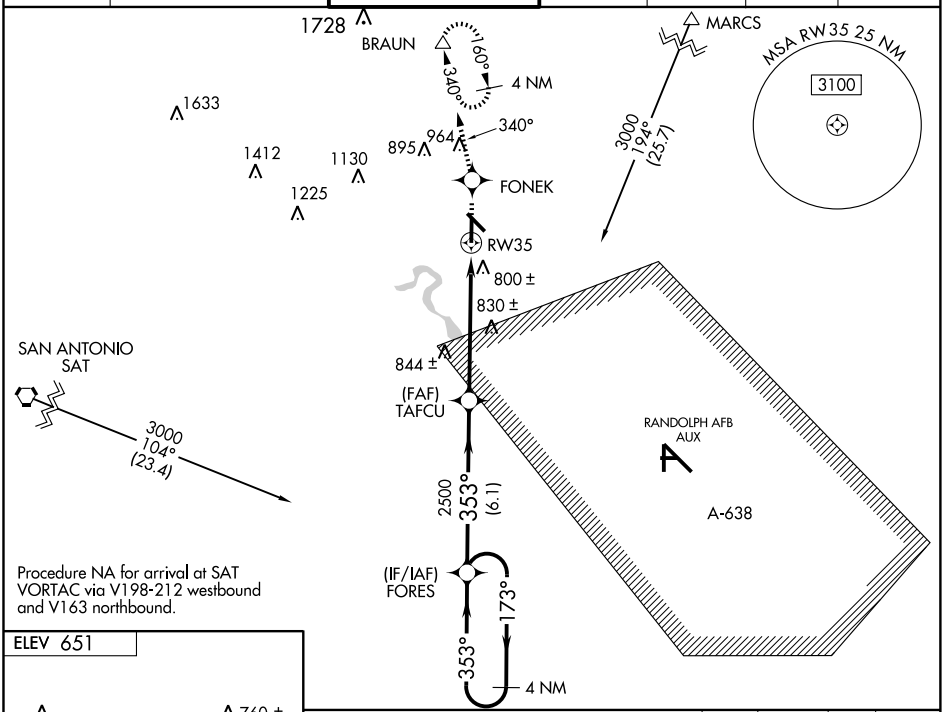
RNAV (GPS) RWY 35

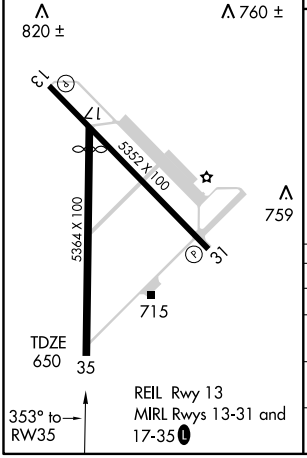
NEW BRAUNFELS MUNI (BAZ)

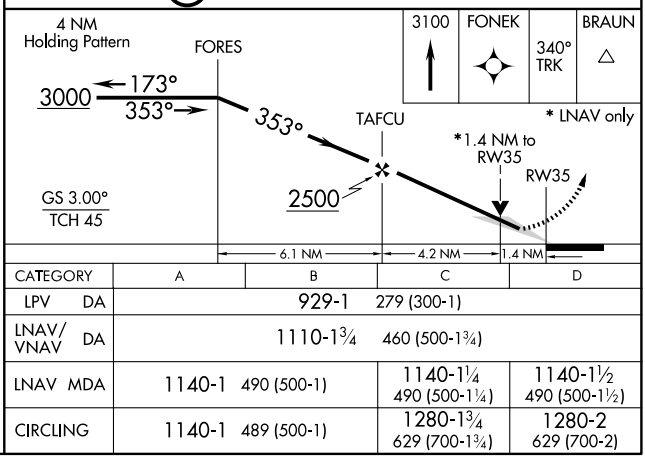
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all DAs 42 feet LPV visibility ¼ all Cats, increase all MDAs 60 feet LNAV and circling visibility Cat C and D ¼. VDP and Baro-VNAV NA when using San Marcos Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LPV DA	929-1	279 (300-1)		
LNAV/VNAV DA	1110-1¾	460 (500-1¾)		
LNAV MDA	1140-1	490 (500-1)	1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)
CIRCLING	1140-1	489 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

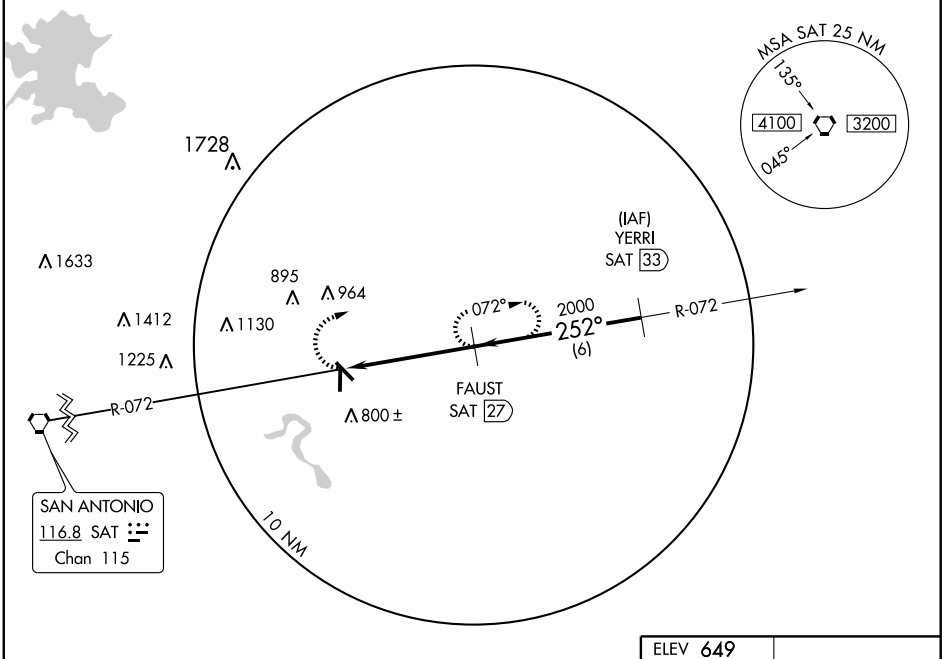
VORTAC SAT 116.8 Chan 115	APP CRS 252°	Rwy Idg N/A TDZE N/A Apt Elev 649

VOR/DME-A

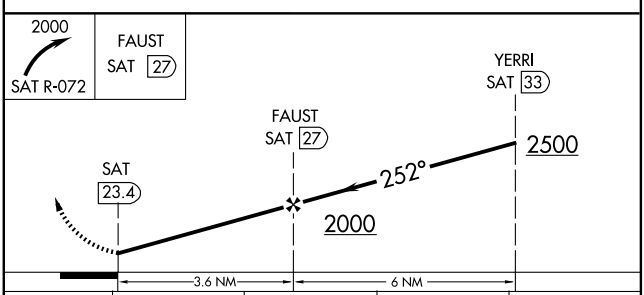
NEW BRAUNFELS MUNI (BAZ)

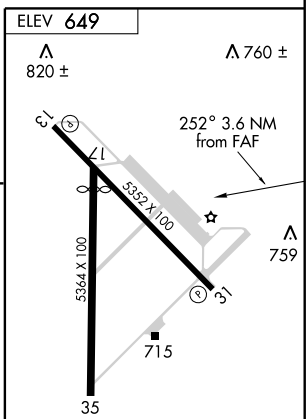
MISSED APPROACH: Climbing right turn to 2000 via SAT R-072 to FAUST/SAT 27 DME and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1140-1 491 (500-1)	1140-1¼ 491 (500-1¼)	1280-1¾ 631 (700-1¾)	1280-2 631 (700-2)

REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

N. PADRE ISLAND OPM N26°49.97′ W96°56.40′ L–20I, 21A, 60MW
AWOS–3 120.225

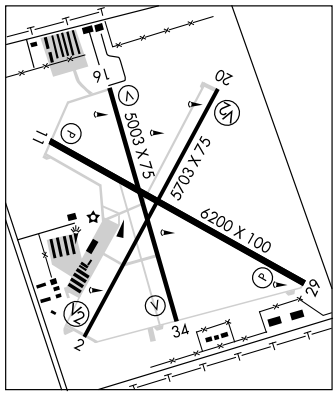
NORTH HOUSTON BUSINESS (See HOUSTON)

NORTH TEXAS RGNL/PERRIN FIELD (See SHERMAN–DENISON)

NORTHWEST RGNL (See ROANOKE)

NUECES CO (See ROBSTOWN)

ODESSA–SCHLEMEYER FLD (ODO) 5 NE UTC−6(−5DT) N31°55.28′ W102°23.27′ SAN ANTONIO
3004 B S4 FUEL 100LL, JET A1+ OX 4 TPA—4004(1000) NOTAM FILE ODO H–6G, L–6H
RWY 11–29: H6200X100(ASPH) S–30 MIRL IAP
RWY 11: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 29: PAPI(P4L)—GA 3.0° TCH 40′. P–line.
RWY 02–20: H5703X75 (ASPH) S–14 MIRL 0.9% up NE
RWY 02: PVASI(PSIL)—GA 3.0° TCH 38′. Road.
RWY 20: PVASI(PSIL)—GA 3.0° TCH 38′. P–line.
RWY 16–34: H5003X75 (ASPH) S–14 MIRL 0.6% up N
RWY 16: VASI(V2L)—GA 4.0° TCH 34′. Antenna.
RWY 34: VASI(V2L)—GA 4.0° TCH 34′. P-line.
AIRPORT REMARKS: Attended 1400–0000Z‡. For fuel after hours call 432–367–5881. Glider activity on and invof arpt. Rwy 16–34 large sealed cracks in surface. 340′ AGL obstruction twr 2.2 NM SW of arpt lgts OTS. PVASI Rwy 02 OTS indef. VASI Rwy 16 OTS indef. VASI Rwy 34 OTS indef. MIRL Rwy 16–34, Rwy 11–29 and Rwy 02–20 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (432) 363–9719.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ MIDLAND APP/DEP CON 124.6 (1200–0600Z‡) CLNC DEL 121.7
FORT WORTH CENTER APP/DEP CON 133.1 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 231° 11.4 NM to fld. 2860/11E.
FARLY NDB (HW/LOM) 326 MA N31°59.28′ W102°19.51′ 209° 5.1 NM to fld. Unmonitored when twr clsd.

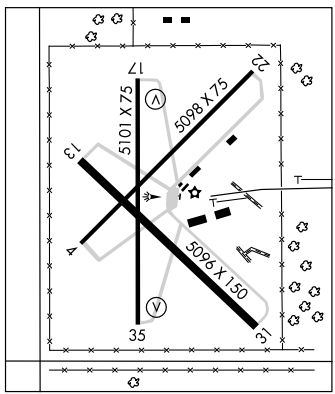


OLDHAM CO (See VEGA)

OLD HOPPE PLACE (See AGUA DULCE)

OLD RIP N32°23.91′ W98°48.62′ NOTAM FILE FTW. DALLAS–FT WORTH
NDB (MHW) 410 OIP at Eastland Muni. L–17B

OLNEY MUNI (ONY) 3 SW UTC−6(−5DT) N33°21.05′ W98°49.15′ DALLAS–FT WORTH
1275 B S4 FUEL 100LL NOTAM FILE FTW H–6H, L–17B
RWY 17–35: H5101X75 (ASPH–RFSC) S–43, D–50, 2D–84 MIRL 0.3% up N IAP
RWY 17: VASI(V2L)—GA 3.0° TCH 52′. Tree.
RWY 35: VASI(V2R)—GA 3.0° TCH 28′. Brush.
RWY 04–22: H5098X75 (ASPH–RFSC) S–43, D–50, 2D–84
RWY 04: Road.
RWY 13–31: H5096X150 (ASPH) S–43, D–50, 2D–84 0.6% up NW.
RWY 13: Road. RWY 31: Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Self svc fuel avbl 24 hours with major credit card. Aerobatic activity on arpt. Occassional agriculture acft ops during spring & summer. Rwy 13–31 first third and last third of rwy has extensive cracks and grass on Rwy sfc. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ FORT WORTH CENTER APP/DEP CON 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 187° 39.8 NM to fld. 1100/10E.



LOM MA	APP CRS	Rwy Idg	5703
326	211°	TDZE	3004
		Apt Elev	3004

AL-5689 (FAA)

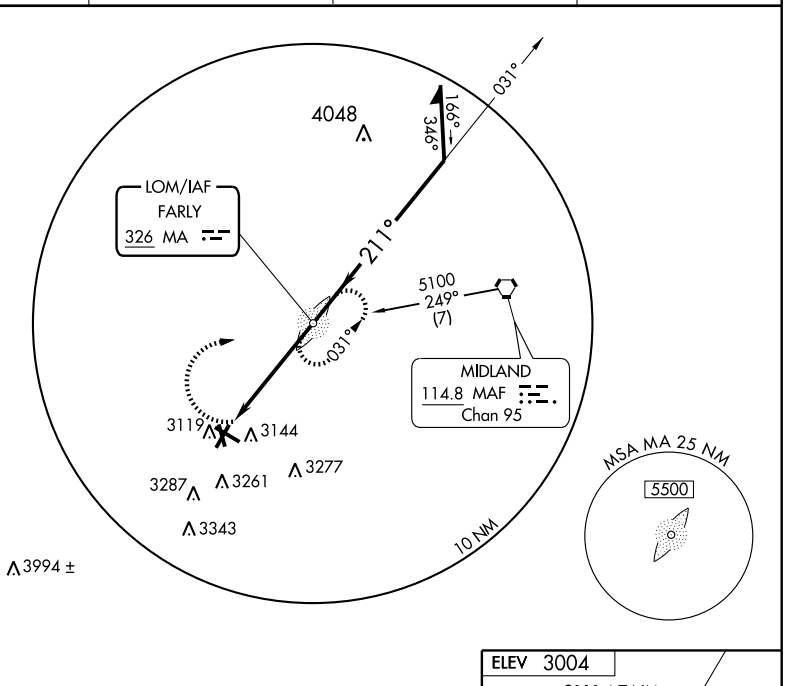
NDB RWY 20

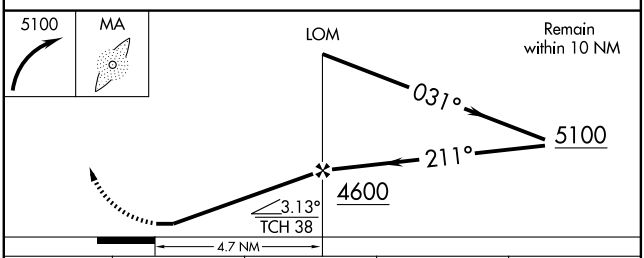
ODESSA-SCHLEMEYER FIELD (ODO)

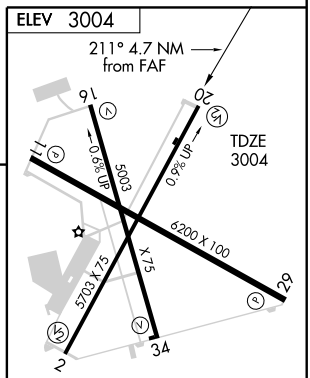
Circling NA south of Rwys 2 and 34. Visibility reduction by helicopters NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 5100 direct FARLY LOM and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-20	3520-1	516 (600-1)	3520-1½ 516 (600-1½)	3520-1¾ 516 (600-1¾)
CIRCLING	3520-1	516 (600-1)	3520-1½ 516 (600-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6200
CH 45618	113°	TDZE	2976
W11A		Apt Elev	3004

AL-5689 (FAA)

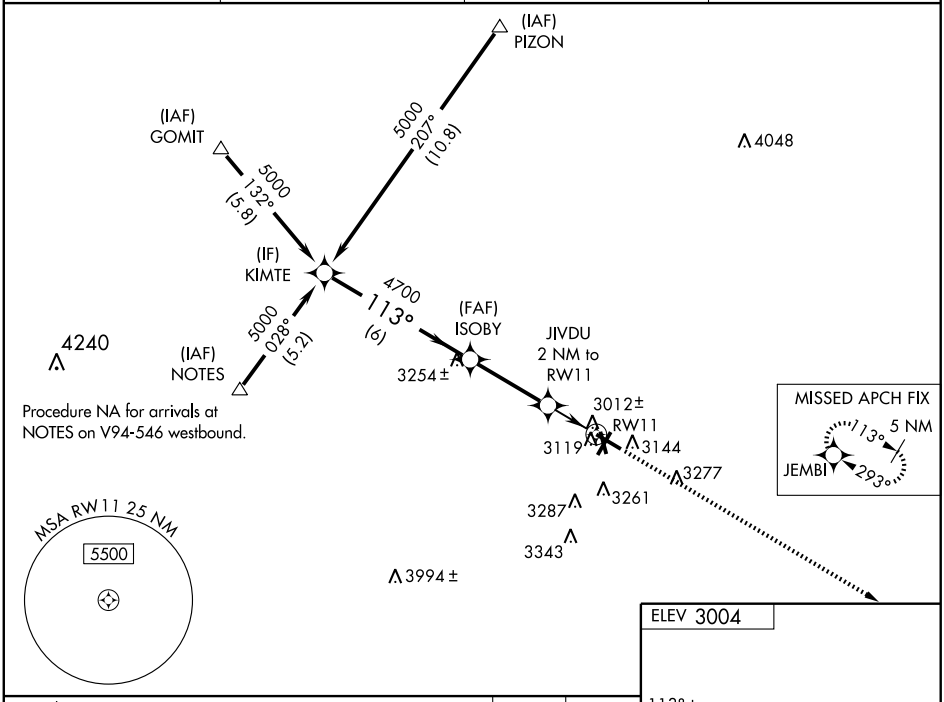
RNAV (GPS) RWY 11

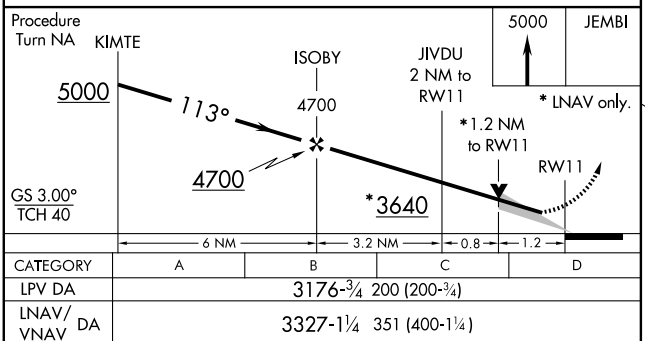
ODESSA-SCHLEMEYER FIELD (ODO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). Circling NA south of Rwys 2 and 34. DME/DME RNP -0.3 NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Midland Intl altimeter setting. Baro-VNAV NA when using Midland Intl altimeter setting.

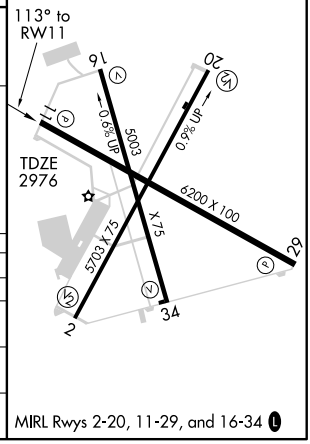
MISSED APPROACH: Climb to 5000 direct JEMBI and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3176-¾ 200 (200-¾)			
LNAV/VNAV DA	3327-1¼ 351 (400-1¼)			
LNAV MDA	3380-1 404 (400-1)		3380-1¼ 404 (400-1¼)	
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)



MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5703
202°	TDZE	3004
	Apt Elev	3004

RNAV (GPS) RWY 20

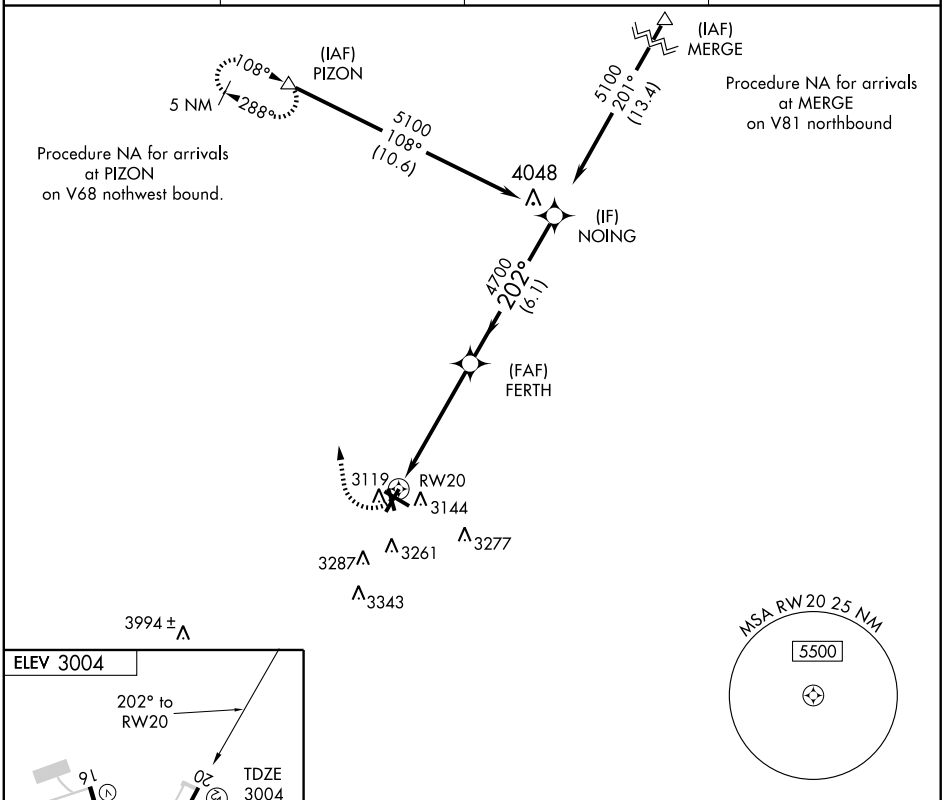
AL-5689 (FAA)

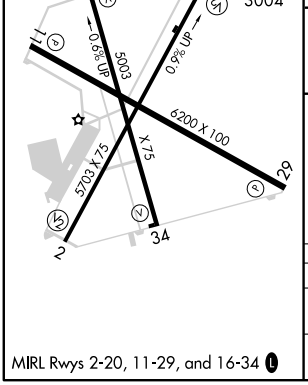
ODESSA-SCHLEMEYER FIELD (ODO)

Circling NA south of Rwys 2 and 34. DME/DME RNP-0.3 NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile. Visibility reduction by helicopters NA.

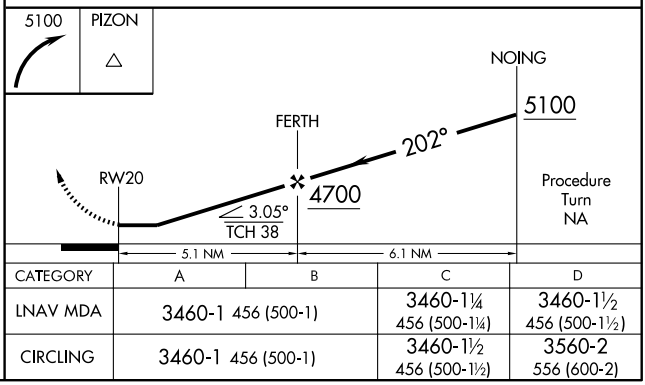
MISSED APPROACH: Climbing right turn to 5100 direct PIZON and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L





MIRL Rwys 2-20, 11-29, and 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	3460-1 456 (500-1)		3460-1¼ 456 (500-1¼)	3460-1½ 456 (500-1½)
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6200
CH 86318	293°	TDZE	2980
W29A		Apt Elev	3004

AL-5689 (FAA)

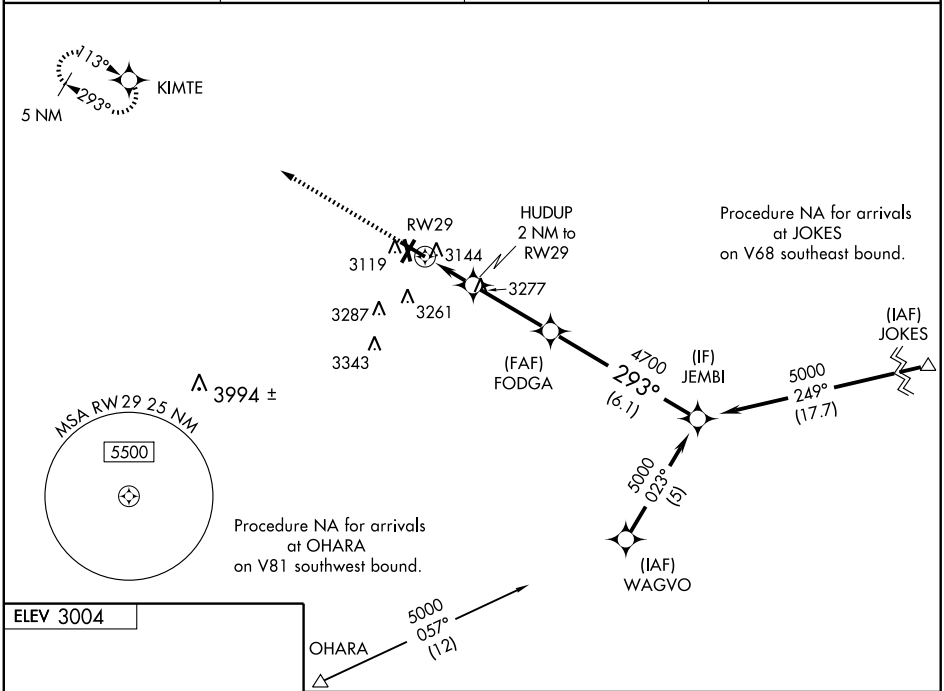
RNAV (GPS) RWY 29

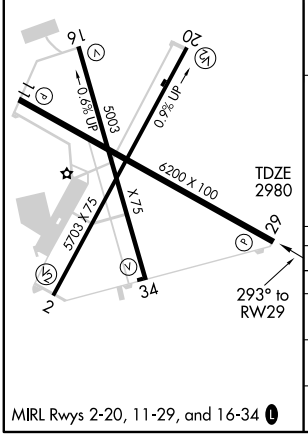
ODESSA-SCHLEMEYER FIELD (ODO)

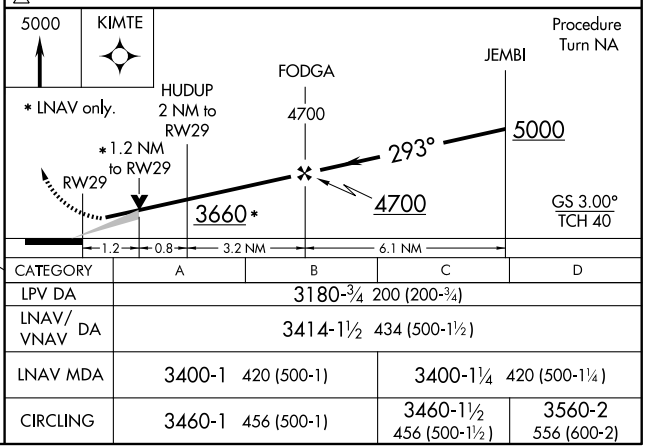
Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F) Circling NA south of Rwys 2 and 34. DME/DME RNP -0.3 NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Midland Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct KIMTE and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3180-¾ 200 (200-¾)			
LNAV/VNAV DA	3414-1½ 434 (500-1½)			
LNAV MDA	3400-1 420 (500-1)		3400-1¼ 420 (500-1¼)	
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	231°	TDZE	N/A
Chan 95		Apt Elev	3004

AL-5689 (FAA)

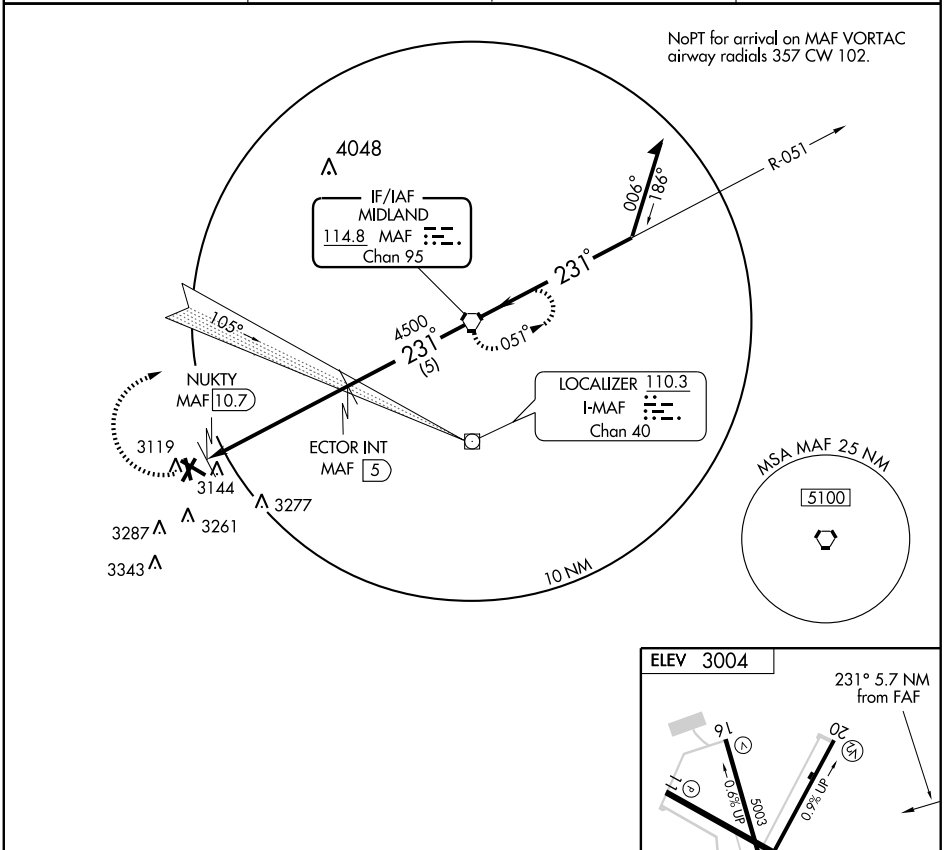
VOR-A

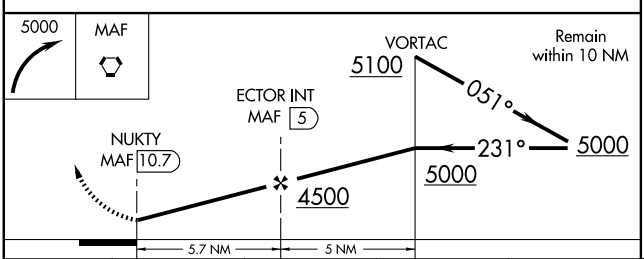
ODESSA-SCHLEMEYER FIELD (ODO)

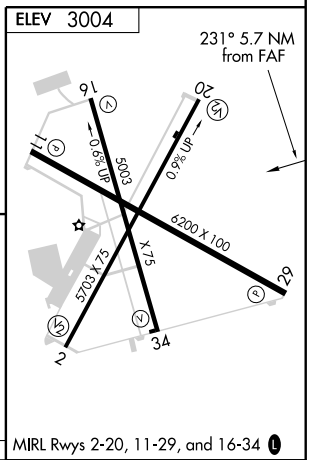
Circling NA south of Rwys 2 and 34.
When local altimeter setting not received used Midland Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF)







MIRL Rwys 2-20, 11-29, and 16-34

CATEGORY	A	B	C	D
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

N. PADRE ISLAND OPM N26°49.97′ W96°56.40′ L–20I, 21A, 60MW
AWOS–3 120.225

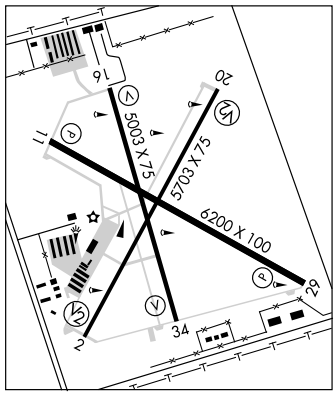
NORTH HOUSTON BUSINESS (See HOUSTON)

NORTH TEXAS RGNL/PERRIN FIELD (See SHERMAN–DENISON)

NORTHWEST RGNL (See ROANOKE)

NUECES CO (See ROBSTOWN)

ODESSA–SCHLEMEYER FLD (ODO) 5 NE UTC−6(−5DT) N31°55.28′ W102°23.27′ SAN ANTONIO
3004 B S4 FUEL 100LL, JET A1+ OX 4 TPA—4004(1000) NOTAM FILE ODO H–6G, L–6H
RWY 11–29: H6200X100(ASPH) S–30 MIRL IAP
RWY 11: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 29: PAPI(P4L)—GA 3.0° TCH 40′. P–line.
RWY 02–20: H5703X75 (ASPH) S–14 MIRL 0.9% up NE
RWY 02: PVASI(PSIL)—GA 3.0° TCH 38′. Road.
RWY 20: PVASI(PSIL)—GA 3.0° TCH 38′. P–line.
RWY 16–34: H5003X75 (ASPH) S–14 MIRL 0.6% up N
RWY 16: VASI(V2L)—GA 4.0° TCH 34′. Antenna.
RWY 34: VASI(V2L)—GA 4.0° TCH 34′. P-line.
AIRPORT REMARKS: Attended 1400–0000Z‡. For fuel after hours call 432–367–5881. Glider activity on and invof arpt. Rwy 16–34 large sealed cracks in surface. 340′ AGL obstruction twr 2.2 NM SW of arpt lgts OTS. PVASI Rwy 02 OTS indef. VASI Rwy 16 OTS indef. VASI Rwy 34 OTS indef. MIRL Rwy 16–34, Rwy 11–29 and Rwy 02–20 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (432) 363–9719.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ MIDLAND APP/DEP CON 124.6 (1200–0600Z‡) CLNC DEL 121.7
FORT WORTH CENTER APP/DEP CON 133.1 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.
MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 231° 11.4 NM to fld. 2860/11E.
FARLY NDB (HW/LOM) 326 MA N31°59.28′ W102°19.51′ 209° 5.1 NM to fld. Unmonitored when twr clsd.

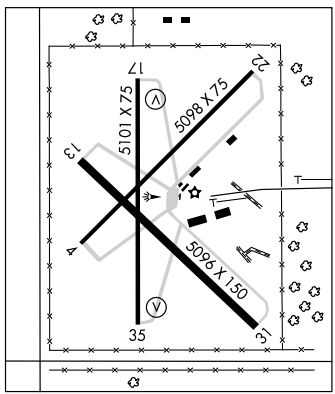


OLDHAM CO (See VEGA)

OLD HOPPE PLACE (See AGUA DULCE)

OLD RIP N32°23.91′ W98°48.62′ NOTAM FILE FTW. DALLAS–FT WORTH
NDB (MHW) 410 OIP at Eastland Muni. L–17B

OLNEY MUNI (ONY) 3 SW UTC−6(−5DT) N33°21.05′ W98°49.15′ DALLAS–FT WORTH
1275 B S4 FUEL 100LL NOTAM FILE FTW H–6H, L–17B
RWY 17–35: H5101X75 (ASPH–RFSC) S–43, D–50, 2D–84 MIRL 0.3% up N IAP
RWY 17: VASI(V2L)—GA 3.0° TCH 52′. Tree.
RWY 35: VASI(V2R)—GA 3.0° TCH 28′. Brush.
RWY 04–22: H5098X75 (ASPH–RFSC) S–43, D–50, 2D–84
RWY 04: Road.
RWY 13–31: H5096X150 (ASPH) S–43, D–50, 2D–84 0.6% up NW.
RWY 13: Road. RWY 31: Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Self svc fuel avbl 24 hours with major credit card. Aerobatic activity on arpt. Occassional agriculture acft ops during spring & summer. Rwy 13–31 first third and last third of rwy has extensive cracks and grass on Rwy sfc. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ FORT WORTH CENTER APP/DEP CON 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 187° 39.8 NM to fld. 1100/10E.



APP CRS	Rwy Idg	5101
173°	TDZE	1275
	Apt Elev	1275

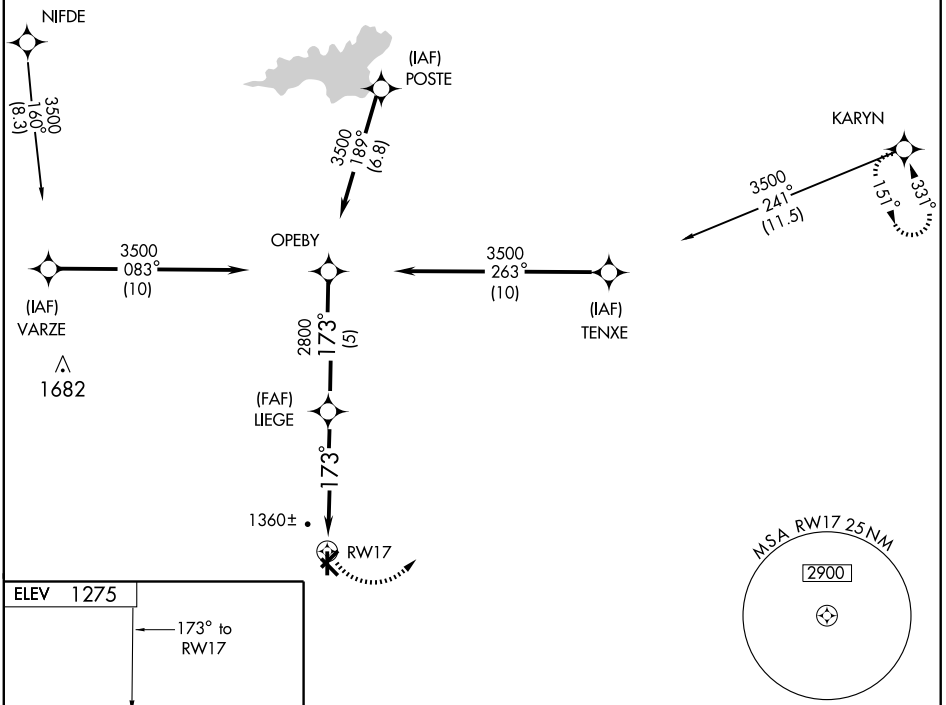
GPS RWY 17

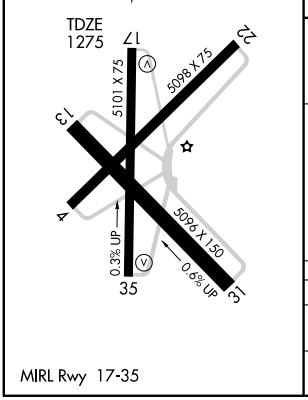
OLNEY MUNI (ONY)

Use Sheppard AFB/Wichita Falls Altimeter setting.
NA

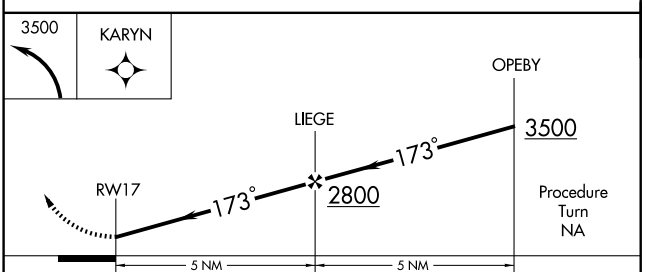
MISSED APPROACH: Climbing left turn to 3500 direct KARYN WP and hold.

FORT WORTH CENTER	UNICOM
133.5 350.35	122.8 (CTAF)



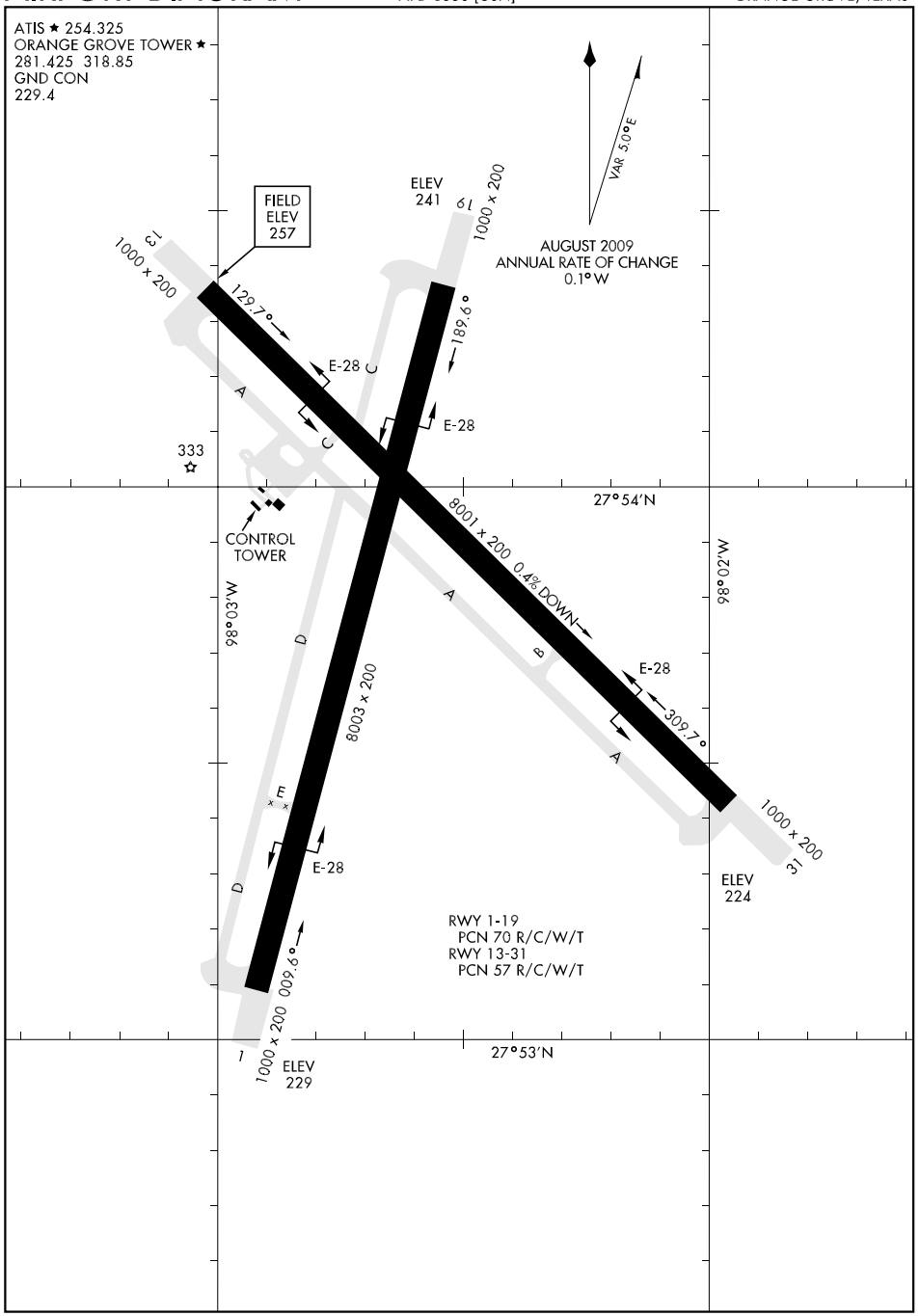


MIRL Rwy 17-35



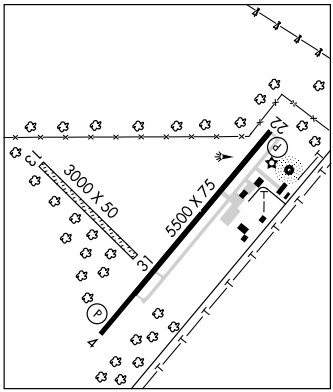
CATEGORY	A	B	C	D
S-17	1820-1	545 (600-1)	1820-1½ 545 (600-1½)	NA
CIRCLING	1820-1	545 (600-1)	1820-1½ 545 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ORANGE CO (ORG) 3 SW UTC−6(−5DT) N30°04.11′ W93°48.24′ **HOUSTON**
13 B **FUEL** 100LL, JET A NOTAM FILE CXO **H–7D, L–19E, 21B, 60MW**
RWY 04–22: H5500X75 (ASPH) S–27 MIRL **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 22′. Tree.
RWY 22: PAPI(P2L)—GA 3.0° TCH 22′.
RWY 13–31: 3000X50 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 13–31 marked with white tires. Rwy 13–31 not regularly maintained; call for conditions. MIRL Rwy 04–22 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.975 (409) 670–9591.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON APP/DEP CON** 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.
BEAUMONT (L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ 049° 13.3 NM to fld. 10/7E. **HIWAS.**
NDB (MHW) 211 ORG N30°04.22′ W93°47.70′ at fld. NOTAM FILE ORG. SHUTDOWN.
COMM/NAV/WEATHER REMARKS: For clearance delivery ctc Houston apch ctl at 409–720–5136.

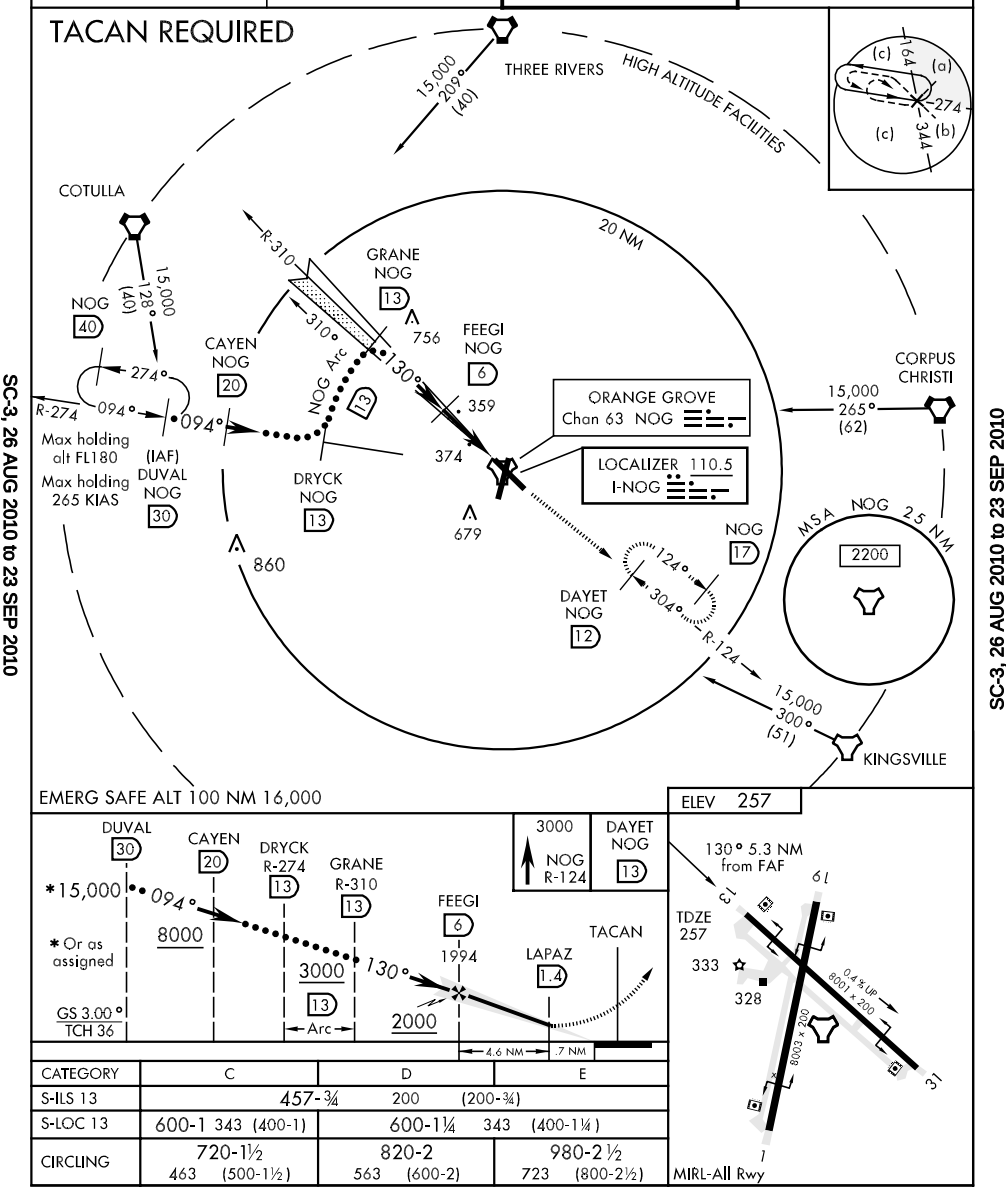


ORANGE GROVE NALF (NOG) NAF 8 N UTC−6(−5DT) N27°53.81′ W98°02.61′ **BROWNSVILLE**
257 B TPA—See Remarks NOTAM FILE SJT Not insp. **H–7B, L–20H**
RWY 01–19: H8003X200 (PEM) PCN 70 R/C/W/T MIRL **DIAP, AD**
RWY 01: OLS. **RWY 19:** OLS.
RWY 13–31: H8001X200 (PEM) PCN 57 R/C/W/T MIRL
RWY 13: OLS. **RWY 31:** OLS.
ARRESTING GEAR/SYSTEMS
RWY 01 HOOK E28(B) (1500′) HOOK E28(B) (1503′) **RWY 19**
RWY 13 HOOK E28(B) (1500′) HOOK E28(B) (1501′) **RWY 31**
MILITARY SERVICE: LGT OLS glide slope 3.25°. **JASU** 1(NC–8A) **FUEL** J8 **FLUID** SP PRESAIR **OIL** O–156
TRAN ALERT No tran maint or svc avbl. Refuel Chief of Naval Air Training (CNATRA) acft only.
MILITARY REMARKS: Opr Mon–Thu 1400–2200Z‡, Fri 1400–2030Z‡, CLOSED Sat, Sun and holidays. **RSTD** CNATRA use only except in emerg, NALF admin. DSN 876–6140. NAS Kingsville Base OPS DSN 876–6108. **CAUTION** Student jet training in vicinity during opr hr. Bird and large wildlife hazard. **TFC PAT** TPA—Jet break altitude 1300(1043). Use ldg/taxi lgt on final apch during VFR condition.
COMMUNICATIONS: ATIS 254.325 (Mon–Thu 1330–2130Z‡. Fri 1330–1930Z‡)
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 300.4 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM), other times ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.15 350.3
TOWER 128.4 318.85 281.425 (318.85 Ldg Signal Officer) (Mon–Thu 1400–2200Z‡, Fri 1400–2030Z‡, clsd Sat, Sun and holidays.) **GND CON** 229.4 **CLNC DEL** 229.4
PMSV METRO 344.6 (At Kingsville NAS)
AIRSPACE: CLASS D svc Mon–Thu 1400–2200Z‡, Fri 1400–2030Z‡, clsd Sat, Sun and holidays other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE NOG.
(T) TACAN Chan 63 NOG (133.6) N27°53.72′ W98°02.56′ at fld. 236/5E. Opr Mon–Fri 1300–2100Z‡.
KINGSVILLE (H) TACAN Chan 125 NQI (117.8) N27°29.95′ W97°48.34′ 328° 27.0 NM to fld. 44/4E.
ILS/DME 110.5 I–NOG Rwy 13. GS unusable for coupled apchs blo 601′ MSL.
PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LOC I-NOG 110.5	APCH CRS 130°	Rwy ldg 8001 TDZE 257 Arpt Elev 257	JAL-6553 [USN]	ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



CATEGORY	C	D	E
S-ILS 13	457-¾ 200 (200-¾)		
S-LOC 13	600-1 343 (400-1)	600-1¼ 343 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010

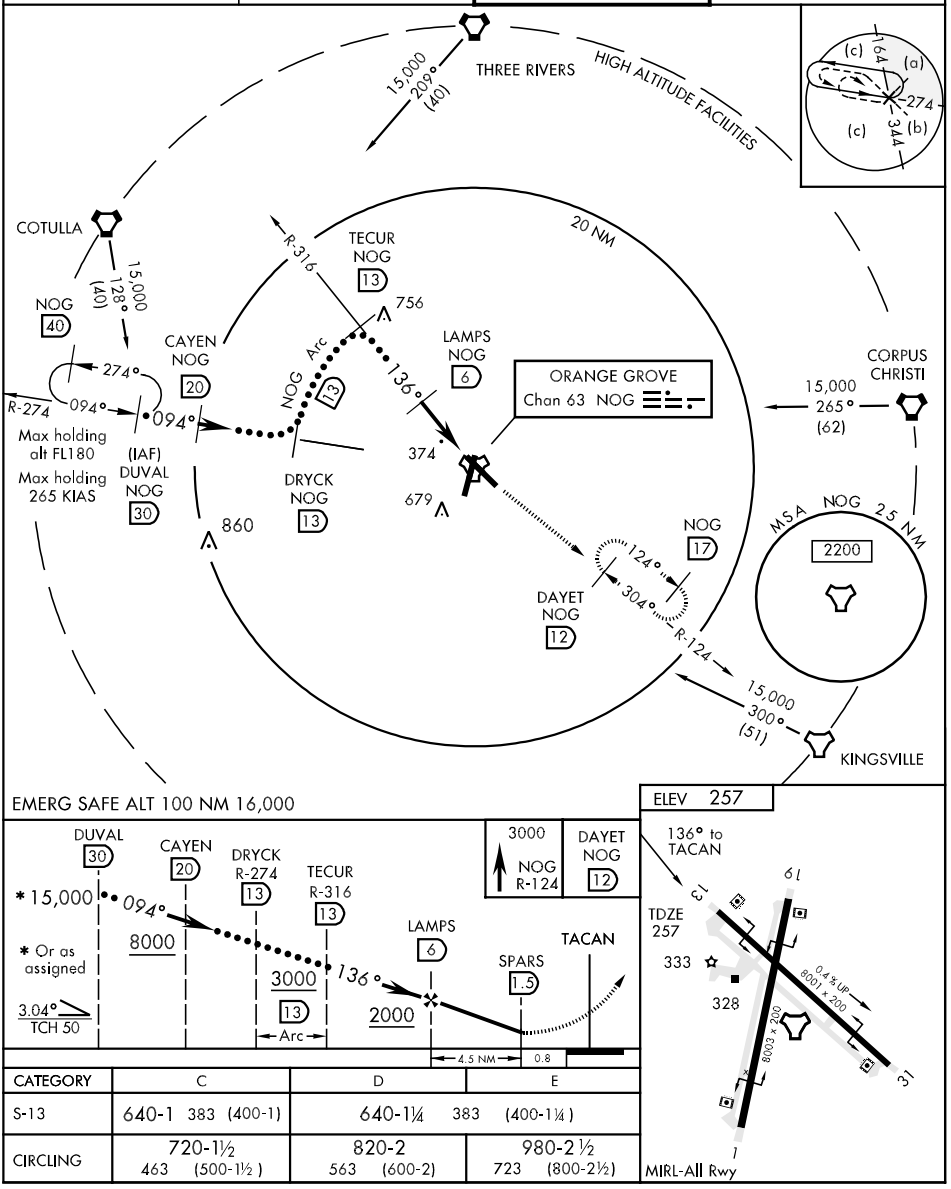
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NOG Chan 63	136°	8001	257	257

JAL-6553 [USN]

ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



EMERG SAFE ALT 100 NM 16,000

CATEGORY	C	D	E
S-13	640-1 383 (400-1)	640-1¼ 383 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 13

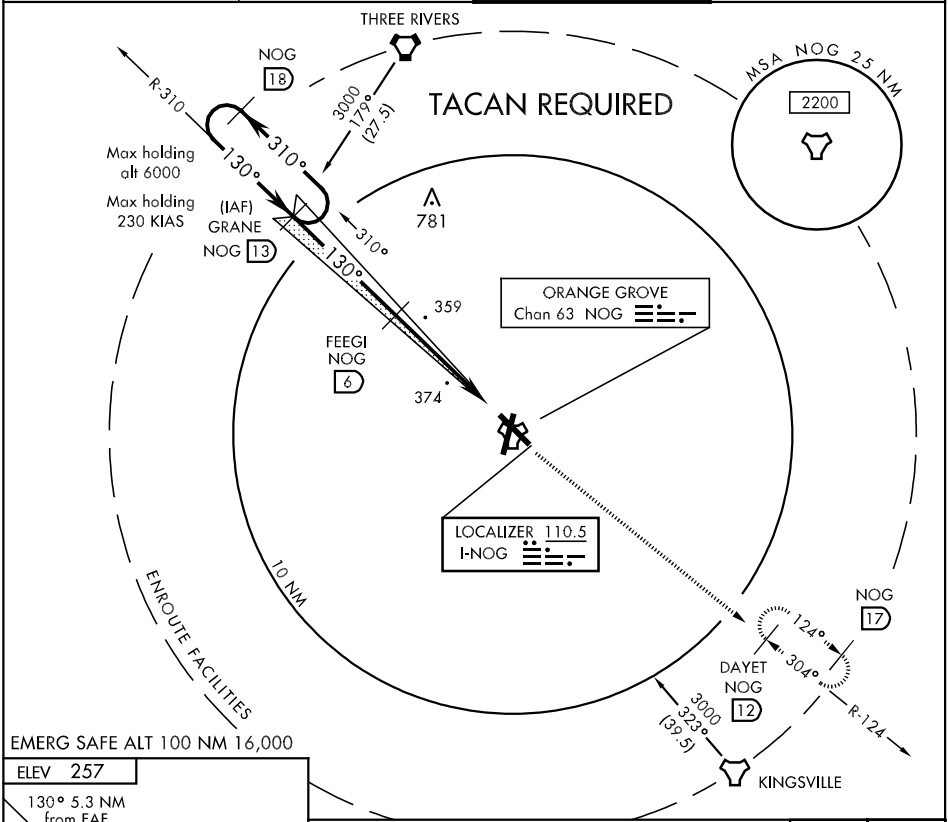
LOC I-NOG	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.5	130°	8001 / 257 / 257

AL-6553 [USN]

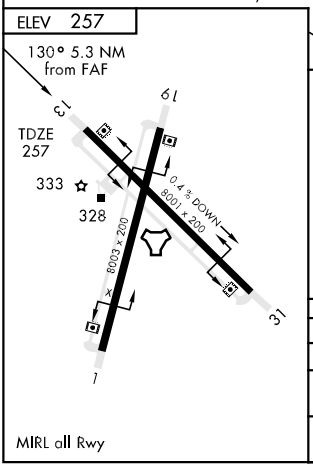
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

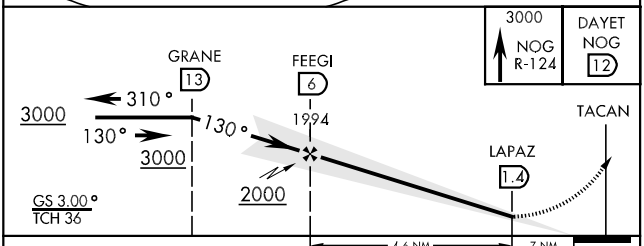
ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



EMERG SAFE ALT 100 NM 16,000



MIRL all Rwy



CATEGORY	A	B	C	D
S-ILS 13	457-¾ 200 (200-¾)			
S-LOC 13	600-1 343 (400-1)			600-1¼ 343 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

ILS or LOC/DME RWY 13

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

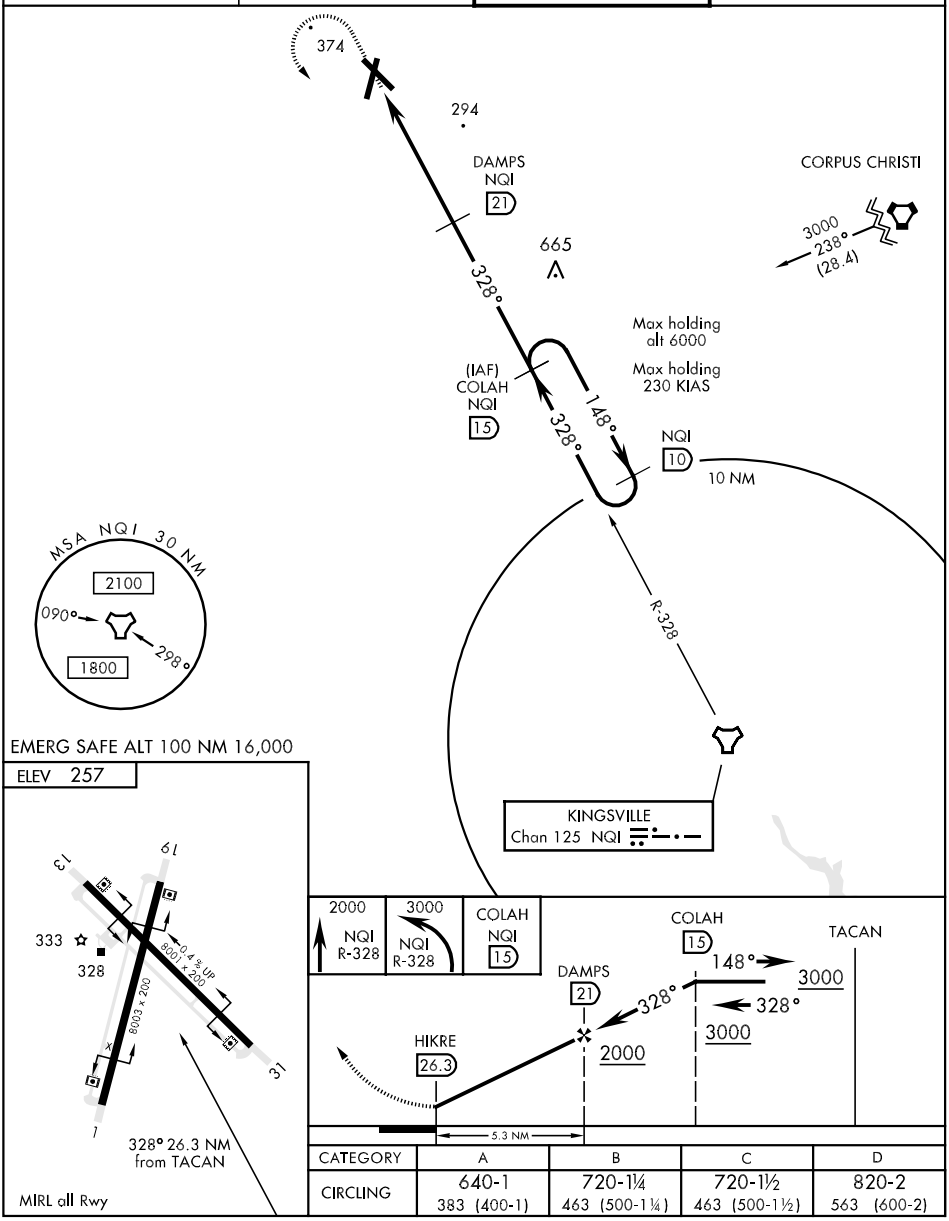
TACAN-A

TACAN	APCH CRS	Rwy Idg	AL-6553 [USN]	ORANGE GROVE NALF (KNOG)
NQI Chan 125	328°	TDZE N/A Arpt Elev 257		

MISSED APPROACH: Climb to 2000 via NQI TACAN R-328, then climbing left turn to 3000 via NQI R-328 to COLAH and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

SC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
CIRCLING	640-1 383 (400-1)	720-1¼ 463 (500-1¼)	720-1½ 463 (500-1½)	820-2 563 (600-2)

TACAN RWY 13

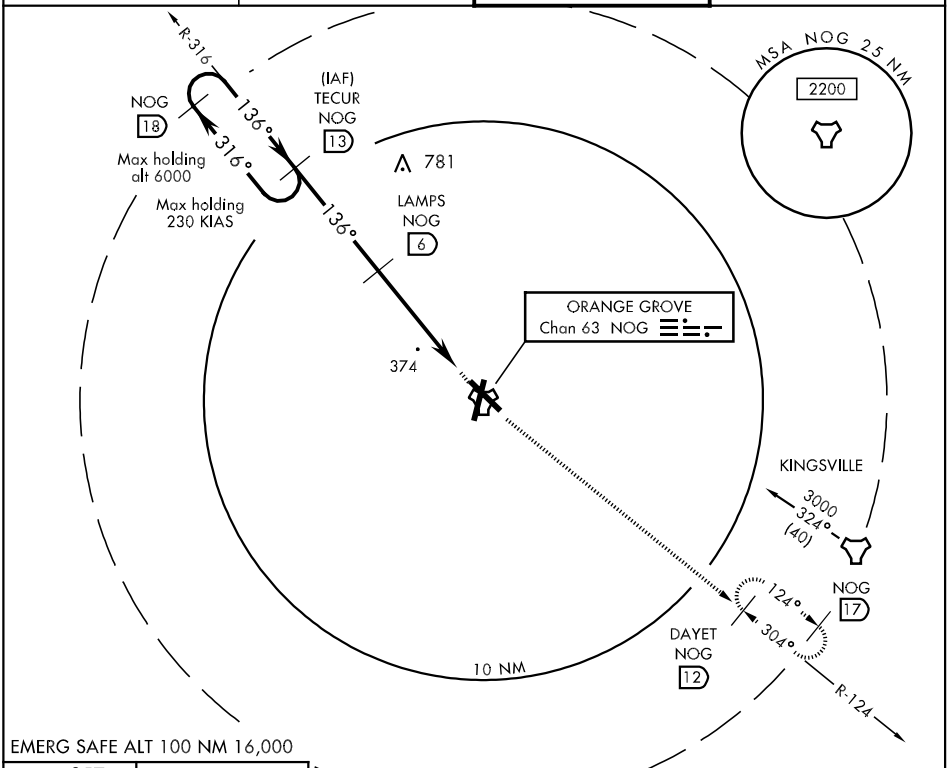
TACAN	APCH CRS	Rwy Idg	8001
Chan 63 NOG	136°	TDZE	257
		Arpt Elev	257

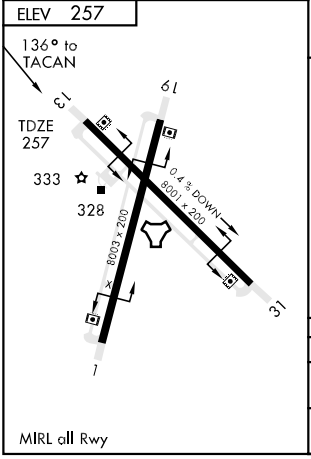
AL-6553 [USN]

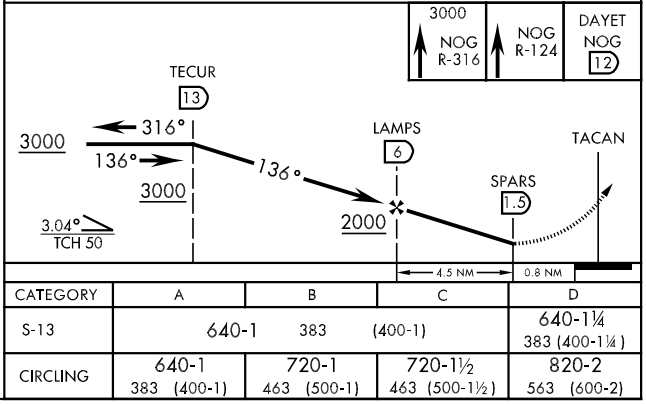
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4







CATEGORY	A	B	C	D
S-13	640-1 383 (400-1)			640-1¼ 383 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 31

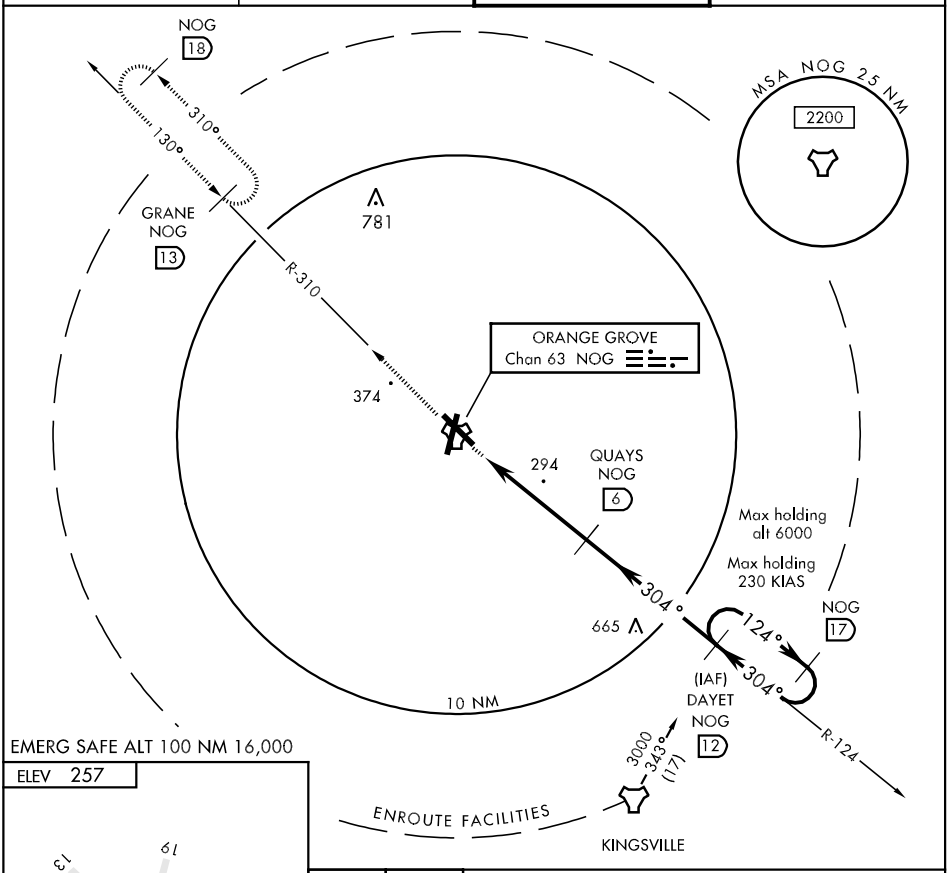
TACAN	APCH CRS	Rwy Idg	8001
NOG Chan 63	304°	TDZE	230
		Arpt Elev	257

AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

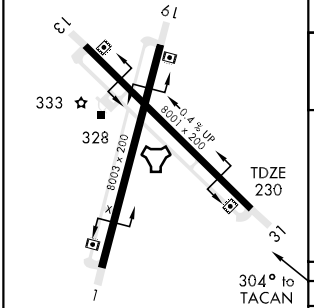
MISSED APPROACH: Climb to 3000 via NOG TACAN R-310 to GRANE and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

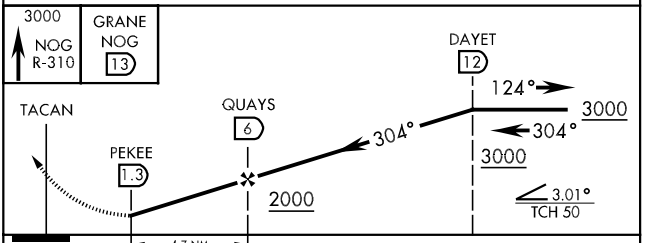


EMERG SAFE ALT 100 NM 16,000

ELEV 257



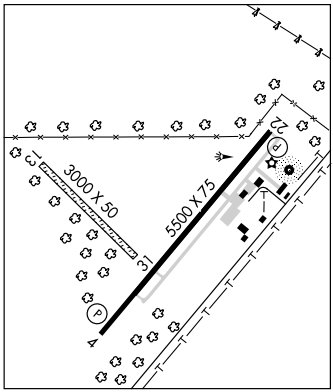
MIRL all Rwy



CATEGORY	A	B	C	D
S-31	560-1 330 (400-1)			
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ORANGE CO (ORG) 3 SW UTC−6(−5DT) N30°04.11′ W93°48.24′ **HOUSTON**
13 B **FUEL** 100LL, JET A NOTAM FILE CXO **H–7D, L–19E, 21B, 60MW**
RWY 04–22: H5500X75 (ASPH) S–27 MIRL **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 22′. Tree.
RWY 22: PAPI(P2L)—GA 3.0° TCH 22′.
RWY 13–31: 3000X50 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 13–31 marked with white tires. Rwy 13–31 not regularly maintained; call for conditions. MIRL Rwy 04–22 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.975 (409) 670–9591.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON APP/DEP CON** 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE BPT.
BEAUMONT (L) VORW/DME 114.5 BPT Chan 92 N29°56.76′ W94°00.97′ 049° 13.3 NM to fld. 10/7E. **HIWAS.**
NDB (MHW) 211 ORG N30°04.22′ W93°47.70′ at fld. NOTAM FILE ORG. SHUTDOWN.
COMM/NAV/WEATHER REMARKS: For clearance delivery ctc Houston apch ctl at 409–720–5136.



ORANGE GROVE NALF (NOG) NAF 8 N UTC−6(−5DT) N27°53.81′ W98°02.61′ **BROWNSVILLE**
257 B TPA—See Remarks NOTAM FILE SJT Not insp. **H–7B, L–20H**
RWY 01–19: H8003X200 (PEM) PCN 70 R/C/W/T MIRL **DIAP, AD**
RWY 01: OLS. **RWY 19:** OLS.
RWY 13–31: H8001X200 (PEM) PCN 57 R/C/W/T MIRL
RWY 13: OLS. **RWY 31:** OLS.
ARRESTING GEAR/SYSTEMS
RWY 01 HOOK E28(B) (1500′) HOOK E28(B) (1503′) **RWY 19**
RWY 13 HOOK E28(B) (1500′) HOOK E28(B) (1501′) **RWY 31**
MILITARY SERVICE: LGT OLS glide slope 3.25°. **JASU** 1(NC–8A) **FUEL** J8 **FLUID** SP PRESAIR **OIL** O–156
TRAN ALERT No tran maint or svc avbl. Refuel Chief of Naval Air Training (CNATRA) acft only.
MILITARY REMARKS: Opr Mon–Thu 1400–2200Z‡, Fri 1400–2030Z‡, CLOSED Sat, Sun and holidays. **RSTD** CNATRA use only except in emerg, NALF admin. DSN 876–6140. NAS Kingsville Base OPS DSN 876–6108. **CAUTION** Student jet training in vicinity during opr hr. Bird and large wildlife hazard. **TFC PAT** TPA—Jet break altitude 1300(1043). Use ldg/taxi lgt on final apch during VFR condition.
COMMUNICATIONS: ATIS 254.325 (Mon–Thu 1330–2130Z‡. Fri 1330–1930Z‡)
Ⓡ **KINGSVILLE APP/DEP CON** 119.9 300.4 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM), other times ctc
Ⓡ **HOUSTON CENTER APP/DEP CON** 128.15 350.3
TOWER 128.4 318.85 281.425 (318.85 Ldg Signal Officer) (Mon–Thu 1400–2200Z‡, Fri 1400–2030Z‡, clsd Sat, Sun and holidays.) **GND CON** 229.4 **CLNC DEL** 229.4
PMSV METRO 344.6 (At Kingsville NAS)
AIRSPACE: CLASS D svc Mon–Thu 1400–2200Z‡, Fri 1400–2030Z‡, clsd Sat, Sun and holidays other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE NOG.
(T) TACAN Chan 63 NOG (133.6) N27°53.72′ W98°02.56′ at fld. 236/5E. Opr Mon–Fri 1300–2100Z‡.
KINGSVILLE (H) TACAN Chan 125 NQI (117.8) N27°29.95′ W97°48.34′ 328° 27.0 NM to fld. 44/4E.
ILS/DME 110.5 I–NOG Rwy 13. GS unusable for coupled apchs blo 601′ MSL.
PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

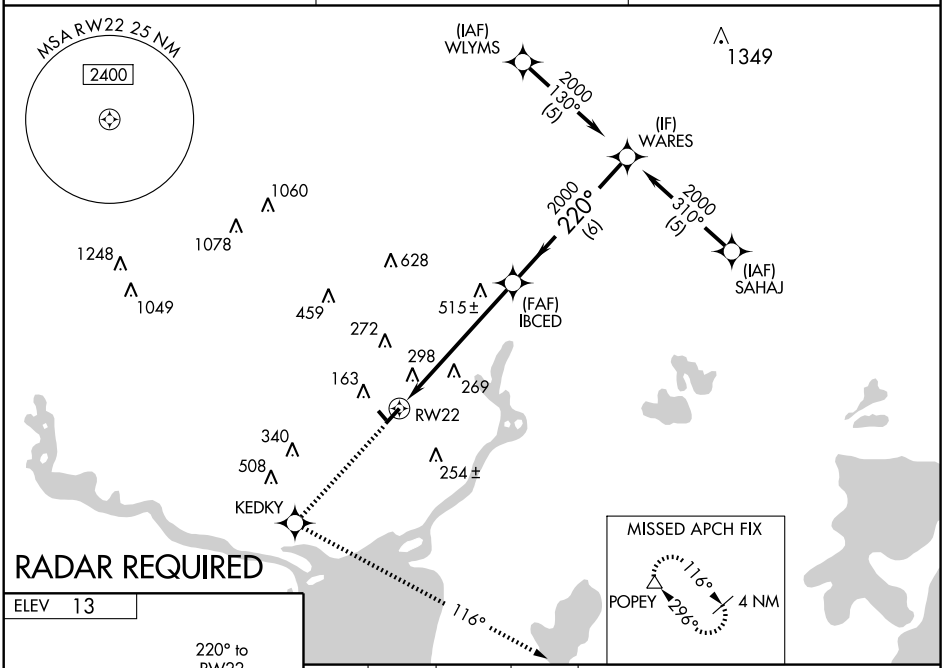
WAAS	APP CRS	Rwy Idg	5500
CH 56614	220°	TDZE	13
W22A		Apt Elev	13

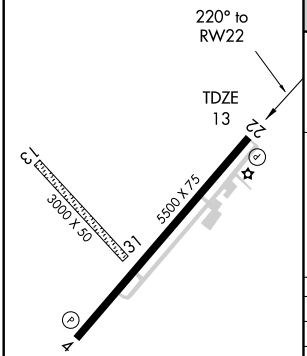
RNAV (GPS) RWY 22
ORANGE COUNTY (ORG)

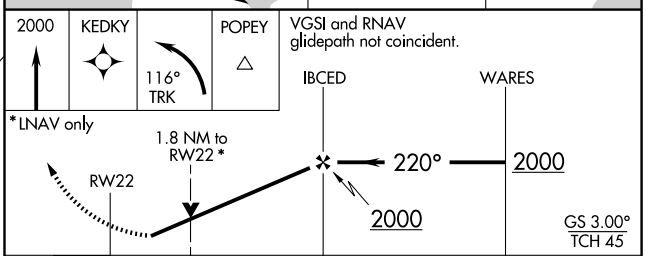
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Southeast Texas Rgnl altimeter setting. Circling NA to Rwy 13/31.

MISSED APPROACH: Climb to 2000 direct KEDKY and left turn via track 116° to POPEY and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	329-1 316 (400-1)			NA
LNAV/VNAV DA	674-2¼ 661 (700-2¼)			NA
LNAV MDA	600-1 587 (600-1)		600-1½ 587 (600-1½)	NA
CIRCLING	660-1 647 (700-1)		660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME BPT	APP CRS	Rwy Idg	5500
114.5	229°	TDZE	13
Chan 92		Apt Elev	13

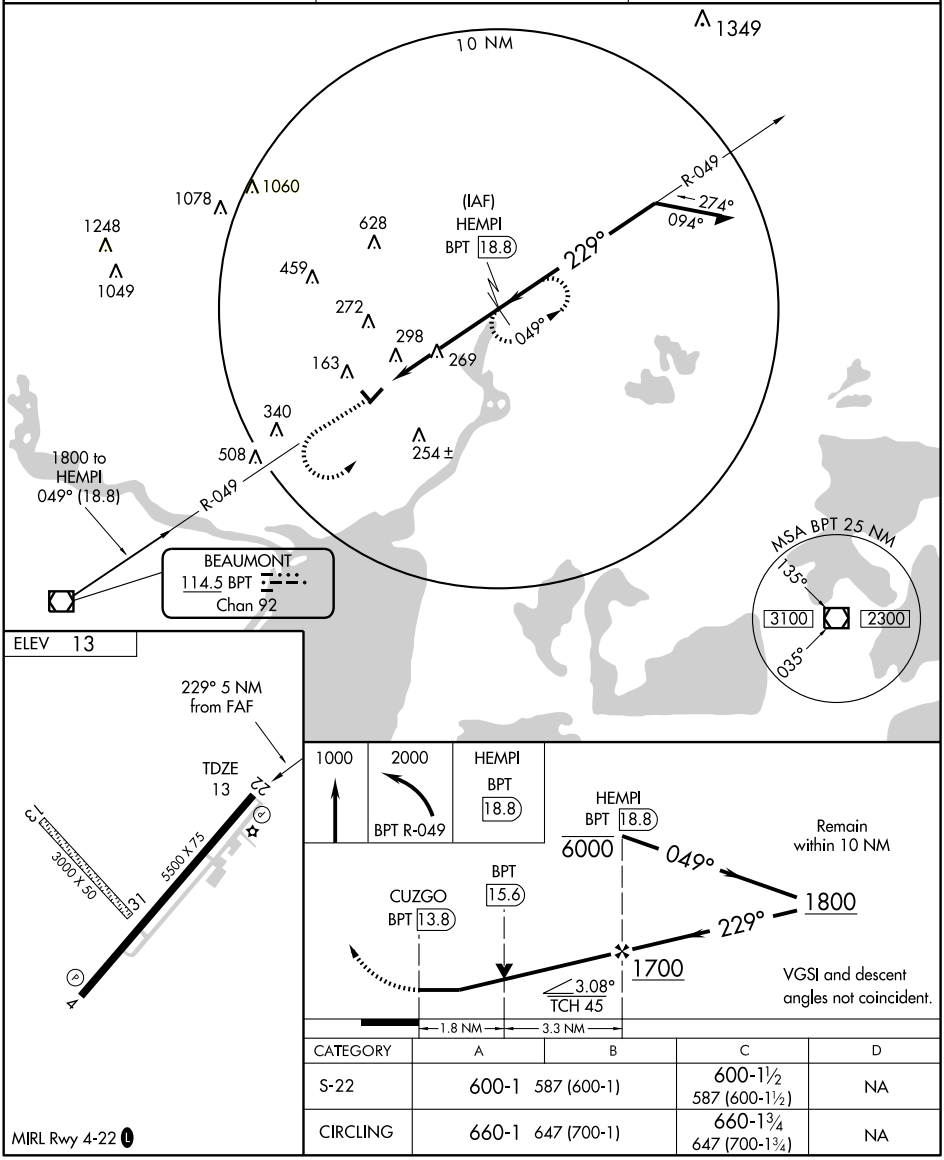
VOR/DME RWY 22

ORANGE COUNTY (ORG)

▼ Visibility reduction by helicopters NA. Circling NA to Rwy 13/31.
▲ VDP NA when using Southeast Texas Rgnl altimeter setting.
When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all MDA 40 feet and increase S-22 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BPT R-049 to HEMPI/18.8 DME and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L

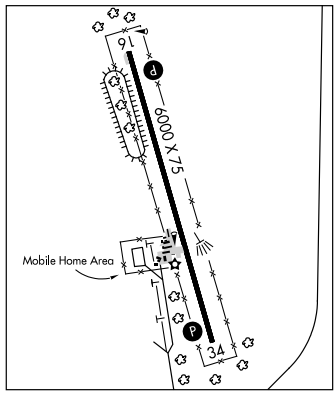


CATEGORY	A	B	C	D
S-22	600-1	587 (600-1)	600-1½ 587 (600-1½)	NA
CIRCLING	660-1	647 (700-1)	660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

OZONA MUNI (OZA) 1 N UTC−6(−5DT) N30°44.12′ W101°12.18′ **SAN ANTONIO**
2381 B S4 **FUEL** 100LL, JET A NOTAM FILE SJT **H–6G, L–19A**
RWY 16–34: H6000X75 (ASPH) S–30 MIRL 0.4% up N **IAP**
RWY 16: PAPI (P4L)—GA 3.0° TCH 39′. Trees.
RWY 34: PAPI (P4L)—GA 3.0° TCH 35′. Pole.
AIRPORT REMARKS: Attended Mon–Fri continuously. For fuel after hours and weekends call 325–392–2789. MIRL Rwy 16–34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (325) 392–2051. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 215° 54.3 NM to fld. 1890/10E.



PADUCAH

DAN E. RICHARDS MUNI (3F6) 1 E UTC−6(−5DT) N34°01.66′ W100°16.92′ **DALLAS–FT. WORTH**
1860 B NOTAM FILE FTW **L–17B**
RWY 17–35: H3186X50 (ASPH) S–8.5 MIRL 0.3% up N **IAP**
RWY 17: Tree. **RWY 35:** Berm.
AIRPORT REMARKS: Unattended. Rwy 17 has a 10′ drop off 60′ from thld. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 360° 15.2 NM to fld. 1940/10E.

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RNAV (GPS) RWY 16

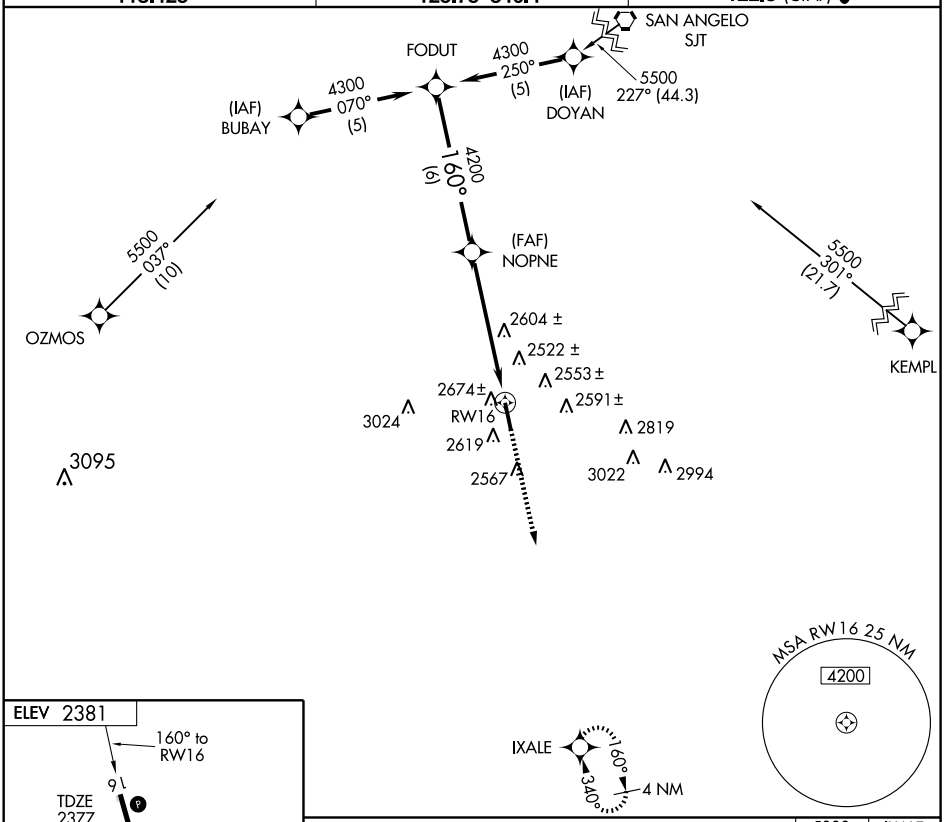
OZONA MUNI (OZA)

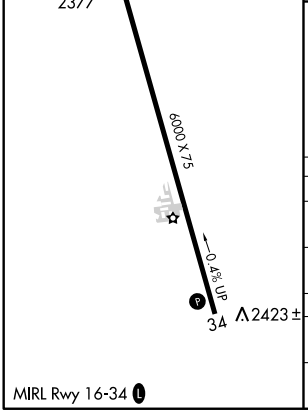
APP CRS	Rwy Idg	6000
160°	TDZE	2377
	Apt Elev	2381

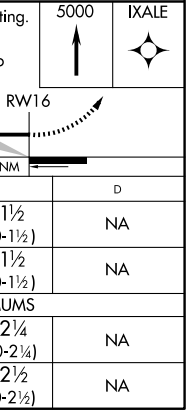
T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter on CTAF; when not received, use San Angelo altimeter setting.

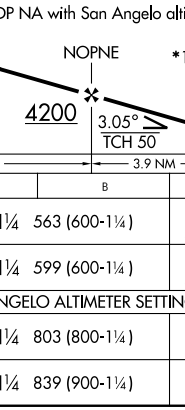
MISSED APPROACH: Climb to 5000 direct IXALE WP and hold.

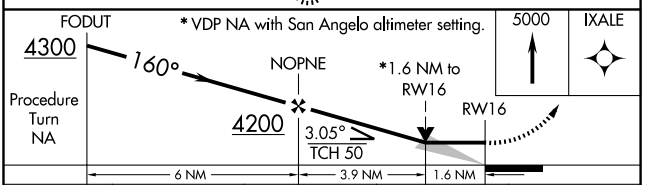
AWOS-3	HOUSTON CENTER	UNICOM
118.425	125.75 346.4	122.8 (CTAF) L







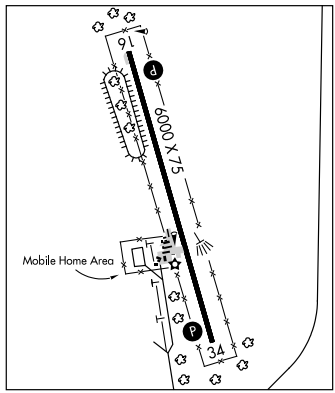




CATEGORY	A	B	C	D
LNAV MDA	2940-1¼	563 (600-1¼)	2940-1½ 563 (600-1½)	NA
CIRCLING	2980-1¼	599 (600-1¼)	2980-1½ 599 (600-1½)	NA
SAN ANGELO ALTIMETER SETTING MINIMUMS				
LNAV MDA	3180-1¼	803 (800-1¼)	3180-2¼ 803 (800-2¼)	NA
CIRCLING	3220-1¼	839 (900-1¼)	3220-2½ 839 (900-2½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

OZONA MUNI (OZA) 1 N UTC−6(−5DT) N30°44.12′ W101°12.18′ **SAN ANTONIO**
2381 B S4 **FUEL** 100LL, JET A NOTAM FILE SJT **H–6G, L–19A**
RWY 16–34: H6000X75 (ASPH) S–30 MIRL 0.4% up N **IAP**
RWY 16: PAPI (P4L)—GA 3.0° TCH 39′. Trees.
RWY 34: PAPI (P4L)—GA 3.0° TCH 35′. Pole.
AIRPORT REMARKS: Attended Mon–Fri continuously. For fuel after hours and weekends call 325–392–2789. MIRL Rwy 16–34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (325) 392–2051. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 215° 54.3 NM to fld. 1890/10E.



PADUCAH

DAN E. RICHARDS MUNI (3F6) 1 E UTC−6(−5DT) N34°01.66′ W100°16.92′ **DALLAS–FT. WORTH**
1860 B NOTAM FILE FTW **L–17B**
RWY 17–35: H3186X50 (ASPH) S–8.5 MIRL 0.3% up N **IAP**
RWY 17: Tree. **RWY 35:** Berm.
AIRPORT REMARKS: Unattended. Rwy 17 has a 10′ drop off 60′ from thld. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 360° 15.2 NM to fld. 1940/10E.

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VORTAC GTH	APP CRS	Rwy Idg	3186
114.5	360°	TDZE	1857
Chan 92		Apt Elev	1858

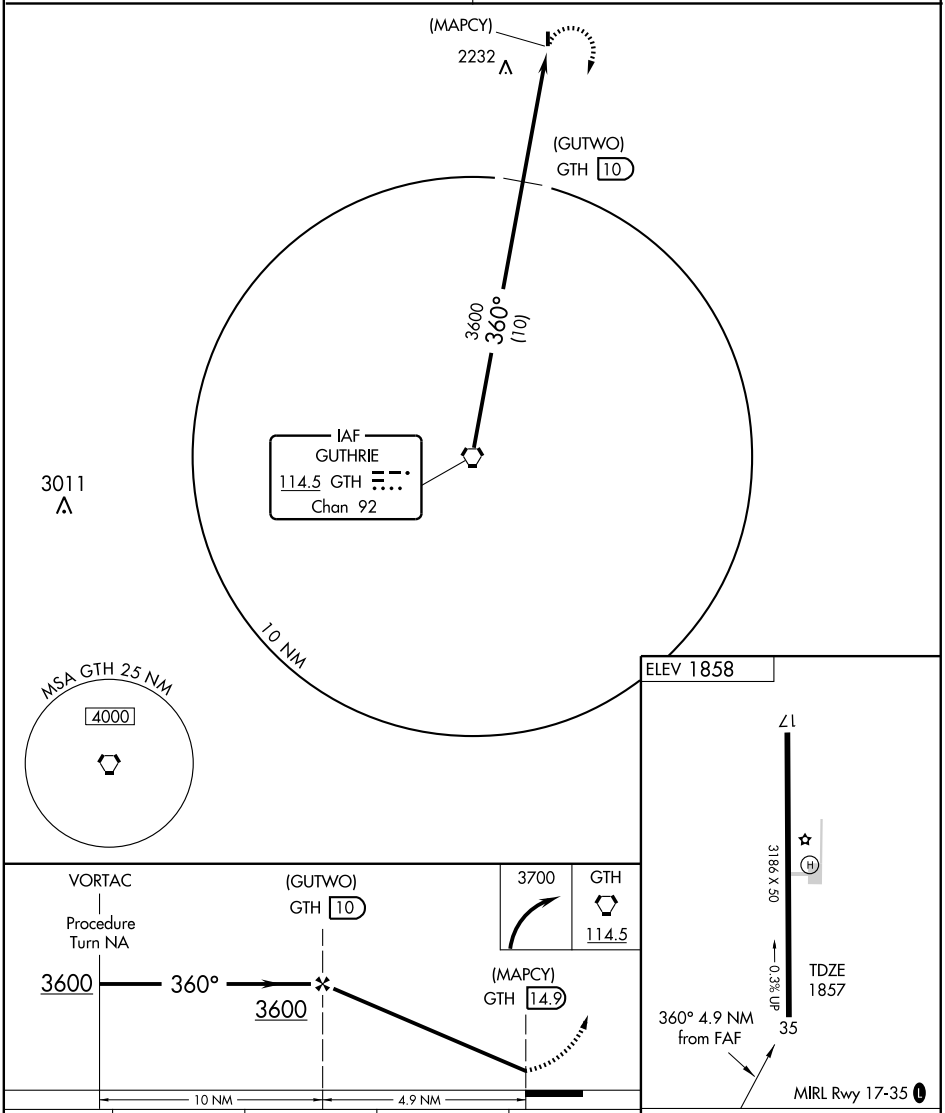
VOR/DME or GPS RWY 35

PADUCAH/DAN E. RICHARDS MUNI (3F6)

NA Use Childress altimeter setting. When not available use Altus AFB altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 3700 direct to GTH VORTAC.

FORT WORTH CENTER	CTAF
133.5 350.35	122.9 (L)

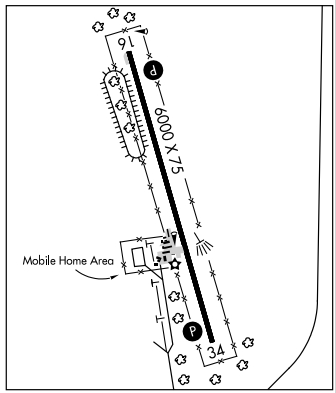


CATEGORY	A	B	C	D
S-35	2580-1	723 (800-1)	NA	
CIRCLING	2580-1	723 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

OZONA MUNI (OZA) 1 N UTC−6(−5DT) N30°44.12′ W101°12.18′ **SAN ANTONIO**
2381 B S4 **FUEL** 100LL, JET A NOTAM FILE SJT **H–6G, L–19A**
RWY 16–34: H6000X75 (ASPH) S–30 MIRL 0.4% up N **IAP**
RWY 16: PAPI (P4L)—GA 3.0° TCH 39′. Trees.
RWY 34: PAPI (P4L)—GA 3.0° TCH 35′. Pole.
AIRPORT REMARKS: Attended Mon–Fri continuously. For fuel after hours and weekends call 325–392–2789. MIRL Rwy 16–34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (325) 392–2051. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 215° 54.3 NM to fld. 1890/10E.



PADUCAH

DAN E. RICHARDS MUNI (3F6) 1 E UTC−6(−5DT) N34°01.66′ W100°16.92′ **DALLAS–FT. WORTH**
1860 B NOTAM FILE FTW **L–17B**
RWY 17–35: H3186X50 (ASPH) S–8.5 MIRL 0.3% up N **IAP**
RWY 17: Tree. **RWY 35:** Berm.
AIRPORT REMARKS: Unattended. Rwy 17 has a 10′ drop off 60′ from thld. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
GUTHRIE (L) VORTACW 114.5 GTH Chan 92 N33°46.70′ W100°20.17′ 360° 15.2 NM to fld. 1940/10E.

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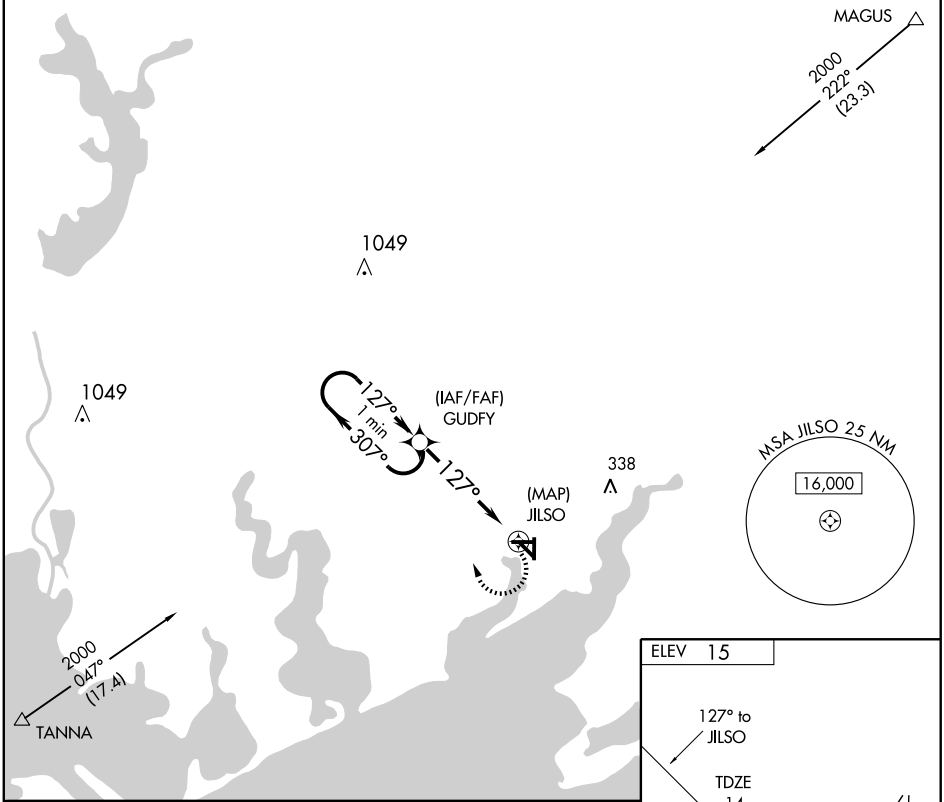
APP CRS	Rwy Idg	5001
127°	TDZE	14
	Apt Elev	15

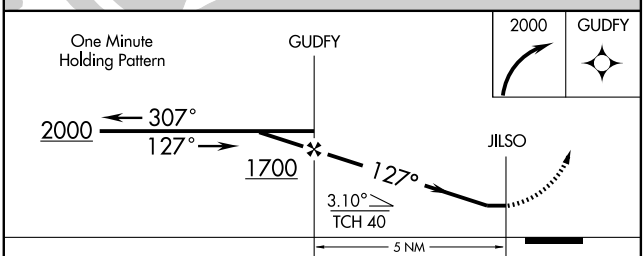
GPS RWY 13
PALACIOS MUNI (PSX)

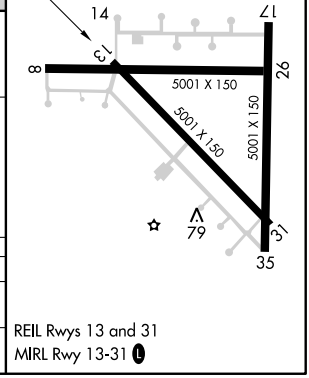
NA

MISSED APPROACH: Climbing right turn to 2000 direct GUDFY WP and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwys 13 and 31
MIRL Rwy 13-31 L

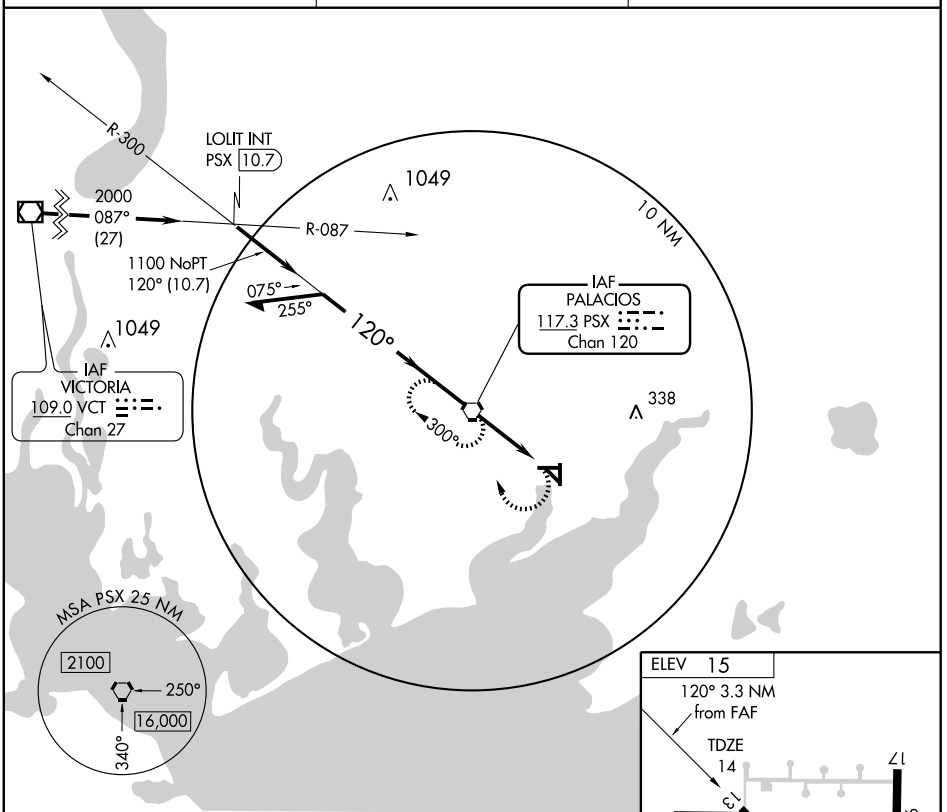
SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

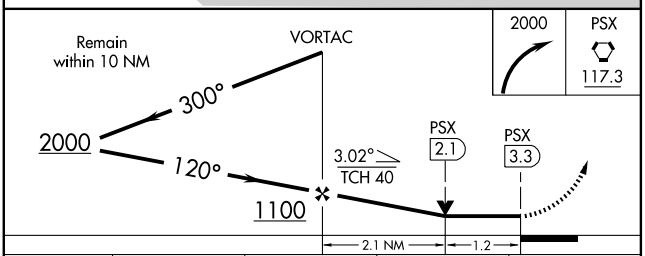
VOR PSX 117.3 Chan 120	APP CRS 120°	Rwy Idg 5001 TDZE 14 Apt Elev 15

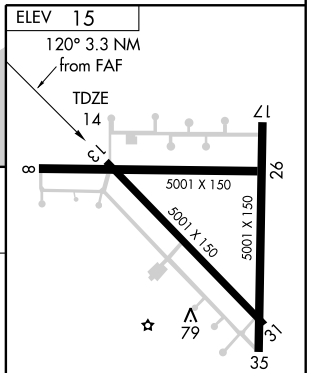
VOR RWY 13
PALACIOS MUNI (PSX)

MISSED APPROACH: Climbing right turn to 2000 direct PSX VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

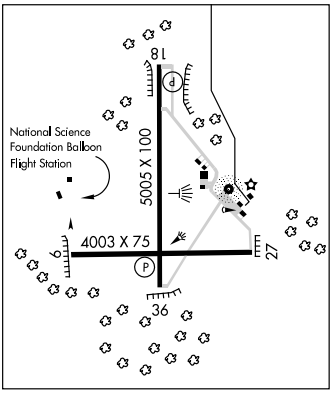
CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

PALESTINE MUNI (PSN) 4 NW UTC−6(−5DT) N31°46.78′ W95°42.38′ **HOUSTON**
423 B **FUEL** 100LL, JET A NOTAM FILE PSN **H–6I, L–19D**
RWY 18–36: H5005X100 (ASPH) S–45, D–70, 2D–135 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 45′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 09–27: H4003X75 (ASPH) S–45, D–70, 2D–135 MIRL
0.9% up W
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1600–2100Z‡. For service after hours call 903–723–0111 for prior arrangements.
WEATHER DATA SOURCES: AWOS–3 118.025 (903) 729–3641.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
FRANKSTON (L) VORW/DME 111.4 FZT Chan 51 N32°04.48′ W95°31.85′ 201° 19.9 NM to fld. 305/6E.
NDB (MHW) 375 PSN N31°46.81′ W95°42.06′ at fld. NOTAM FILE PSN.



PALMER

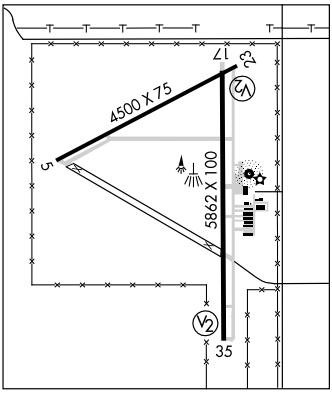
DALLAS SOUTH PORT (T13) 3 N UTC−6(−5DT) N32°28.64′ W096°41.13′ **DALLAS–FT. WORTH**
474 **FUEL** 100LL, MOGAS NOTAM FILE FTW
RWY 17–35: 3800X100 (TURF)
RWY 17: Fence. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Fuel self service with major credit card. Rwy 17–35 outlined with white tires.
COMMUNICATIONS: CTAF 122.9

PALO DURO (See AMARILLO)

PAMPA N35°36.76′ W100°59.52′ NOTAM FILE PPA. **DALLAS–FT WORTH**
NDB (MHW) 368 PPA at Perry Lefors Fld. Unmonitored 0000–1400Z‡. **L–15B**

PAMPA

PERRY LEFORS FLD (PPA) 5 NW UTC−6(−5DT) N35°36.78′ W100°59.78′ **DALLAS–FT WORTH**
3245 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE PPA **H–6G, L–15B**
RWY 17–35: H5862X100 (ASPH) S–16 MIRL **IAP**
RWY 17: REIL. PVASI(PSIL)—GA 3.0° TCH 45′. Road.
RWY 35: REIL. PVASI(PSIL)—GA 3.0° TCH 45′.
RWY 05–23: H4500X75 (ASPH) S–17 MIRL
RWY 23: P-line.
AIRPORT REMARKS: Attended 1300–0100Z‡ hours. For fuel after hours call 806–665–0251. Antelope on and invof rwys. No line of sight between both rwy ends. Rotating bcn OTS indef. Rwy 05–23 MIRL OTS indef. Rwy 17 REIL OTS indef. Rwy 35 REIL OTS indef. MIRL Rwy 17–35 and Rwy 05–23 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (806) 669–1333.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 111° 22.2 NM to fld. 3130/11E.
PAMPA NDB (MHW) 368 PPA N35°36.76′ W100°59.52′ at fld. NOTAM FILE PPA. Unmonitored 0000–1400Z‡.



PANDE N35°08.79′ W101°48.33′ NOTAM FILE AMA. **DALLAS–FT. WORTH**
NDB (HW/LOM) 251 AM 039° 6.6 NM to Rick Husband Amarillo Intl. Unmonitored when twr clsd. **L–15B**

PANHANDLE N35°14.10′ W101°41.94′ NOTAM FILE FTW. **DALLAS–FT WORTH**
(H) VORTACW 116.6 PNH Chan 113 at Rick Husband Amarillo Intl. 3595/8E. **HIWAS** **H–6G, L–15B**

NDB PSN	APP CRS	Rwy Idg	5005
375	015°	TDZE	415
		Apt Elev	423

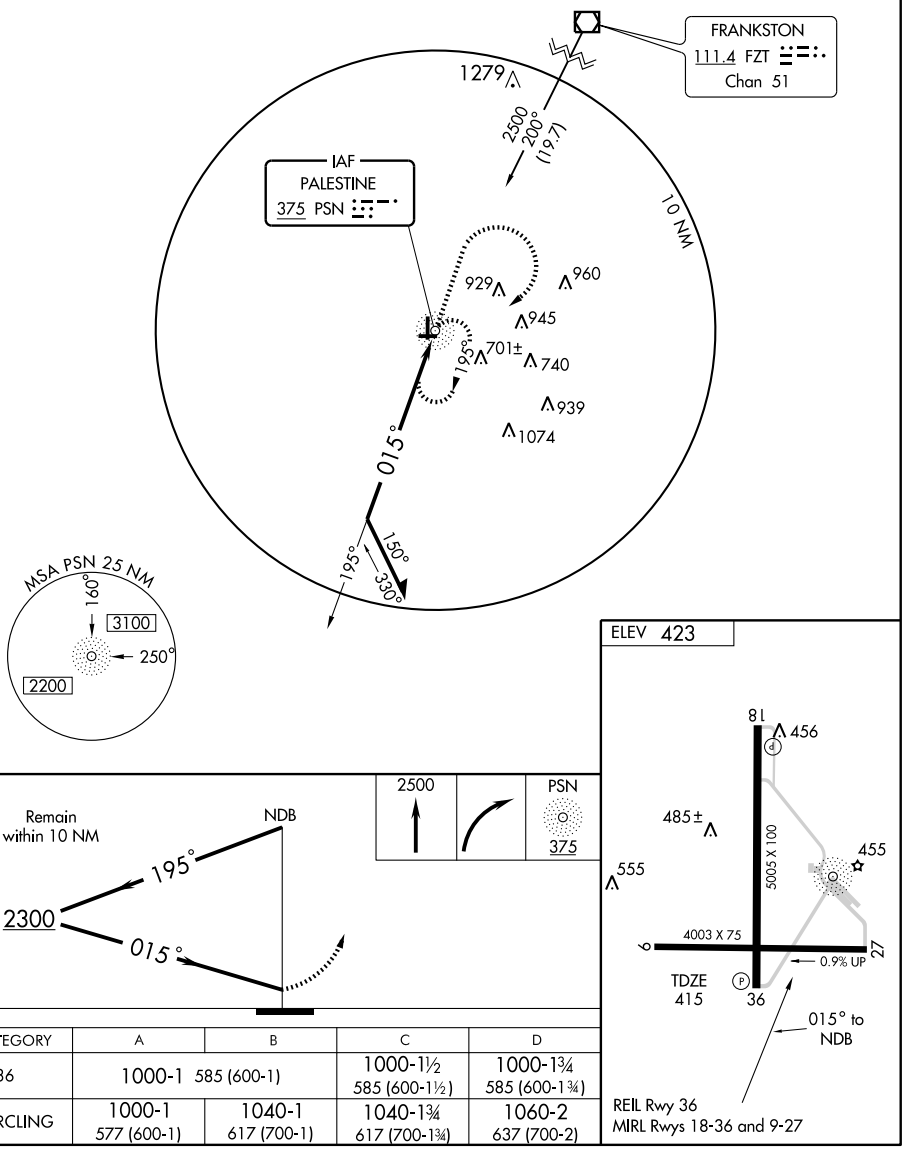
NDB RWY 36
PALESTINE MUNI (PSN)

If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

NA

MISSED APPROACH: Climb to 2500 then right turn direct PSN NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)



CATEGORY	A	B	C	D
S-36	1000-1 585 (600-1)		1000-1½ 585 (600-1½)	1000-1¾ 585 (600-1¾)
CIRCLING	1000-1 577 (600-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5005
177°	TDZE	416
	Apt Elev	423

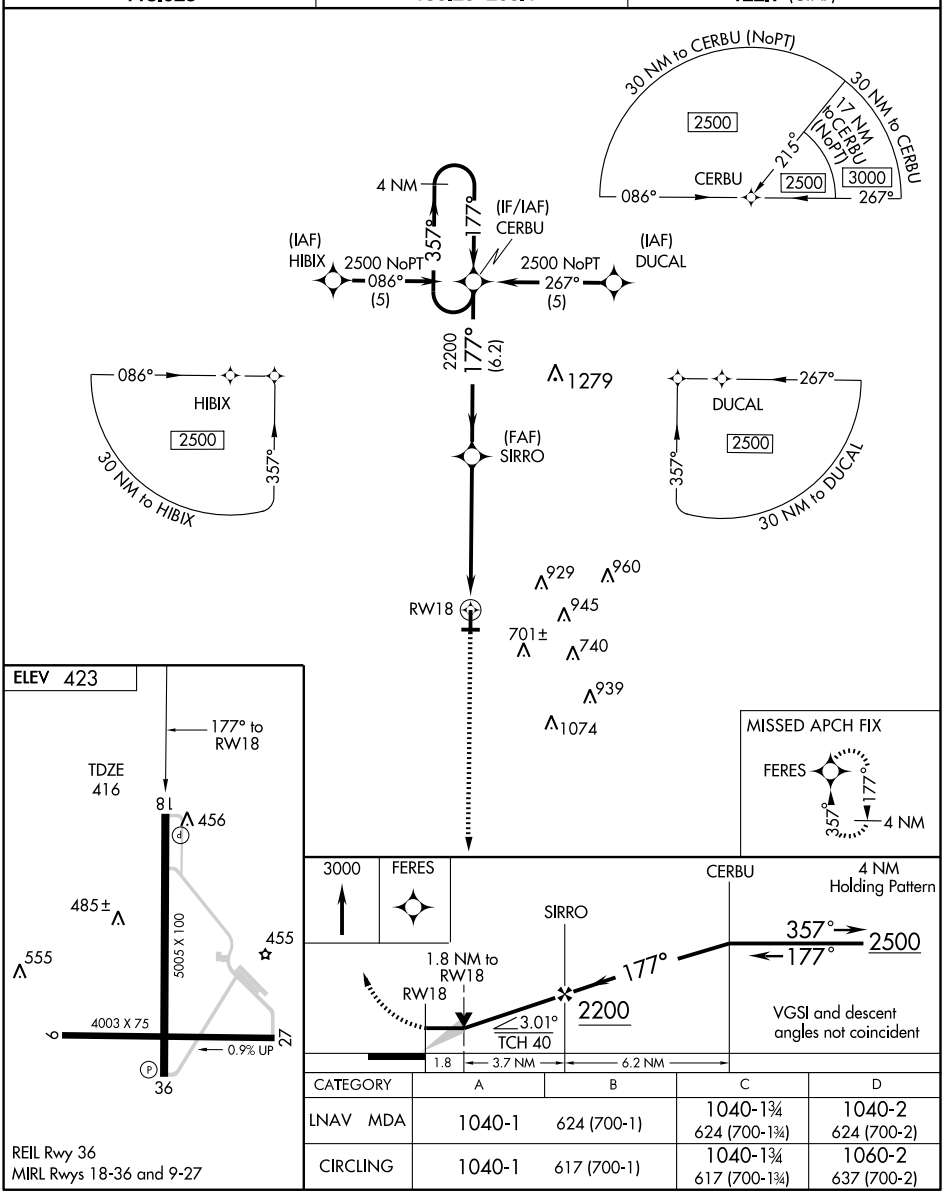
RNAV (GPS) RWY 18

PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. Circling to Rwy 9-27, NA at night. If local weather not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct FERES and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1040-1	624 (700-1)	1040-1¾ 624 (700-1¾)	1040-2 624 (700-2)
CIRCLING	1040-1	617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5005
357°	TDZE	415
	Apt Elev	423

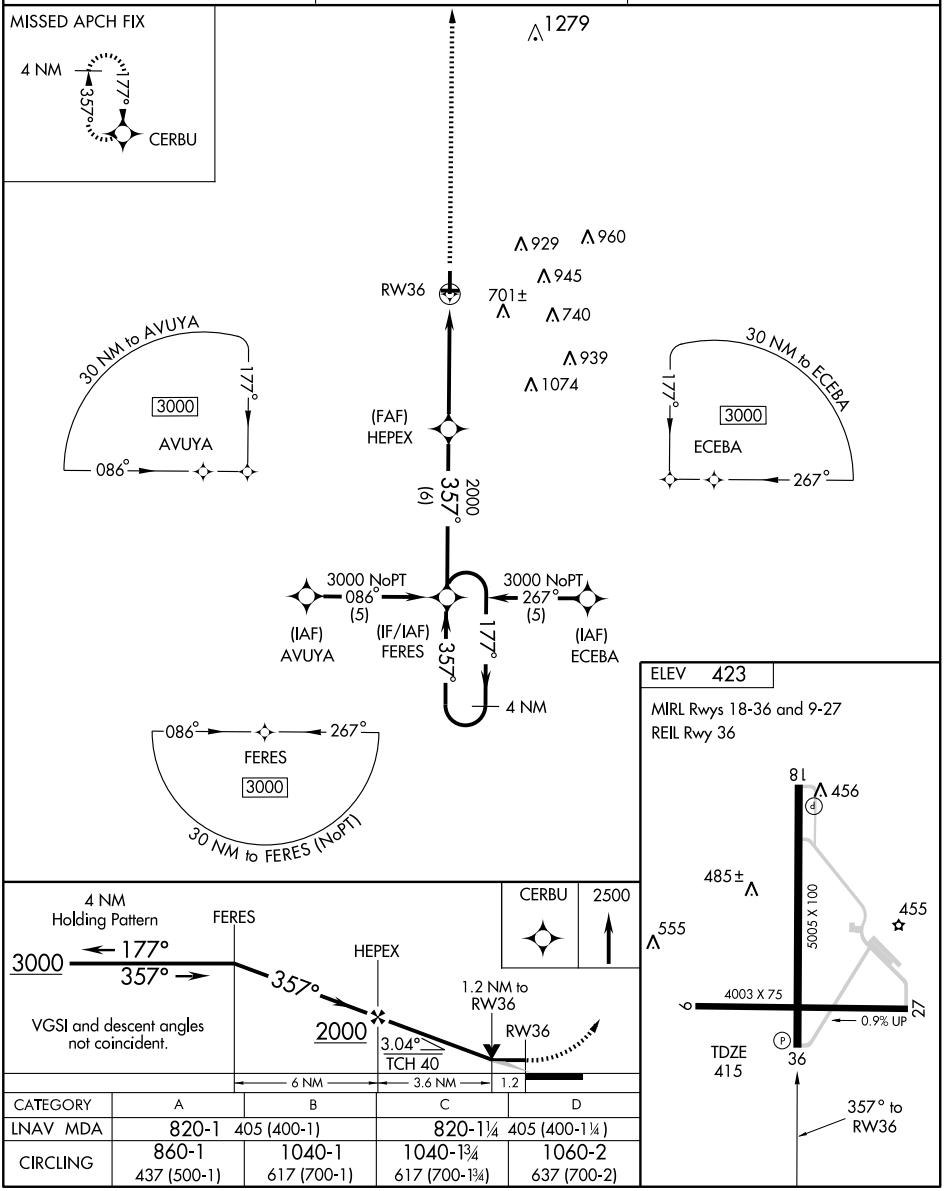
RNAV (GPS) RWY 36

PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 direct CERBU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	820-1 405 (400-1)		820-1¼ 405 (400-1¼)	
CIRCLING	860-1 437 (500-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME FZT	APP CRS	Rwy Idg	5005
111.4	201°	TDZE	416
Chan 51		Apt Elev	423

VOR/DME RWY 18

PALESTINE MUNI (PSN)

T
NA

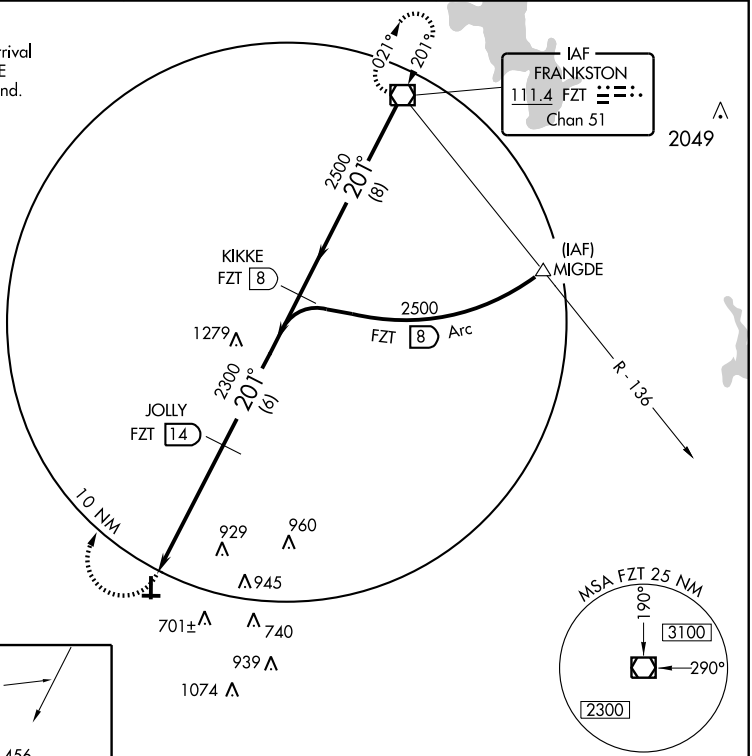
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

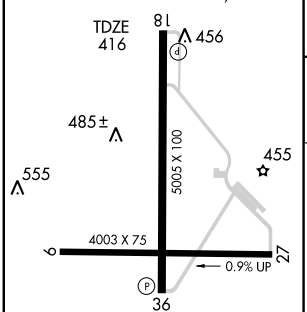
MISSING APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)

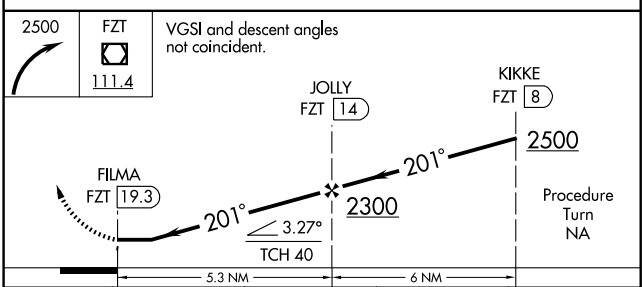
SC-5, 26 AUG 2010 to 23 SEP 2010

Procedure NA for arrival at FZT VOR/DME via V583 northbound.



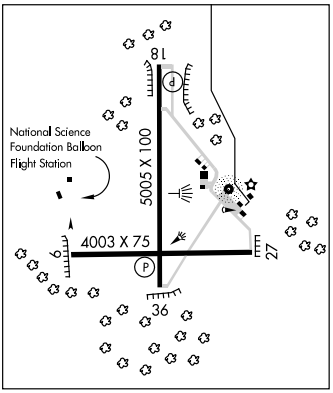


REIL Rwy 36
MIRL Rwys 18-36 and 9-27



CATEGORY	A	B	C	D
S-18	1240-1 824 (900-1)	1240-1¼ 824 (900-1¼)	1240-2½ 824 (900-2½)	1240-2¾ 824 (900-2¾)
CIRCLING	1240-1 817 (900-1)	1240-1¼ 817 (900-1¼)	1240-2½ 817 (900-2½)	1240-2¾ 817 (900-2¾)

PALESTINE MUNI (PSN) 4 NW UTC−6(−5DT) N31°46.78′ W95°42.38′ **HOUSTON**
423 B **FUEL** 100LL, JET A NOTAM FILE PSN **H–6I, L–19D**
RWY 18–36: H5005X100 (ASPH) S–45, D–70, 2D–135 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 45′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 09–27: H4003X75 (ASPH) S–45, D–70, 2D–135 MIRL
0.9% up W
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1600–2100Z‡. For service after hours call 903–723–0111 for prior arrangements.
WEATHER DATA SOURCES: AWOS–3 118.025 (903) 729–3641.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **FORT WORTH CENTER APP/DEP CON** 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
FRANKSTON (L) VORW/DME 111.4 FZT Chan 51 N32°04.48′ W95°31.85′ 201° 19.9 NM to fld. 305/6E.
NDB (MHW) 375 PSN N31°46.81′ W95°42.06′ at fld. NOTAM FILE PSN.



PALMER

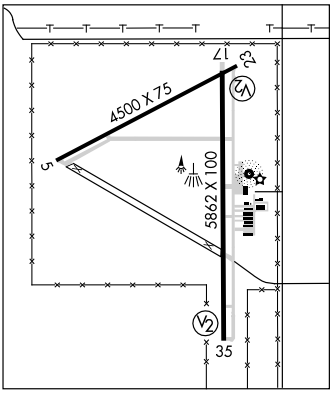
DALLAS SOUTH PORT (T13) 3 N UTC−6(−5DT) N32°28.64′ W096°41.13′ **DALLAS–FT. WORTH**
474 **FUEL** 100LL, MOGAS NOTAM FILE FTW
RWY 17–35: 3800X100 (TURF)
RWY 17: Fence. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Fuel self service with major credit card. Rwy 17–35 outlined with white tires.
COMMUNICATIONS: CTAF 122.9

PALO DURO (See AMARILLO)

PAMPA N35°36.76′ W100°59.52′ NOTAM FILE PPA. **DALLAS–FT WORTH**
NDB (MHW) 368 PPA at Perry Lefors Fld. Unmonitored 0000–1400Z‡. **L–15B**

PAMPA

PERRY LEFORS FLD (PPA) 5 NW UTC−6(−5DT) N35°36.78′ W100°59.78′ **DALLAS–FT WORTH**
3245 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE PPA **H–6G, L–15B**
RWY 17–35: H5862X100 (ASPH) S–16 MIRL **IAP**
RWY 17: REIL. PVASI(PSIL)—GA 3.0° TCH 45′. Road.
RWY 35: REIL. PVASI(PSIL)—GA 3.0° TCH 45′.
RWY 05–23: H4500X75 (ASPH) S–17 MIRL
RWY 23: P-line.
AIRPORT REMARKS: Attended 1300–0100Z‡ hours. For fuel after hours call 806–665–0251. Antelope on and invof rwys. No line of sight between both rwy ends. Rotating bcn OTS indef. Rwy 05–23 MIRL OTS indef. Rwy 17 REIL OTS indef. Rwy 35 REIL OTS indef. MIRL Rwy 17–35 and Rwy 05–23 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (806) 669–1333.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 111° 22.2 NM to fld. 3130/11E.
PAMPA NDB (MHW) 368 PPA N35°36.76′ W100°59.52′ at fld. NOTAM FILE PPA. Unmonitored 0000–1400Z‡.



PANDE N35°08.79′ W101°48.33′ NOTAM FILE AMA. **DALLAS–FT. WORTH**
NDB (HW/LOM) 251 AM 039° 6.6 NM to Rick Husband Amarillo Intl. Unmonitored when twr clsd. **L–15B**

PANHANDLE N35°14.10′ W101°41.94′ NOTAM FILE FTW. **DALLAS–FT WORTH**
(H) VORTACW 116.6 PNH Chan 113 at Rick Husband Amarillo Intl. 3595/8E. **HIWAS** **H–6G, L–15B**

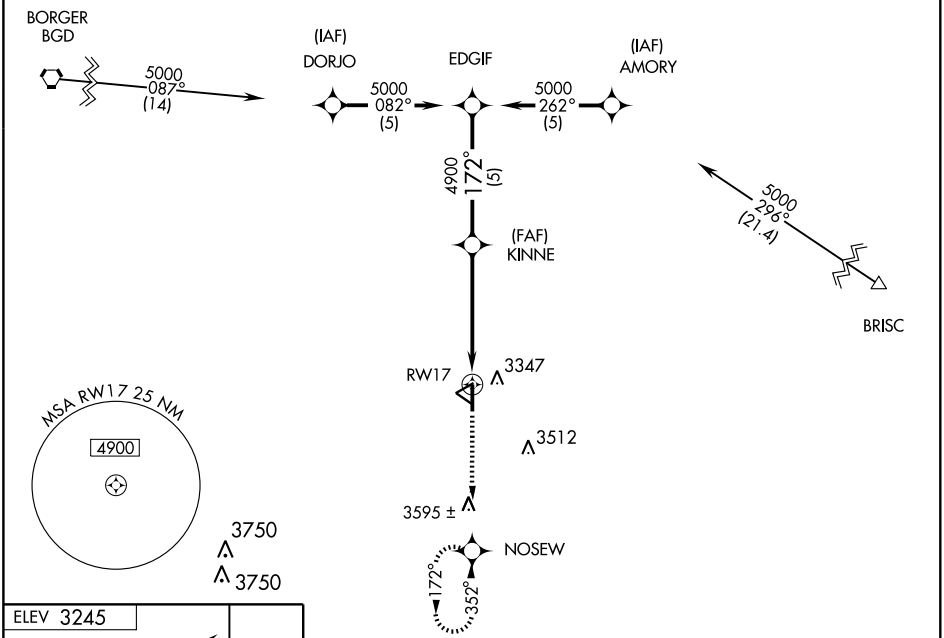
APP CRS	Rwy Idg	5862
172°	TDZE	3244
	Apt Elev	3245

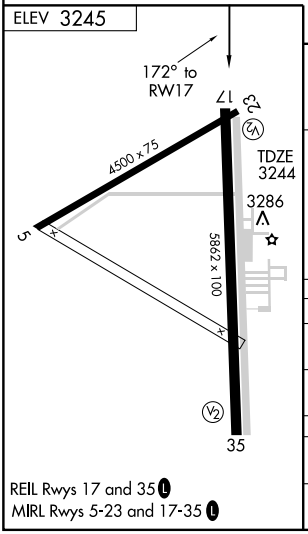
GPS RWY 17

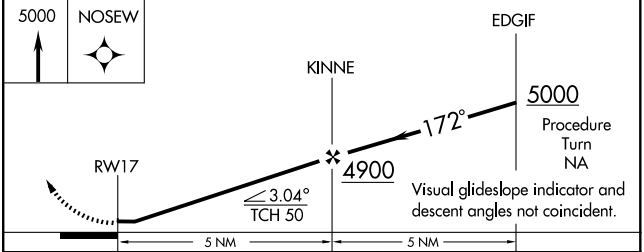
PAMPA/ PERRY LEFORS FIELD (PPA)

NA	Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.	MISSED APPROACH: Climb to 5000 direct NOSEW WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	3600-1 356 (400-1)			3600-1 ¼ 356 (400-1¼)
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTING MINIMUMS				
S-17	3680-1 436 (500-1)		3680-1 ¼ 436 (500-1¼)	3680-1½ 436 (500-1½)
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

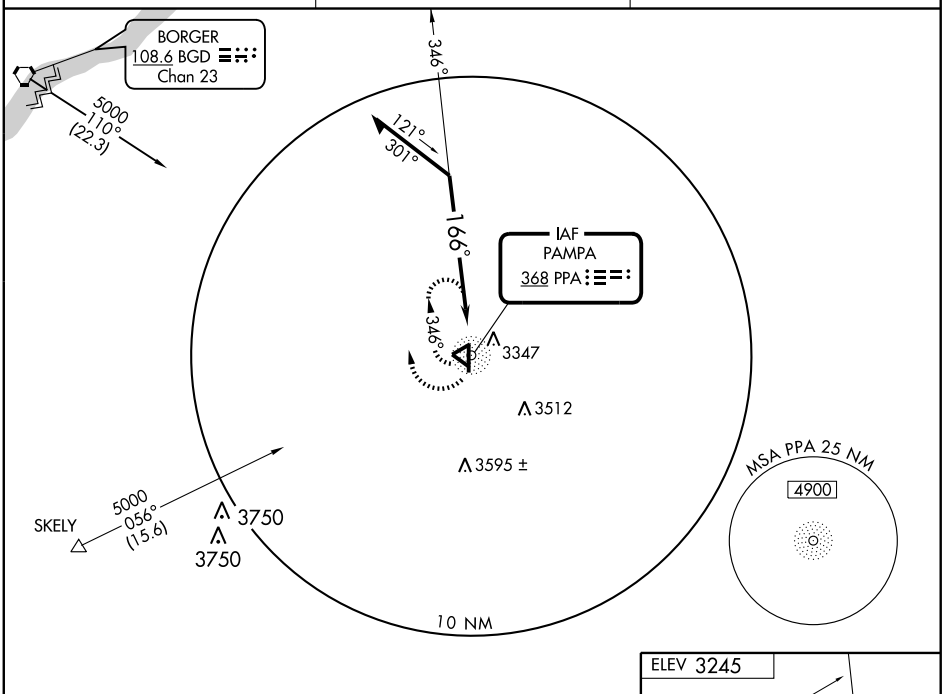
NDB PPA	APP CRS	Rwy Idg	5862
368	166°	TDZE	3244
		Apt Elev	3245

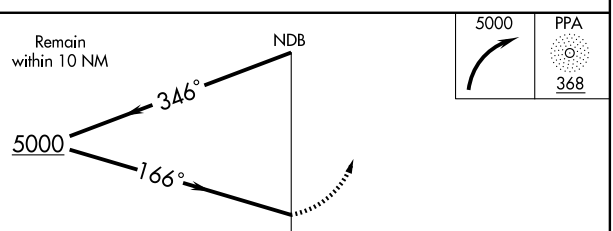
NDB RWY 17

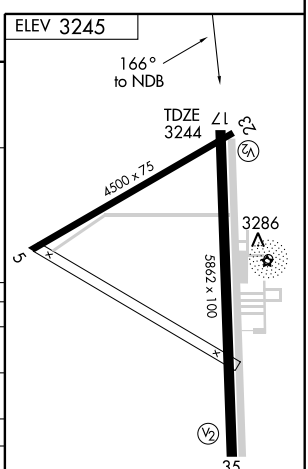
PAMPA/ PERRY LEFORS FIELD (PPA)

NA	Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.	MISSED APPROACH: Climbing right turn to 5000 in PPA NDB holding pattern.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	3700-1	456 (500-1)	3700-1¼ 456 (500-1¼)	3700-1½ 456 (500-1½)
CIRCLING	3700-1	455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
S-17	3780-1	536 (600-1)	3780-1½ 536 (600-1½)	3780-1¾ 536 (600-1¾)
CIRCLING	3780-1	535 (600-1)	3780-1½ 535 (600-1½)	3800-2 555 (600-2)

REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGD 108.6 Chan 23	APP CRS 110°	Rwy Idg N/A TDZE N/A Apt Elev 3245

VOR/DME-A

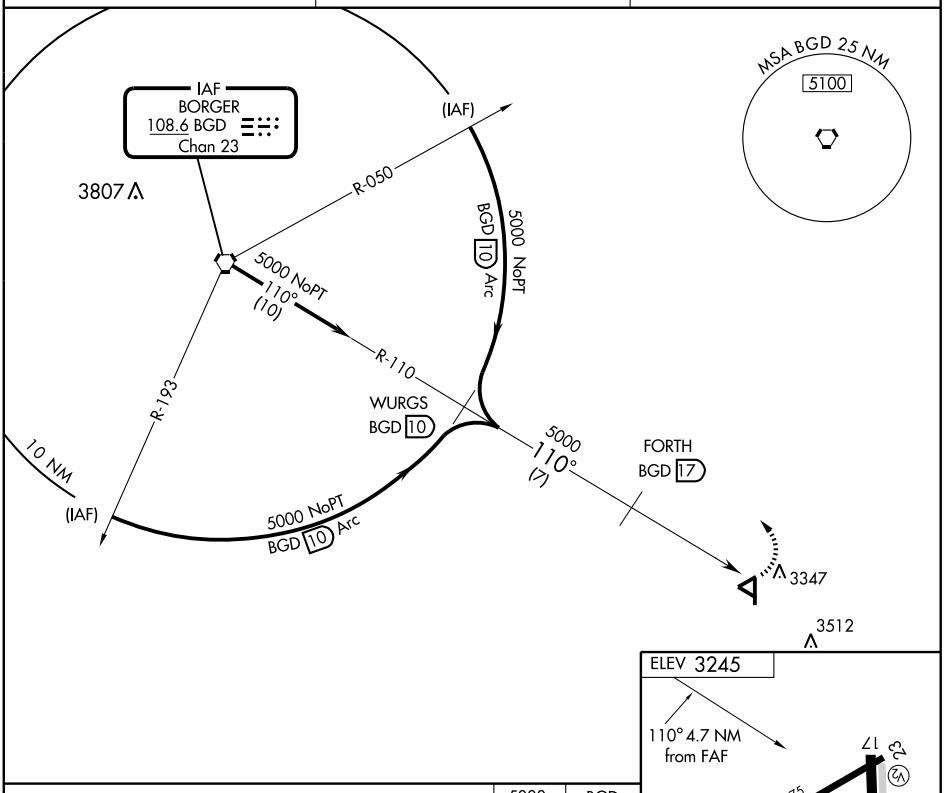
PAMPA/ PERRY LEFORS FIELD (PPA)

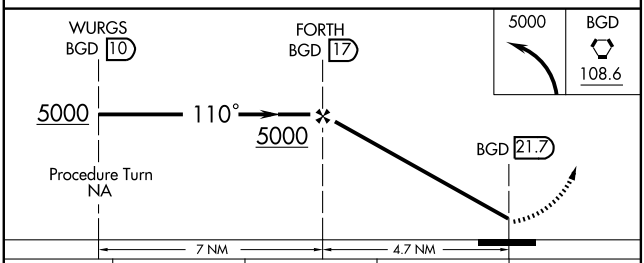
NA

Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

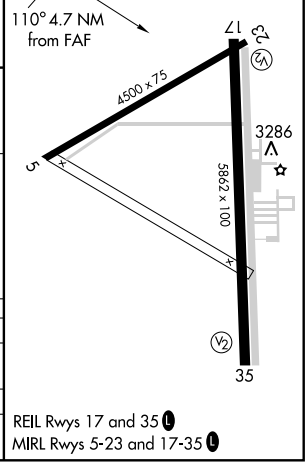
MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

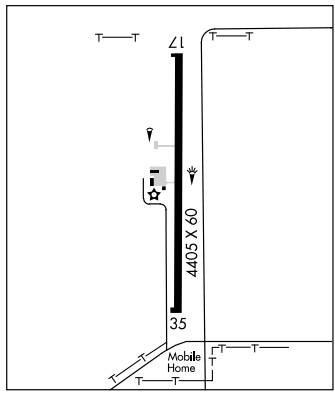


REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

PANHANDLE–CARSON CO (T45) 1 NE UTC−6(−5DT) N35°21.70′ W101°21.91′ DALLAS–FT WORTH
3454 B **FUEL** 100LL NOTAM FILE FTW L–15B
RWY 17–35: H4405X60 (ASPH) S–12.5 MIRL IAP
RWY 35: Road. Rgt tfc.
AIRPORT REMARKS: Unattended. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE–123.5.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **AMARILLO APP/DEP CON** 119.5 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ 057° 18.1 NM to fld. 3595/8E. **HIWAS.**



PANOLA CO–SHARPE FLD (See CARTHAGE)

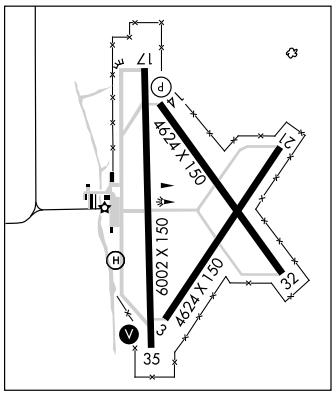
PARIS N33°32.54′ W95°26.90′ NOTAM FILE PRX. DALLAS–FT. WORTH
(L) VORW/DME 113.6 PRX Chan 83 352° 5.6 NM to Cox Field. 510/07E. L–17D
RCO 122.25 (FORT WORTH RADIO)

PARIS

COX FIELD (PRX) 6 E UTC−6(−5DT) N33°38.20′ W95°27.05′ DALLAS–FT. WORTH
547 B S2 **FUEL** 100LL, JET A NOTAM FILE PRX H–6I, L–17D
RWY 17–35: H6002X150 (ASPH) S–30 MIRL IAP
RWY 17: PAPI(P4L)—GA 3.0°. Tree.
RWY 35: VASI(V4L)—GA 3.0° TCH 53′. Tree.
RWY 03–21: H4624X150 (CONC) S–26 0.3% up NE
RWY 14–32: H4624X150 (CONC) S–26
RWY 32: Fence.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 14:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 17:	TORA–6002	TODA–6002	ASDA–6002	LDA–6002
RWY 21:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 32:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 35:	TORA–6002	TODA–6002	ASDA–6002	LDA–6002

AIRPORT REMARKS: Attended 1400–0000Z‡. Arpt attended 1400–0100Z during dalgt savings time. Jet A fuel avbl at nights call 903–784–1071 or 903–785–6176. 100LL avbl 24 hr self serve with credit card. Rwy 03–21 and Rwy 14–32 not available for air carrier ops with more than 30 passenger seats. Rwy 14–32 no line of sight between rwy ends. +2′ grass around all rwy surfaces. Twy A north of Twy A1 clsd to air carrier ops. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE VASI Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (903) 737–8784.
COMMUNICATIONS: CTAF/UNICOM 122.975
PARIS RCO 122.25 (FORT WORTH RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 124.875
RADIO AIDS TO NAVIGATION: NOTAM FILE PRX.
PARIS (L) VORW/DME 113.6 PRX Chan 83 N33°32.54′ W95°26.90′ 352° 5.6 NM to fld. 510/7E.
HELIPAD H1: H40X40 (CONC)



PARKER CO (See WEATHERFORD)

APP CRS	Rwy Idg	4405
352°	TDZE	3452
	Apt Elev	3452

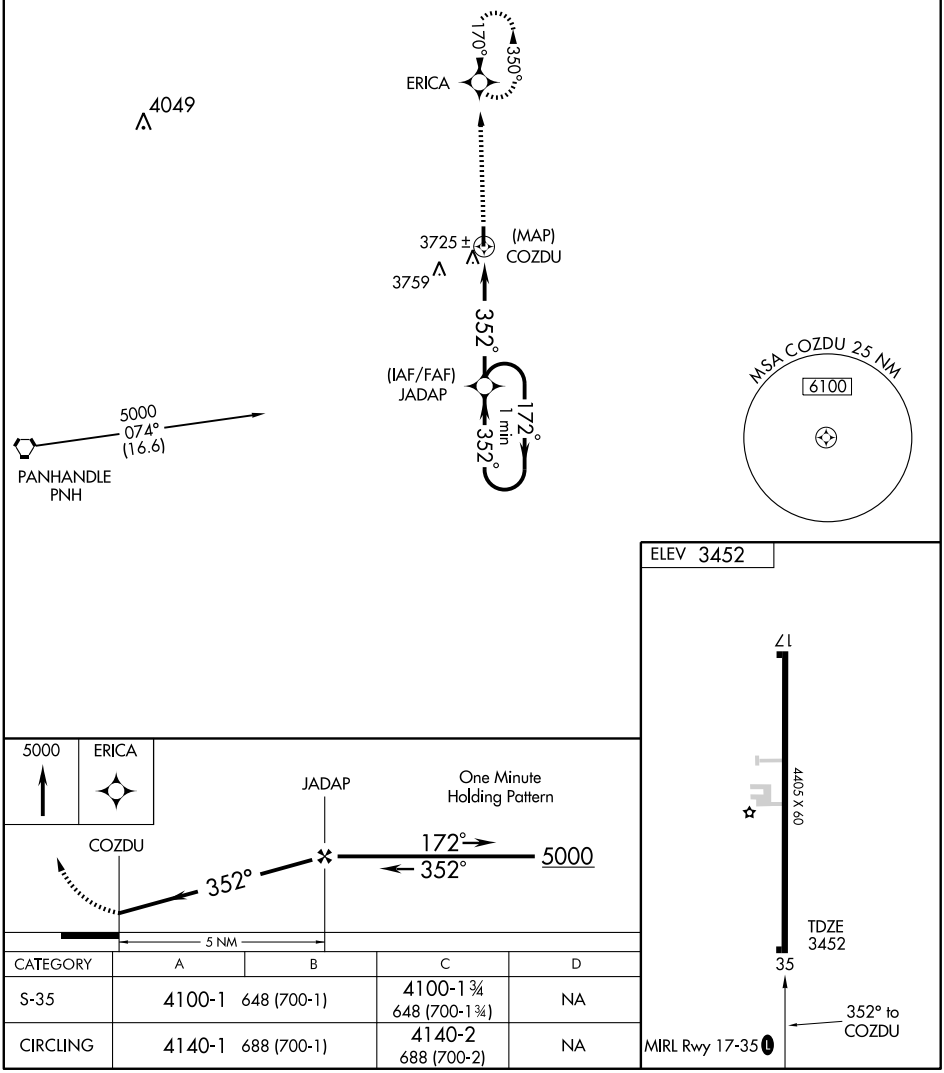
GPS RWY 35

PANHANDLE-CARSON COUNTY (T45)

NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERICA WP and hold.

AMARILLO APP CON ★	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L



CATEGORY	A	B	C	D
S-35	4100-1	648 (700-1)	4100-1¾ 648 (700-1¾)	NA
CIRCLING	4140-1	688 (700-1)	4140-2 688 (700-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGD	APP CRS	Rwy Idg	4405
108.6	167°	TDZE	3450
Chan 23		Apt Elev	3452

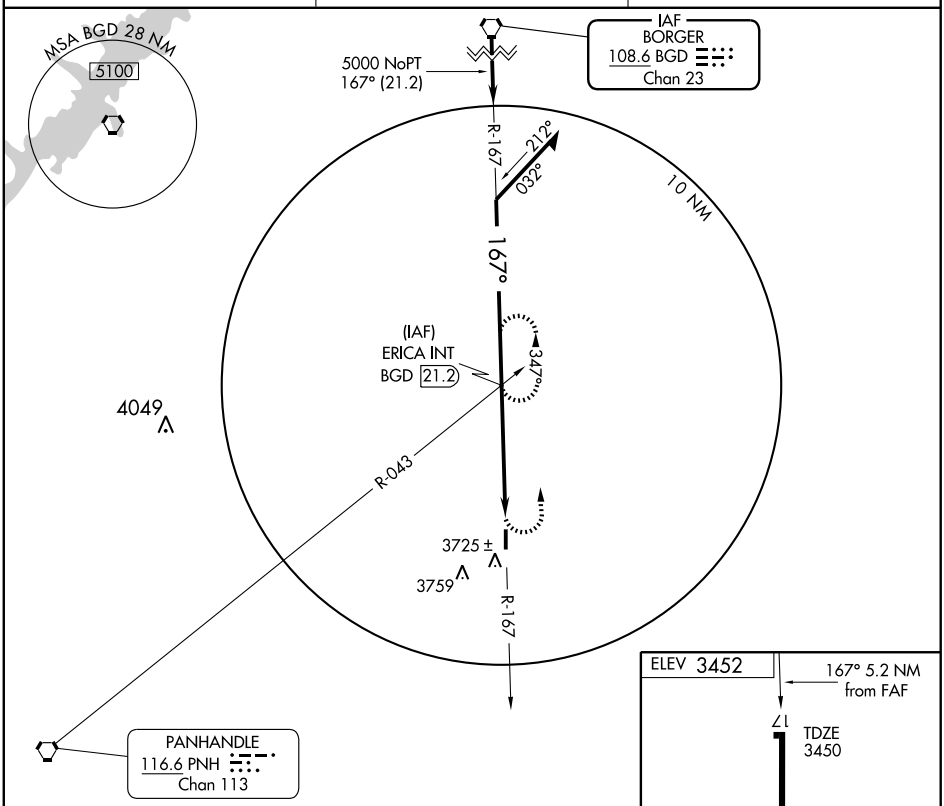
VOR RWY 17

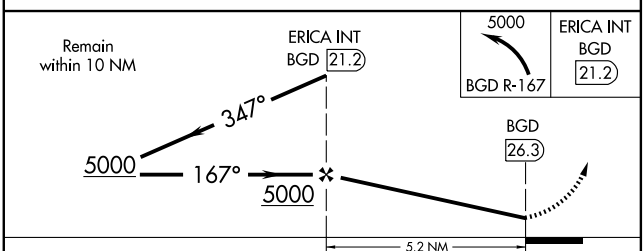
PANHANDLE-CARSON COUNTY (T45)

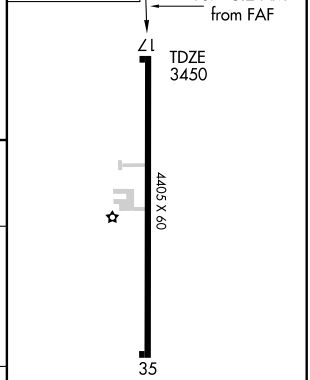
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 via BGD R-167 to ERICA Int 21.2 DME and hold.

AMARILLO APP CON ★	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L







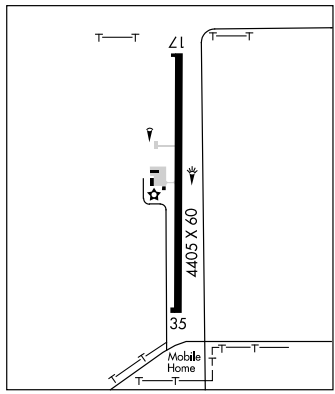
CATEGORY	A	B	C	D
S-17	3900-1 450 (500-1)	3900-1¼ 450 (500-1¼)	3900-1½ 450 (500-1½)	NA
CIRCLING	4140-1 688 (700-1)	4140-1¼ 688 (700-1¼)	4140-2 688 (700-2)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

PANHANDLE–CARSON CO (T45) 1 NE UTC−6(−5DT) N35°21.70′ W101°21.91′ DALLAS–FT WORTH
3454 B **FUEL** 100LL NOTAM FILE FTW L–15B
RWY 17–35: H4405X60 (ASPH) S–12.5 MIRL IAP
RWY 35: Road. Rgt tfc.
AIRPORT REMARKS: Unattended. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE–123.5.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **AMARILLO APP/DEP CON** 119.5 (1200–0600Z‡)
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85 (0600–1200Z‡
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ 057° 18.1 NM to fld. 3595/8E. **HIWAS.**



PANOLA CO–SHARPE FLD (See CARTHAGE)

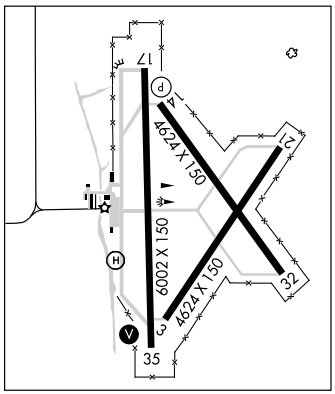
PARIS N33°32.54′ W95°26.90′ NOTAM FILE PRX. DALLAS–FT. WORTH
(L) VORW/DME 113.6 PRX Chan 83 352° 5.6 NM to Cox Field. 510/07E. L–17D
RCO 122.25 (FORT WORTH RADIO)

PARIS

COX FIELD (PRX) 6 E UTC−6(−5DT) N33°38.20′ W95°27.05′ DALLAS–FT. WORTH
547 B S2 **FUEL** 100LL, JET A NOTAM FILE PRX H–6I, L–17D
RWY 17–35: H6002X150 (ASPH) S–30 MIRL IAP
RWY 17: PAPI(P4L)—GA 3.0°. Tree.
RWY 35: VASI(V4L)—GA 3.0° TCH 53′. Tree.
RWY 03–21: H4624X150 (CONC) S–26 0.3% up NE
RWY 14–32: H4624X150 (CONC) S–26
RWY 32: Fence.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 14:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 17:	TORA–6002	TODA–6002	ASDA–6002	LDA–6002
RWY 21:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 32:	TORA–4624	TODA–4624	ASDA–4624	LDA–4624
RWY 35:	TORA–6002	TODA–6002	ASDA–6002	LDA–6002

AIRPORT REMARKS: Attended 1400–0000Z‡. Arpt attended 1400–0100Z during dalgt savings time. Jet A fuel avbl at nights call 903–784–1071 or 903–785–6176. 100LL avbl 24 hr self serve with credit card. Rwy 03–21 and Rwy 14–32 not available for air carrier ops with more than 30 passenger seats. Rwy 14–32 no line of sight between rwy ends. +2′ grass around all rwy surfaces. Twy A north of Twy A1 clsd to air carrier ops. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE VASI Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (903) 737–8784.
COMMUNICATIONS: CTAF/UNICOM 122.975
PARIS RCO 122.25 (FORT WORTH RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 124.875
RADIO AIDS TO NAVIGATION: NOTAM FILE PRX.
PARIS (L) VORW/DME 113.6 PRX Chan 83 N33°32.54′ W95°26.90′ 352° 5.6 NM to fld. 510/7E.
HELIPAD H1: H40X40 (CONC)



PARKER CO (See WEATHERFORD)

WAAS CH 69401 W17A	APP CRS 175°	Rwy Idg 6002 TDZE 541 Apt Elev 548

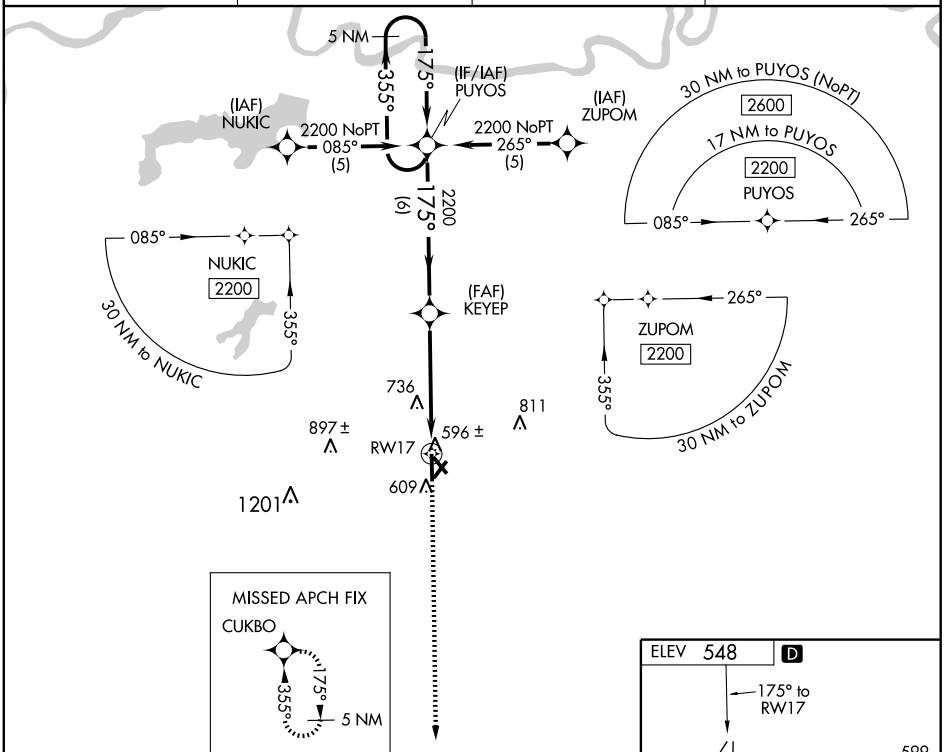
RNAV (GPS) RWY 17

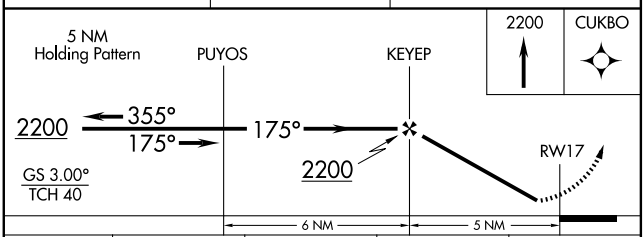
PARIS/ COX FIELD (PRX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV NA when using Sulphur Springs altimeter setting.

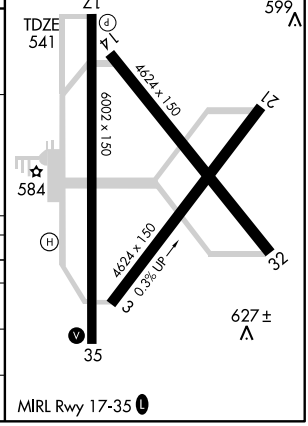
MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF)





CATEGORY	A	B	C	D
LPV DA		791-1	250 (300-1)	
LNAV/ VNAV DA		846-1	305 (300-1)	
LNAV MDA	1040-1 499 (500-1)		1040-1¼ 499 (500-1¼)	1040-1½ 499 (500-1½)
CIRCLING	1040-1 492 (500-1)		1040-1½ 492 (500-1½)	1100-2 552 (600-2)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 63001 W35A	APP CRS 355°	Rwy Idg 6002 TDZE 532 Apt Elev 548

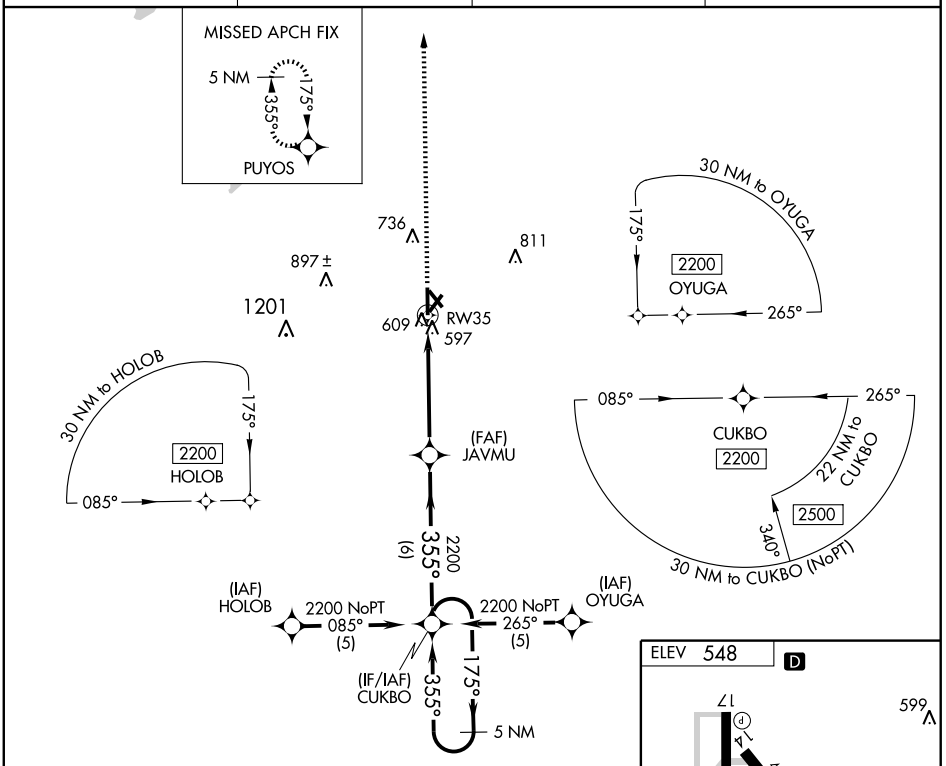
RNAV (GPS) RWY 35

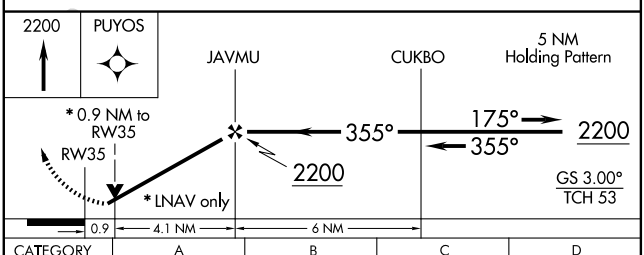
PARIS/ COX FIELD (PRX)

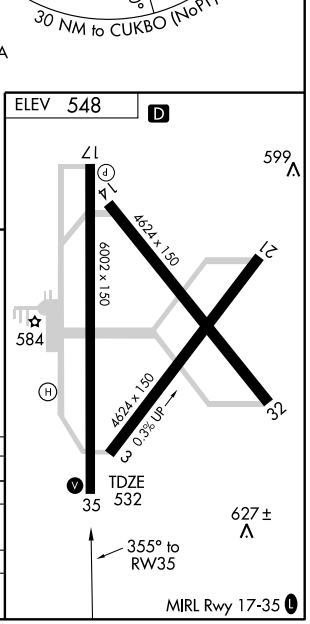
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV and VDP NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	782-¾ 250 (300-¾)			
LNAV/ VNAV DA	925-1¼ 393 (400-1¼)			
LNAV MDA	860-1 328 (400-1)			
CIRCLING	960-1¼ 412 (500-1¼)	1000-1¼ 452 (500-1¼)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME PRX	APP CRS	Rwy Idg	6002
113.6	350°	TDZE	532
Chan 83		Apt Elev	548

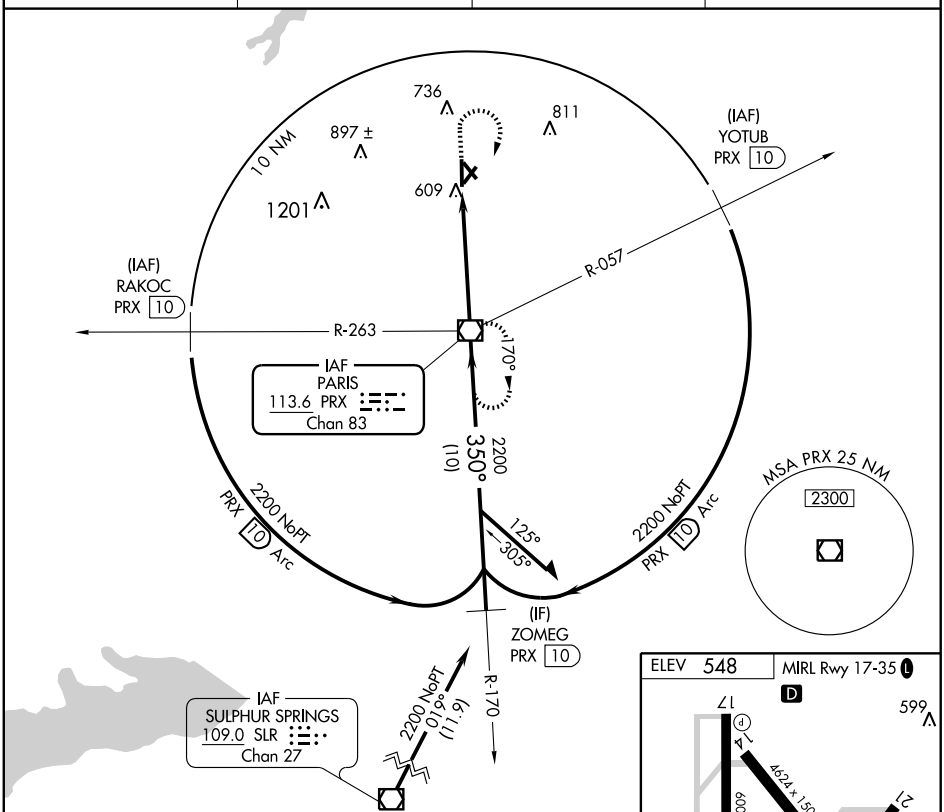
VOR RWY 35

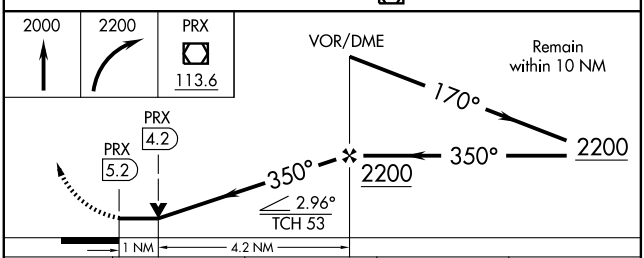
PARIS/COX FIELD (PRX)

If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. VDP NA when using Sulphur Springs altimeter setting.

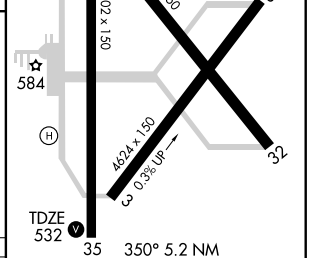
MISSED APPROACH: Climb to 2000 then climbing right turn to 2200 direct PRX VOR/DME.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
S-35	880-1 348 (400-1)			880-1¼ 348 (400-1¼)
CIRCLING	960-1 412 (500-1)	1000-1 452 (500-1)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 26 AUG 2010 to 23 SEP 2010

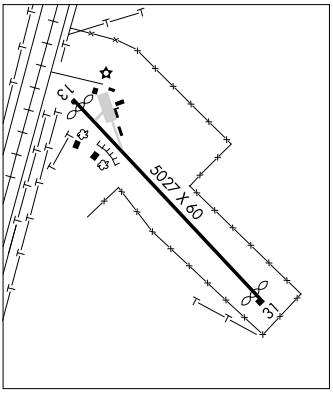
PEARLAND

SKYWAY MANOR (T79) 3 W UTC−6(−5DT) N29°33.35′ W95°19.68′ **HOUSTON**
55 NOTAM FILE CXO **COPTER**
RWY 17–35: 2550X70 (TURF)
RWY 17: P–line. **RWY 35:** P–line.
AIRPORT REMARKS: Attended irregularly. No touch and go landings.
COMMUNICATIONS: CTAF 122.9

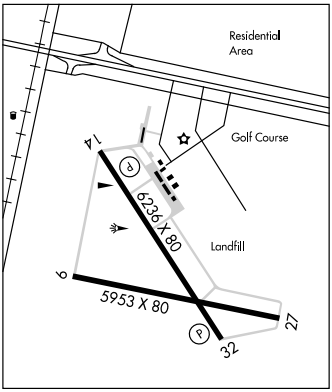
PEARLAND RGNL (See HOUSTON)

PEARSALL

MC KINLEY FLD (T3Ø) 4 S UTC−6(−5DT) N28°49.34′ W99°06.54′ **SAN ANTONIO**
586 B **FUEL** 100LL, JET A NOTAM FILE SJT **H–7B, L–20H**
RWY 13–31: H5027X60 (ASPH) S–15 LIRL (NSTD) 0.6% up NW **IAP**
RWY 13: Thld dsplcd 168′. Road.
RWY 31: Thld dsplcd 154′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 13–31 NSTD LIRL, spacing, 20′ from edge and 300′ between lgts. Only center 4702′ lgtd. ACTIVATE LIRL Rwy 13–31—CTAF or call 830–334–3721.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE COT.
COTULLA (L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 352° 21.6 NM to fld. 520/9E. **HIWAS.**



PECOS MUNI (PEQ) 2 SW UTC−6(−5DT) N31°22.94′ W103°30.64′ **EL PASO**
2613 B **FUEL** 100LL, JET A1+ NOTAM FILE PEQ **H–6G, L–6J**
RWY 14–32: H6236X80 (ASPH) S–25, D–37 MIRL **IAP**
RWY 14: PAPI(P2L). **RWY 32:** PAPI(P2L).
RWY 09–27: H5953X80 (ASPH) S–25, D–37 MIRL 0.3% up W
RWY 27: P-line.
AIRPORT REMARKS: Attended continuously. For fuel after hours contact UNICOM 122.8 or call 432–447–2488. MIRL Rwy 14–32 preset low ints, to incr ints and ACTIVATE MIRL Rwy 09–27—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.175 (432) 445–3867.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.8T (SAN ANGELO RADIO)
ALBUQUERQUE CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE PEQ.
(L) VOR/DME 111.8 PEQ Chan 55 N31°28.16′ W103°34.49′ 137° 6.2 NM to fld. 2650/11E.



PEKKS N27°38.54′ W99°27.49′ NOTAM FILE LRD. **BROWNSVILLE**
NDB (LOM) 405 LR 174° 5.9 NM to Laredo Intl.

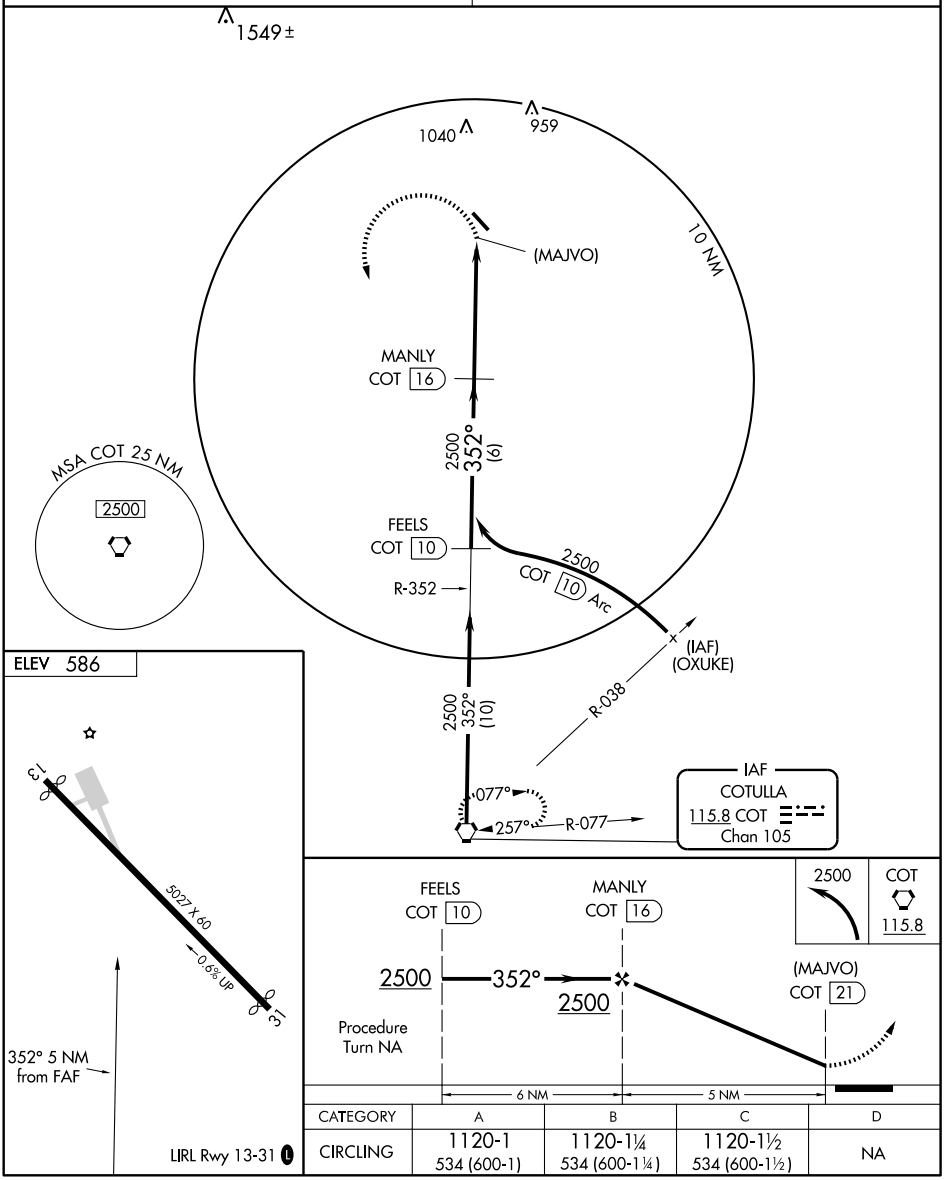
PERRY LEFORS FLD (See PAMPA)

VORTAC COT 115.8 Chan 105	APP CRS 352°	Rwy Idg N/A TDZE N/A Apt Elev 586

VOR/DME or GPS-A

PEARSALL/MC KINLEY FIELD (T30)

NA	Use Cotulla altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.
HOUSTON CENTER 134.6 322.5		UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1120-1 534 (600-1)	1120-1¼ 534 (600-1¼)	1120-1½ 534 (600-1½)	NA

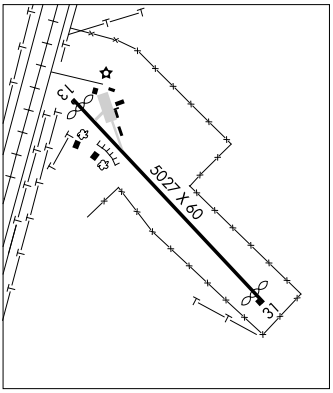
PEARLAND

SKYWAY MANOR (T79) 3 W UTC−6(−5DT) N29°33.35′ W95°19.68′ **HOUSTON**
55 NOTAM FILE CXO **COPTER**
RWY 17–35: 2550X70 (TURF)
RWY 17: P–line. **RWY 35:** P–line.
AIRPORT REMARKS: Attended irregularly. No touch and go landings.
COMMUNICATIONS: CTAF 122.9

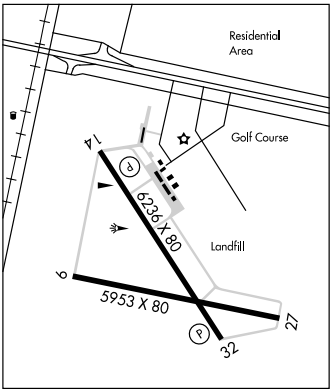
PEARLAND RGNL (See HOUSTON)

PEARSALL

MC KINLEY FLD (T3Ø) 4 S UTC−6(−5DT) N28°49.34′ W99°06.54′ **SAN ANTONIO**
586 B **FUEL** 100LL, JET A NOTAM FILE SJT **H–7B, L–20H**
RWY 13–31: H5027X60 (ASPH) S–15 LIRL (NSTD) 0.6% up NW **IAP**
RWY 13: Thld dsplcd 168′. Road.
RWY 31: Thld dsplcd 154′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 13–31 NSTD LIRL, spacing, 20′ from edge and 300′ between lgts. Only center 4702′ lgtd. ACTIVATE LIRL Rwy 13–31—CTAF or call 830–334–3721.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.6
RADIO AIDS TO NAVIGATION: NOTAM FILE COT.
COTULLA (L) VORTACW 115.8 COT Chan 105 N28°27.72′ W99°07.11′ 352° 21.6 NM to fld. 520/9E. **HIWAS.**



PECOS MUNI (PEQ) 2 SW UTC−6(−5DT) N31°22.94′ W103°30.64′ **EL PASO**
2613 B **FUEL** 100LL, JET A1+ NOTAM FILE PEQ **H–6G, L–6J**
RWY 14–32: H6236X80 (ASPH) S–25, D–37 MIRL **IAP**
RWY 14: PAPI(P2L). **RWY 32:** PAPI(P2L).
RWY 09–27: H5953X80 (ASPH) S–25, D–37 MIRL 0.3% up W
RWY 27: P-line.
AIRPORT REMARKS: Attended continuously. For fuel after hours contact UNICOM 122.8 or call 432–447–2488. MIRL Rwy 14–32 preset low ints, to incr ints and ACTIVATE MIRL Rwy 09–27—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.175 (432) 445–3867.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.8T (SAN ANGELO RADIO)
ALBUQUERQUE CENTER APP/DEP CON 135.875
RADIO AIDS TO NAVIGATION: NOTAM FILE PEQ.
(L) VOR/DME 111.8 PEQ Chan 55 N31°28.16′ W103°34.49′ 137° 6.2 NM to fld. 2650/11E.



PEKKS N27°38.54′ W99°27.49′ NOTAM FILE LRD. **BROWNSVILLE**
NDB (LOM) 405 LR 174° 5.9 NM to Laredo Intl.

PERRY LEFORS FLD (See PAMPA)

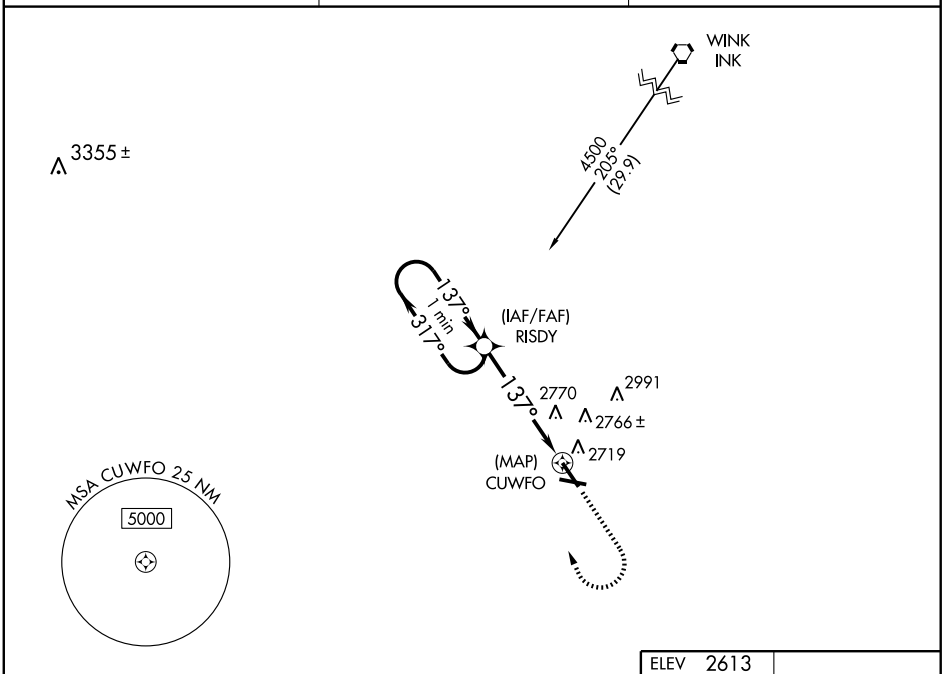
APP CRS	Rwy Idg	6236
137°	TDZE	2608
	Apt Elev	2613

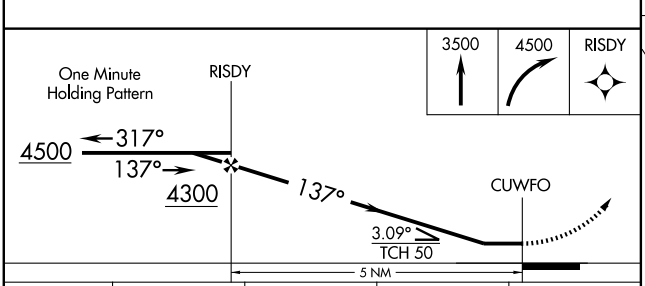
GPS RWY 14
PECOS MUNI (PEQ)

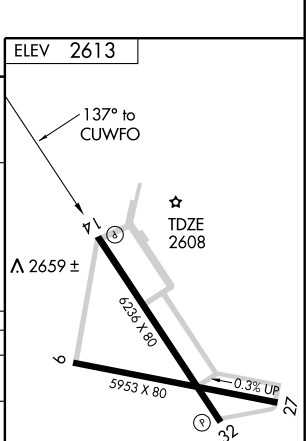
⚠ NA — Obtain local altimeter on CTAF; if not received, use Wink altimeter setting. If neither received, procedure not authorized.

MISSED APPROACH: Climb to 3500 then climbing right turn 4500 direct RISDY and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)

MIRL Rwys 9-27 and 14-32 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

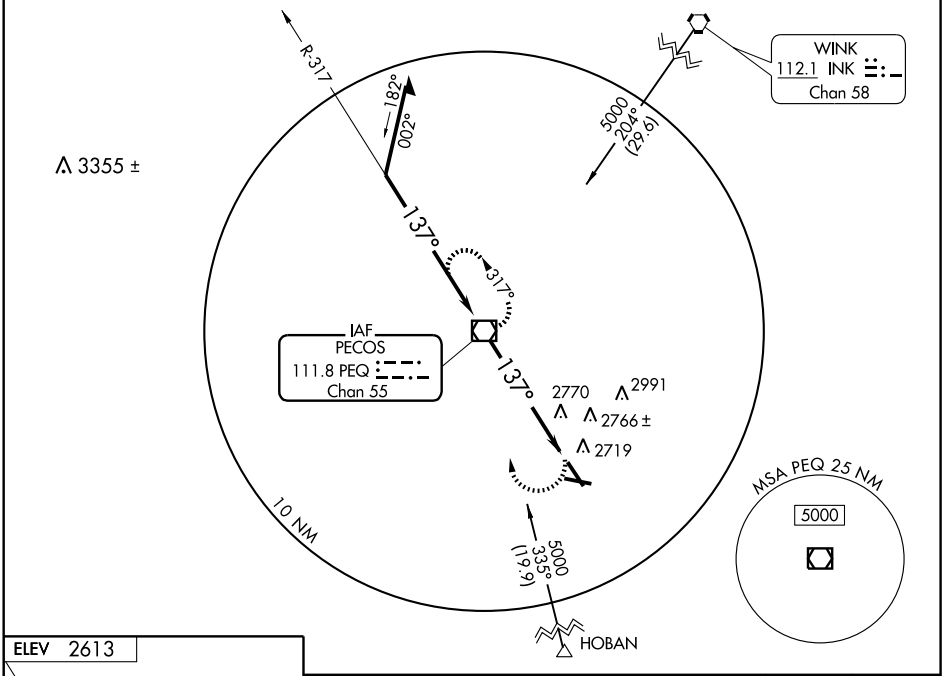
VOR/DME PEQ	APP CRS	Rwy Idg	6236
111.8	137°	TDZE	2608
Chan 55		Apt Elev	2613

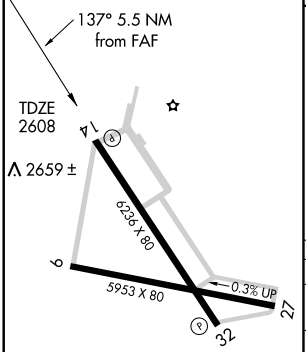
VOR RWY 14
PECOS MUNI (PEQ)

NA Obtain local altimeter on CTAF; if not received, use Wink altimeter setting.
If neither received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4500 direct PEQ VOR/DME and hold.

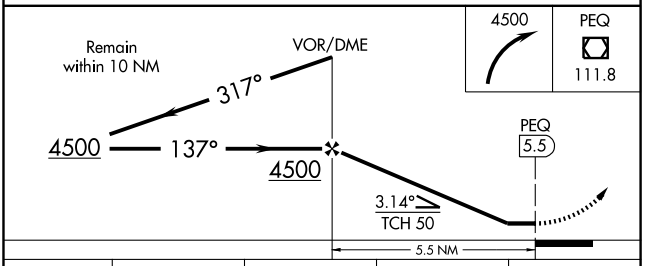
AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





MIRL Rwys 9-27 and 14-32 L

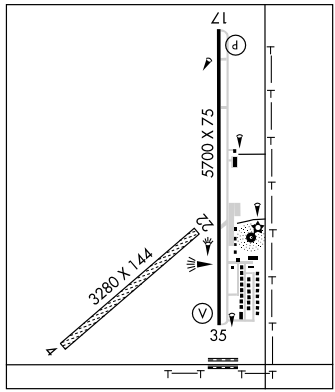
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

PERRYTON OCHILTREE CO (PYX) 3 E UTC−6(−5DT) N36°24.78′ W100°45.10′ **WICHITA**
2918 B S4 **FUEL** 100LL, JET A1 + TPA—3918(1000) NOTAM FILE PYX **H–6G, L–15C**
RWY 17–35: H5700X75 (ASPH) S–12.5 MIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′. Pole.
RWY 35: VASI(V2L)—GA 3.5° TCH 23′. Road.
RWY 04–22: 3280X144 (TURF)
RWY 04: Road. **RWY 22:** P-line.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. For fuel after hours call 806–435–4226 or 806–435–6774. Rwy 04–22 S 1000′ CLOSED indefinitely. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (806) 435–9963.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 126.95
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 153° 39.3 NM to fld. 2891/11E. **HIWAS.**
NDB (MHW) 266 PYX N36°24.74′ W100°44.88′ at fld. NOTAM FILE PYX.



PHILLIPS FLYING RANCH (See ROCKWALL)

PINCK N33°16.99′ W97°11.78′ NOTAM FILE FTW. **DALLAS–FT WORTH**
NDB (LOM) 257 DT 174° 4.9 NM to Denton Muni.

PINELAND MUNI (T24) 1 SW UTC−6(−5DT) N31°14.01′ W93°58.91′ **HOUSTON**
260 B **FUEL** 100LL NOTAM FILE CXO **L–19E, 21A**
RWY 17–35: H3700X75 (ASPH) S–14 MIRL
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Fuel self serve with credit card. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 078° 38.1 NM to fld. 200/5E. **HIWAS.**

PLAINS

YOAKUM CO (F98) 1 NW UTC−6(−5DT) N33°13.04′ W102°49.81′ **ALBUQUERQUE**
3704 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW **H–6G, L–6H**
RWY 03–21: H5001X75 (ASPH) MIRL 0.6% up NE **RWY 03:** PAPI(P2L)—GA 3.0° TCH 30′. **IAP**
RWY 21: PAPI(P2L)—GA 3.0° TCH 30′. Pole.
RWY 17–35: H3925X60 (ASPH) S–12.5 MIRL
RWY 17: PAPI(P2L)—GA 3.15° TCH 24′. Fence. **RWY 35:** PAPI(P2L)—GA 3.15° TCH 26′. Pole.
AIRPORT REMARKS: Attended irregularly. For fuel call 806–456–3580/2530/7512. MIRL Rwy 03–21 and Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
FORTWORTH APP/DEP CON 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 021° 41.2 NM to fld. 3660/11E.

PLAINVIEW N34°05.17′ W101°47.41′ NOTAM FILE PVW. **DALLAS–FT WORTH**
(L) VORW/DME 112.9 PVW Chan 76 025° 6.1 NM to Hale Co. 3400/11E. **L–6H**
RCO 122.55 (FORT WORTH RADIO)

NDB PYX 266	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 2919

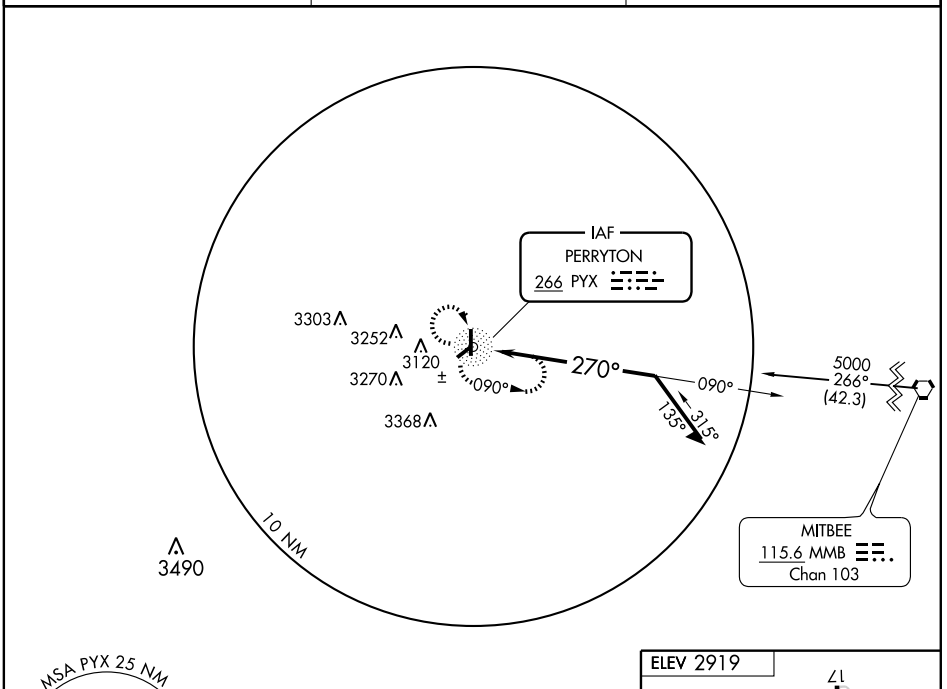
NDB-A

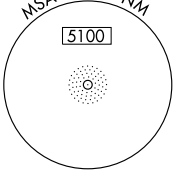
PERRYTON OCHILTREE COUNTY (PYX)

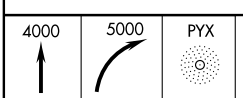
When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet and Cat B visibility ¼ mile.

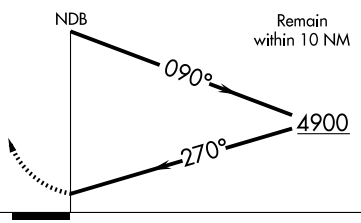
MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold.

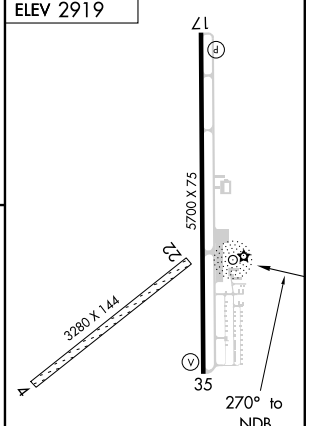
AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) L











CATEGORY	A	B	C	D
CIRCLING	3460-1 541 (600-1)	3480-1 561 (600-1)	NA	

MIRL Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5700
353°	TDZE	2918
	Apt Elev	2919

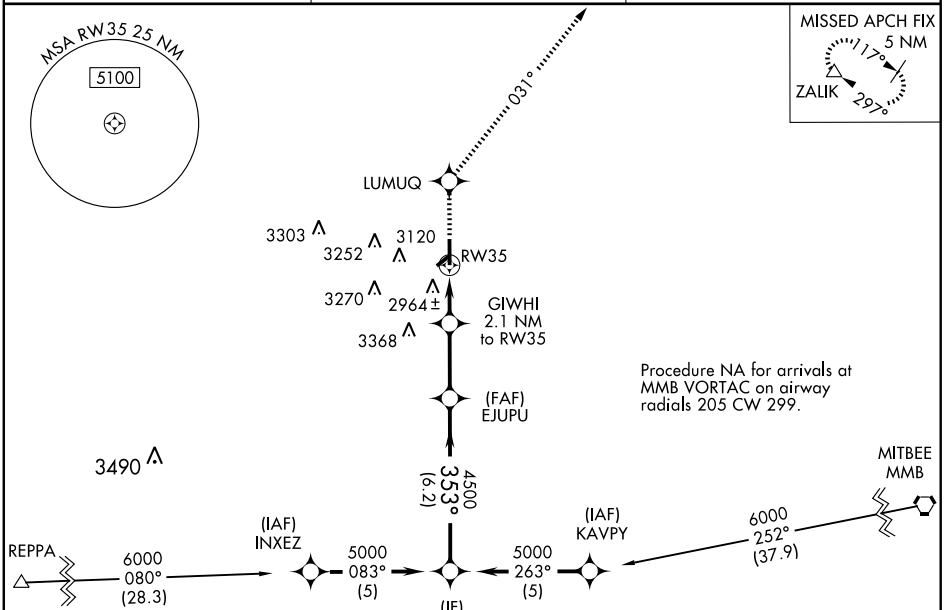
RNAV (GPS) RWY 35

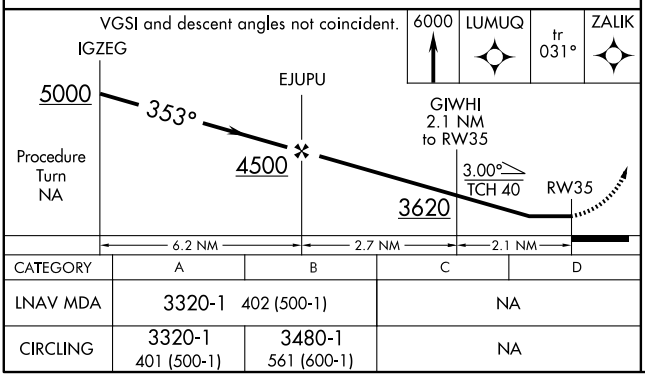
PERRYTON OCHILTREE COUNTY (PYX)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet, and circling Cat B visibility ¼ mile.

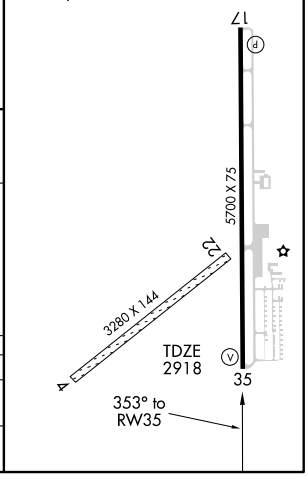
MISSED APPROACH: Climb to 6000 direct LUMUQ and on track 031° to ZALIK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) L



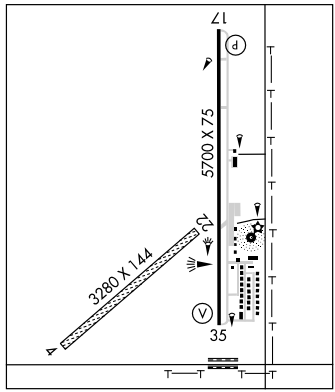


CATEGORY	A	B	C	D
LNAV MDA	3320-1 402 (500-1)		NA	
CIRCLING	3320-1 401 (500-1)	3480-1 561 (600-1)	NA	



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

PERRYTON OCHILTREE CO (PYX) 3 E UTC−6(−5DT) N36°24.78′ W100°45.10′ **WICHITA**
2918 B S4 **FUEL** 100LL, JET A1 + TPA—3918(1000) NOTAM FILE PYX **H–6G, L–15C**
RWY 17–35: H5700X75 (ASPH) S–12.5 MIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′. Pole.
RWY 35: VASI(V2L)—GA 3.5° TCH 23′. Road.
RWY 04–22: 3280X144 (TURF)
RWY 04: Road. **RWY 22:** P-line.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. For fuel after hours call 806–435–4226 or 806–435–6774. Rwy 04–22 S 1000′ CLOSED indefinitely. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (806) 435–9963.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 126.95
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 153° 39.3 NM to fld. 2891/11E. **HIWAS.**
NDB (MHW) 266 PYX N36°24.74′ W100°44.88′ at fld. NOTAM FILE PYX.



PHILLIPS FLYING RANCH (See ROCKWALL)

PINCK N33°16.99′ W97°11.78′ NOTAM FILE FTW. **DALLAS–FT WORTH**
NDB (LOM) 257 DT 174° 4.9 NM to Denton Muni.

PINELAND MUNI (T24) 1 SW UTC−6(−5DT) N31°14.01′ W93°58.91′ **HOUSTON**
260 B **FUEL** 100LL NOTAM FILE CXO **L–19E, 21A**
RWY 17–35: H3700X75 (ASPH) S–14 MIRL
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Fuel self serve with credit card. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 078° 38.1 NM to fld. 200/5E. **HIWAS.**

PLAINS

YOAKUM CO (F98) 1 NW UTC−6(−5DT) N33°13.04′ W102°49.81′ **ALBUQUERQUE**
3704 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW **H–6G, L–6H**
RWY 03–21: H5001X75 (ASPH) MIRL 0.6% up NE **RWY 03:** PAPI(P2L)—GA 3.0° TCH 30′. **IAP**
RWY 21: PAPI(P2L)—GA 3.0° TCH 30′. Pole.
RWY 17–35: H3925X60 (ASPH) S–12.5 MIRL
RWY 17: PAPI(P2L)—GA 3.15° TCH 24′. Fence. **RWY 35:** PAPI(P2L)—GA 3.15° TCH 26′. Pole.
AIRPORT REMARKS: Attended irregularly. For fuel call 806–456–3580/2530/7512. MIRL Rwy 03–21 and Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
FORTWORTH APP/DEP CON 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 021° 41.2 NM to fld. 3660/11E.

PLAINVIEW N34°05.17′ W101°47.41′ NOTAM FILE PVW. **DALLAS–FT WORTH**
(L) VORW/DME 112.9 PVW Chan 76 025° 6.1 NM to Hale Co. 3400/11E. **L–6H**
RCO 122.55 (FORT WORTH RADIO)

APP CRS	Rwy Idg	5001
033°	TDZE	3684
	Apt Elev	3704

RNAV (GPS) RWY 3

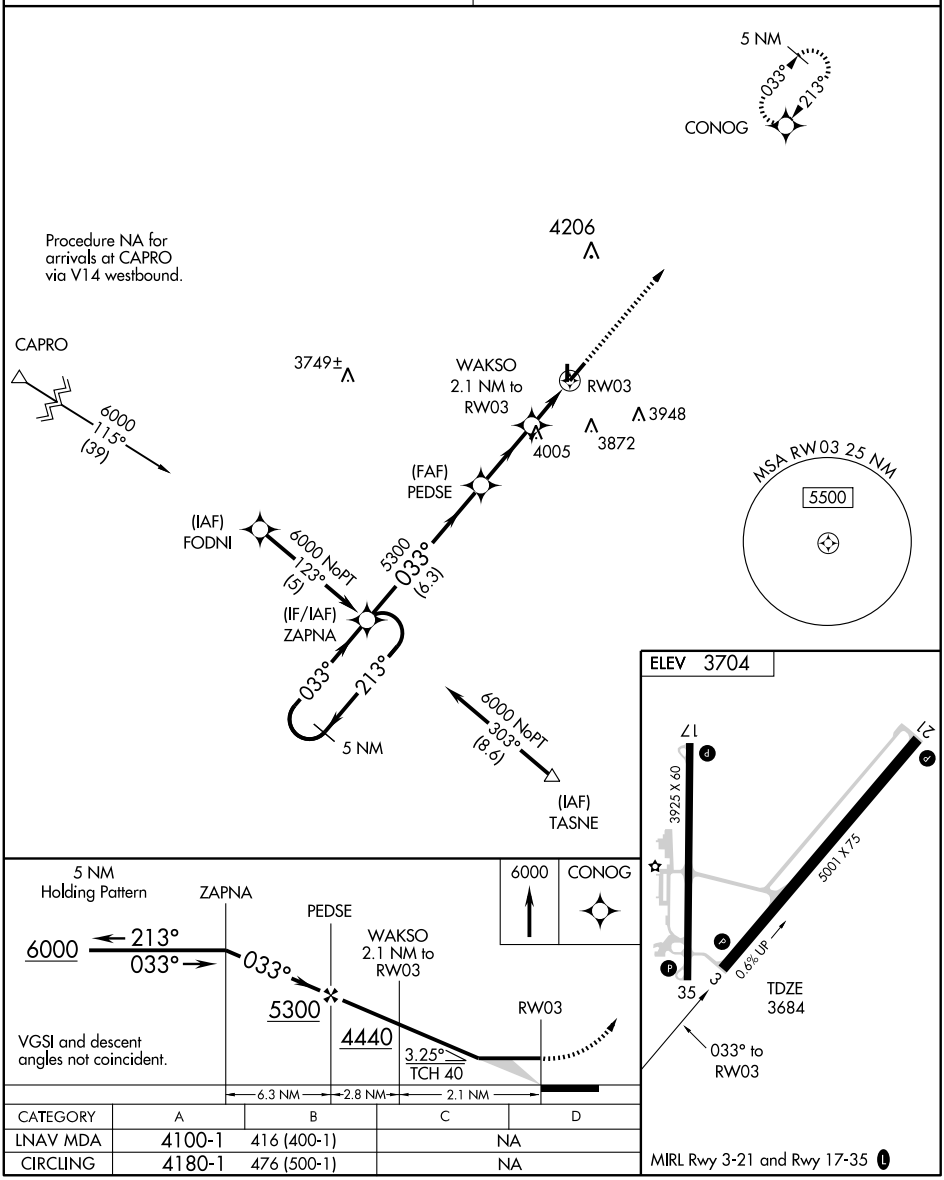
PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 6000 direct CONOG and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4100-1	416 (400-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5001
213°	TDZE	3704
	Apt Elev	3704

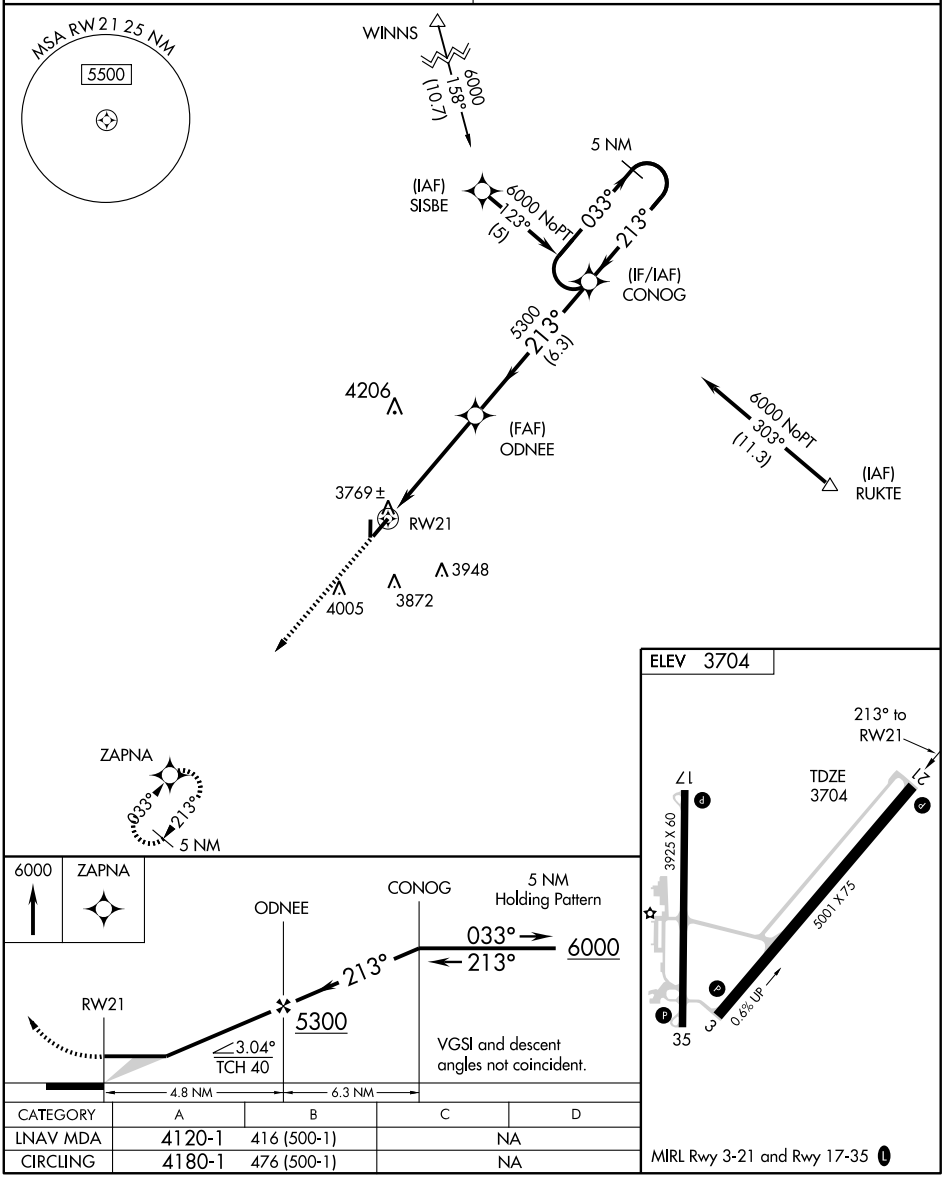
RNAV (GPS) RWY 21

PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L

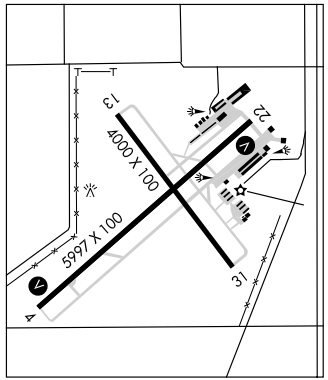


CATEGORY	A	B	C	D
LNAV MDA	4120-1	416 (500-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

PLAINVIEW

HALE CO (PVW) 1 S UTC−6(−5DT) N34°10.09′ W101°43.04′ — DALLAS–FT. WORTH
3374 B S4 **FUEL** 100LL, JET A1 + OX 4 NOTAM FILE PVW — H–6G, L–6H
RWY 04–22: H5997X100 (ASPH) S–27 LIRL — IAP
RWY 04: REIL. VASI(V4L)—GA 3.5° TCH 62′. Pole.
RWY 22: REIL. VASI(V4L)—GA 3.5° TCH 52′. Building.
RWY 13–31: H4000X100 (ASPH) S–27 LIRL
RWY 13: P-line. **RWY 31:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡ Sat and Sun 1400–0000Z‡. No line of sight to Rwy 13–31 from Rwy 22 end. LIRL Rwy 04–22 preset low intensity. ACTIVATE LIRL Rwy 13–31 and VASI Rwy 04 and Rwy 22 —CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (806) 291–8679.
COMMUNICATIONS: CTAF/UNICOM 123.0
PLAINVIEW RCO 122.55 (FORT WORTH RADIO)
Ⓡ **LUBBOCK APP CON** 119.2 112.9T
Ⓡ **LUBBOCK DEP CON** 119.2
LUBBOCK CLNC DEL 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE PVW.
PLAINVIEW (L) VORW/DME 112.9 PVW Chan 76 N34°05.17′ W101°47.41′ 025° 6.1 NM to fld. 3400/11E.
COMM/NAV/WEATHER REMARKS: IFR departures ctc Lubbock Clnc Del on the ramp at Hale Co via freq 121.7.



PLEASANTON MUNI (PEZ) 3 W UTC−6(−5DT) N28°57.25′ W98°31.20′ — SAN ANTONIO
430 B **FUEL** 100LL NOTAM FILE SJT — L–19C
RWY 16–34: H4000X75 (ASPH) S–4 MIRL 0.8% up NW — IAP
RWY 16: PAPI(P2L)—GA 4.0° TCH 25′. Thld dsplcd 403′. Tree. **RWY 34:** PAPI(P2L)–GA 3.0°TCH 35′. Fence.
AIRPORT REMARKS: Unattended. For services call 830–569–3867. Fuel self–service with major credit card. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE–CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (830) 569–5749.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SAN ANTONIO APP CON** 118.05
Ⓡ **SAN ANTONIO DEP CON** 125.7 **CLNC DEL** 126.55
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 316° 33.2 NM to fld. 270/8E.

POLLO N33°44.26′ W101°49.76′ NOTAM FILE LBB. — DALLAS–FT WORTH
NDB (LOM) 219 LB 167° 4.5 NM to Lubbock Preston Smith Intl.

PORT ARANSAS

MUSTANG BEACH (RAS) 2 SW UTC−6(−5DT) N27°48.71′ W97°05.33′ — BROWNSVILLE
5 B **FUEL** 100LL NOTAM FILE RAS — L–20I, 21A, 60MW
RWY 12–30: H3482X70 (ASPH) LIRL — IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 35′.
RWY 30: PAPI(P2L)—GA 3.0° TCH 35′. P-line.
AIRPORT REMARKS: Attended irregularly. Fuel avbl self service. Overngt tiedown fee. Rwy 12 has a −3′ drop off near end of rwy, Rwy 30 has a 3′ ditch 180′ from end of rwy.
WEATHER DATA SOURCES: AWOS–3 118.425 (361) 749–0537.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CORPUS APP/DEP CON** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 097° 19.7 NM to fld. 60/9E.
HIWAS.

WAAS CH 53302 W04A	APP CRS 042°	Rwy Idg 5997 TDZE 3374 Apt Elev 3374

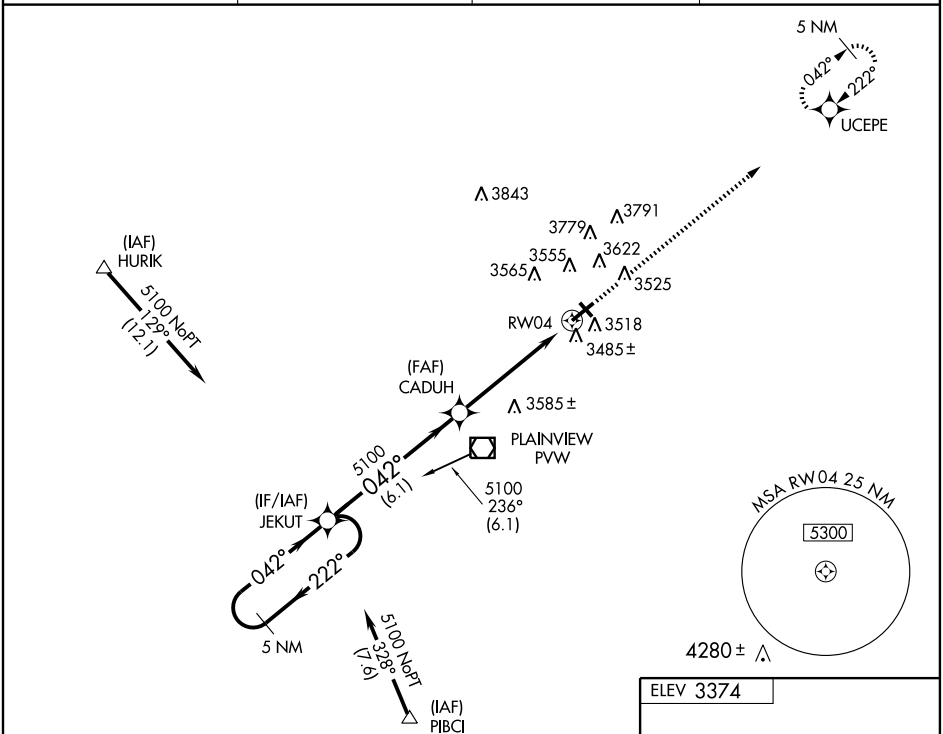
RNAV (GPS) RWY 4

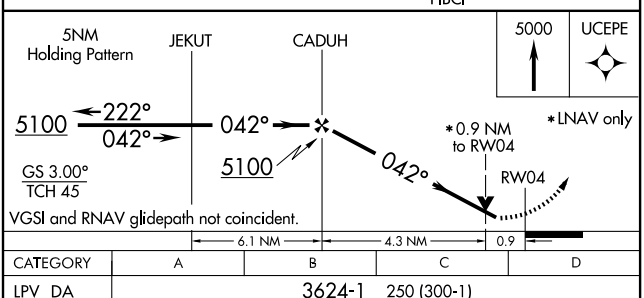
PLAINVIEW/ HALE COUNTY (PVW)

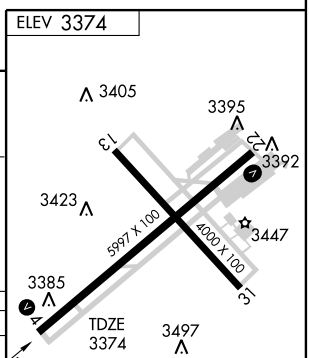
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (108°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3624-1 250 (300-1)			
LNAV/ VNAV DA	3730-1¼ 356 (400-1¼)			
LNAV MDA	3760-1 386 (400-1)			3760-1¼ 386 (400-1¼)
CIRCLING	3920-1¼ 546 (600-1¼)	3940-1¼ 566 (600-1¼)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5997
222°	TDZE	3373
	Apt Elev	3374

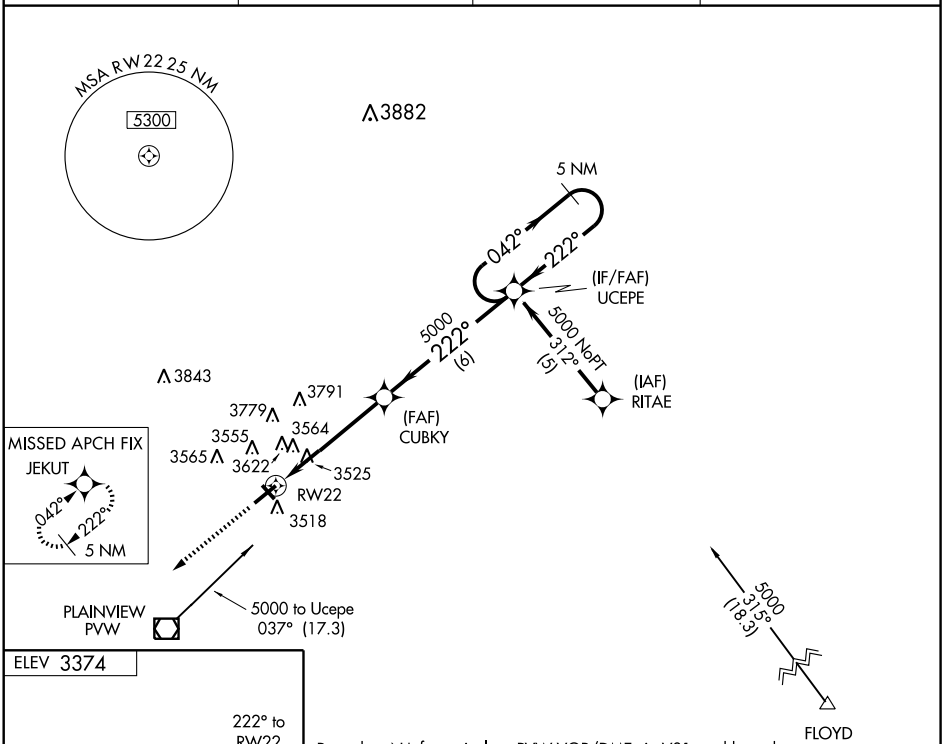
RNAV (GPS) RWY 22

PLAINVIEW/HALE COUNTY (PVW)

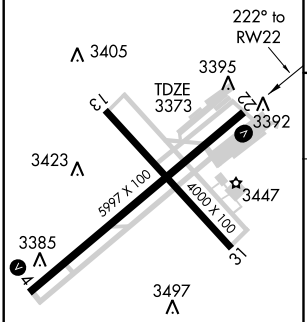
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

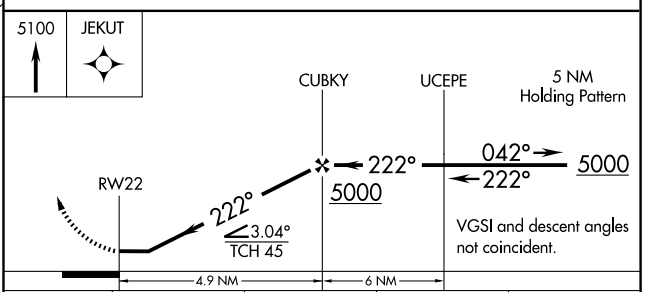
MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L



Procedure NA for arrivals at PVW VOR/DME via V81 southbound.





CATEGORY	A	B	C	D
LNAV MDA	3820-1 447 (500-1)		3820-1¼ 447 (500-1¼)	3820-1½ 447 (500-1½)
CIRCLING	3920-1 546 (600-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME PVW 112.9 Chan 76	APP CRS 024°	Rwy Idg 5997 TDZE 3374 Apt Elev 3374

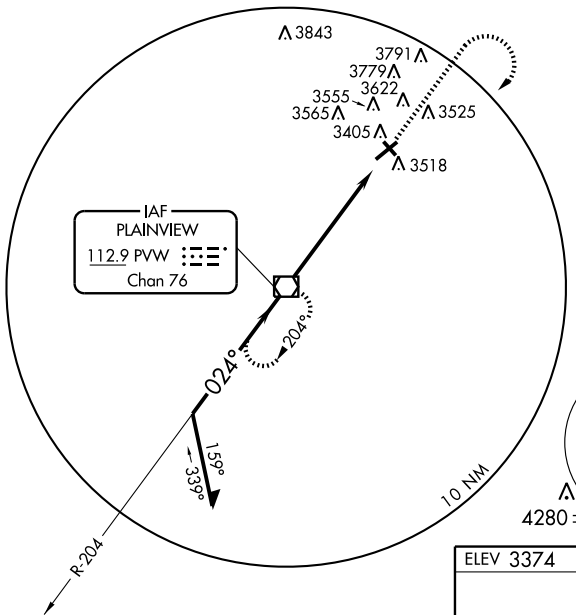
VOR RWY 4

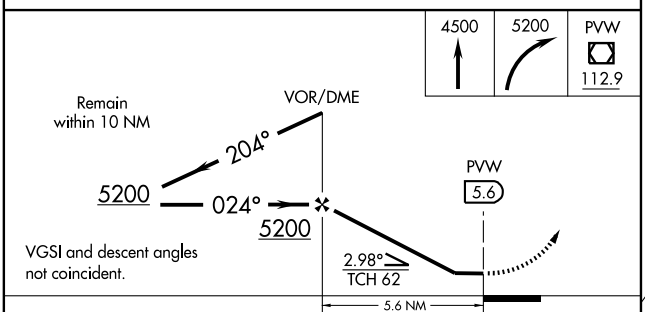
PLAINVIEW/ HALE COUNTY (PVW)

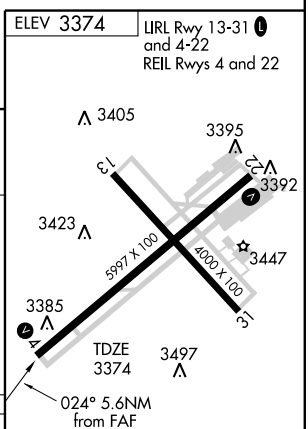
NA

MISSED APPROACH: Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







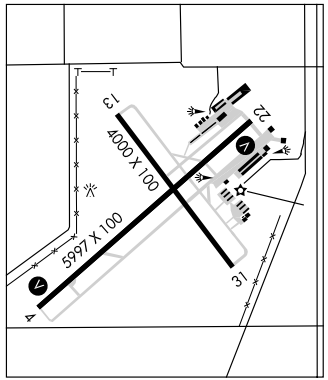
CATEGORY	A	B	C	D
S-4	3840-1 466 (500-1)		3840-1¼ 466 (500-1¼)	3840-1½ 466 (500-1½)
CIRCLING	3860-1 486 (500-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

PLAINVIEW

HALE CO (PVW) 1 S UTC−6(−5DT) N34°10.09′ W101°43.04′ — DALLAS–FT. WORTH
3374 B S4 **FUEL** 100LL, JET A1 + OX 4 NOTAM FILE PVW — H–6G, L–6H
RWY 04–22: H5997X100 (ASPH) S–27 LIRL — IAP
RWY 04: REIL. VASI(V4L)—GA 3.5° TCH 62′. Pole.
RWY 22: REIL. VASI(V4L)—GA 3.5° TCH 52′. Building.
RWY 13–31: H4000X100 (ASPH) S–27 LIRL
RWY 13: P-line. **RWY 31:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡ Sat and Sun 1400–0000Z‡. No line of sight to Rwy 13–31 from Rwy 22 end. LIRL Rwy 04–22 preset low intensity. ACTIVATE LIRL Rwy 13–31 and VASI Rwy 04 and Rwy 22 —CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (806) 291–8679.
COMMUNICATIONS: CTAF/UNICOM 123.0
PLAINVIEW RCO 122.55 (FORT WORTH RADIO)
Ⓡ **LUBBOCK APP CON** 119.2 112.9T
Ⓡ **LUBBOCK DEP CON** 119.2
LUBBOCK CLNC DEL 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE PVW.
PLAINVIEW (L) VORW/DME 112.9 PVW Chan 76 N34°05.17′ W101°47.41′ 025° 6.1 NM to fld. 3400/11E.
COMM/NAV/WEATHER REMARKS: IFR departures ctc Lubbock Clnc Del on the ramp at Hale Co via freq 121.7.



PLEASANTON MUNI (PEZ) 3 W UTC−6(−5DT) N28°57.25′ W98°31.20′ — SAN ANTONIO
430 B **FUEL** 100LL NOTAM FILE SJT — L–19C
RWY 16–34: H4000X75 (ASPH) S–4 MIRL 0.8% up NW — IAP
RWY 16: PAPI(P2L)—GA 4.0° TCH 25′. Thld dsplcd 403′. Tree. **RWY 34:** PAPI(P2L)–GA 3.0°TCH 35′. Fence.
AIRPORT REMARKS: Unattended. For services call 830–569–3867. Fuel self–service with major credit card. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE–CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (830) 569–5749.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SAN ANTONIO APP CON** 118.05
Ⓡ **SAN ANTONIO DEP CON** 125.7 **CLNC DEL** 126.55
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 316° 33.2 NM to fld. 270/8E.

POLLO N33°44.26′ W101°49.76′ NOTAM FILE LBB. — DALLAS–FT WORTH
NDB (LOM) 219 LB 167° 4.5 NM to Lubbock Preston Smith Intl.

PORT ARANSAS

MUSTANG BEACH (RAS) 2 SW UTC−6(−5DT) N27°48.71′ W97°05.33′ — BROWNSVILLE
5 B **FUEL** 100LL NOTAM FILE RAS — L–20I, 21A, 60MW
RWY 12–30: H3482X70 (ASPH) LIRL — IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 35′.
RWY 30: PAPI(P2L)—GA 3.0° TCH 35′. P-line.
AIRPORT REMARKS: Attended irregularly. Fuel avbl self service. Overngt tiedown fee. Rwy 12 has a −3′ drop off near end of rwy, Rwy 30 has a 3′ ditch 180′ from end of rwy.
WEATHER DATA SOURCES: AWOS–3 118.425 (361) 749–0537.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CORPUS APP/DEP CON** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 097° 19.7 NM to fld. 60/9E.
HIWAS.

RNAV (GPS) RWY 34

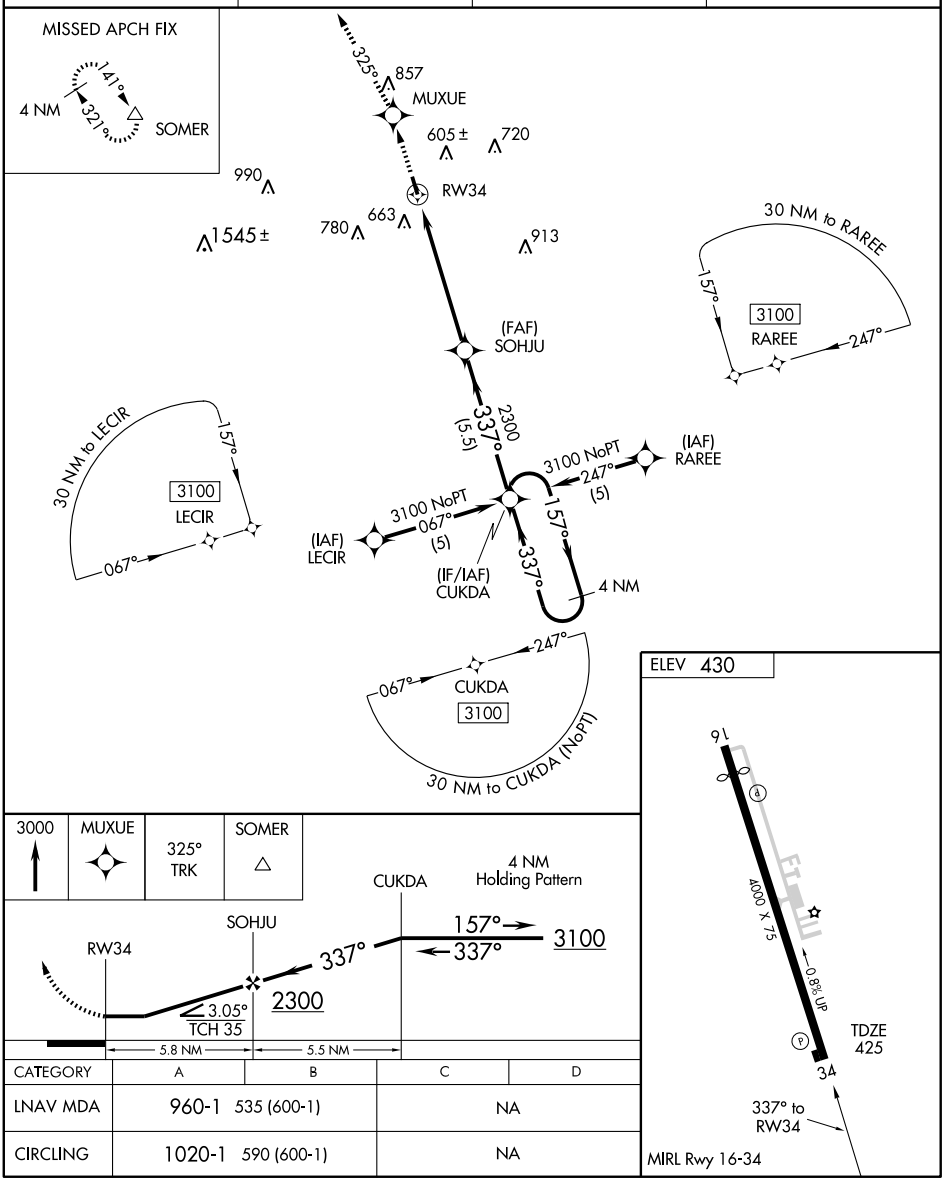
PLEASANTON MUNI (PEZ)

APP CRS	Rwy Idg	4000
337°	TDZE	425
	Apt Elev	430

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lackland AFB altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 direct MUXUE and via 325° track to SOMER and hold.

AWOS-3	SAN ANTONIO APP CON	CLNC DEL	UNICOM
118.575	118.05 353.5	126.55	122.7 (CTAF)

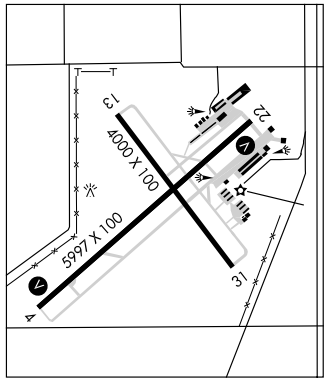


CATEGORY	A	B	C	D
LNAV MDA	960-1 535 (600-1)		NA	
CIRCLING	1020-1 590 (600-1)		NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

PLAINVIEW

HALE CO (PVW) 1 S UTC−6(−5DT) N34°10.09′ W101°43.04′ — DALLAS–FT. WORTH
3374 B S4 **FUEL** 100LL, JET A1 + OX 4 NOTAM FILE PVW — H–6G, L–6H
RWY 04–22: H5997X100 (ASPH) S–27 LIRL — IAP
RWY 04: REIL. VASI(V4L)—GA 3.5° TCH 62′. Pole.
RWY 22: REIL. VASI(V4L)—GA 3.5° TCH 52′. Building.
RWY 13–31: H4000X100 (ASPH) S–27 LIRL
RWY 13: P-line. **RWY 31:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡ Sat and Sun 1400–0000Z‡. No line of sight to Rwy 13–31 from Rwy 22 end. LIRL Rwy 04–22 preset low intensity. ACTIVATE LIRL Rwy 13–31 and VASI Rwy 04 and Rwy 22 —CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (806) 291–8679.
COMMUNICATIONS: CTAF/UNICOM 123.0
PLAINVIEW RCO 122.55 (FORT WORTH RADIO)
Ⓡ **LUBBOCK APP CON** 119.2 112.9T
Ⓡ **LUBBOCK DEP CON** 119.2
LUBBOCK CLNC DEL 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE PVW.
PLAINVIEW (L) VORW/DME 112.9 PVW Chan 76 N34°05.17′ W101°47.41′ 025° 6.1 NM to fld. 3400/11E.
COMM/NAV/WEATHER REMARKS: IFR departures ctc Lubbock Clnc Del on the ramp at Hale Co via freq 121.7.



PLEASANTON MUNI (PEZ) 3 W UTC−6(−5DT) N28°57.25′ W98°31.20′ — SAN ANTONIO
430 B **FUEL** 100LL NOTAM FILE SJT — L–19C
RWY 16–34: H4000X75 (ASPH) S–4 MIRL 0.8% up NW — IAP
RWY 16: PAPI(P2L)—GA 4.0° TCH 25′. Thld dsplcd 403′. Tree. **RWY 34:** PAPI(P2L)–GA 3.0°TCH 35′. Fence.
AIRPORT REMARKS: Unattended. For services call 830–569–3867. Fuel self–service with major credit card. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE–CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (830) 569–5749.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SAN ANTONIO APP CON** 118.05
Ⓡ **SAN ANTONIO DEP CON** 125.7 **CLNC DEL** 126.55
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
THREE RIVERS (L) VORTAC 111.4 THX Chan 51 N28°30.30′ W98°09.03′ 316° 33.2 NM to fld. 270/8E.

POLLO N33°44.26′ W101°49.76′ NOTAM FILE LBB. — DALLAS–FT WORTH
NDB (LOM) 219 LB 167° 4.5 NM to Lubbock Preston Smith Intl.

PORT ARANSAS

MUSTANG BEACH (RAS) 2 SW UTC−6(−5DT) N27°48.71′ W97°05.33′ — BROWNSVILLE
5 B **FUEL** 100LL NOTAM FILE RAS — L–20I, 21A, 60MW
RWY 12–30: H3482X70 (ASPH) LIRL — IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 35′.
RWY 30: PAPI(P2L)—GA 3.0° TCH 35′. P-line.
AIRPORT REMARKS: Attended irregularly. Fuel avbl self service. Overngt tiedown fee. Rwy 12 has a −3′ drop off near end of rwy, Rwy 30 has a 3′ ditch 180′ from end of rwy.
WEATHER DATA SOURCES: AWOS–3 118.425 (361) 749–0537.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CORPUS APP/DEP CON** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 097° 19.7 NM to fld. 60/9E.
HIWAS.

WAAS	APP CRS	Rwy Idg	3482
CH 99500	120°	TDZE	5
W12A		Apt Elev	5

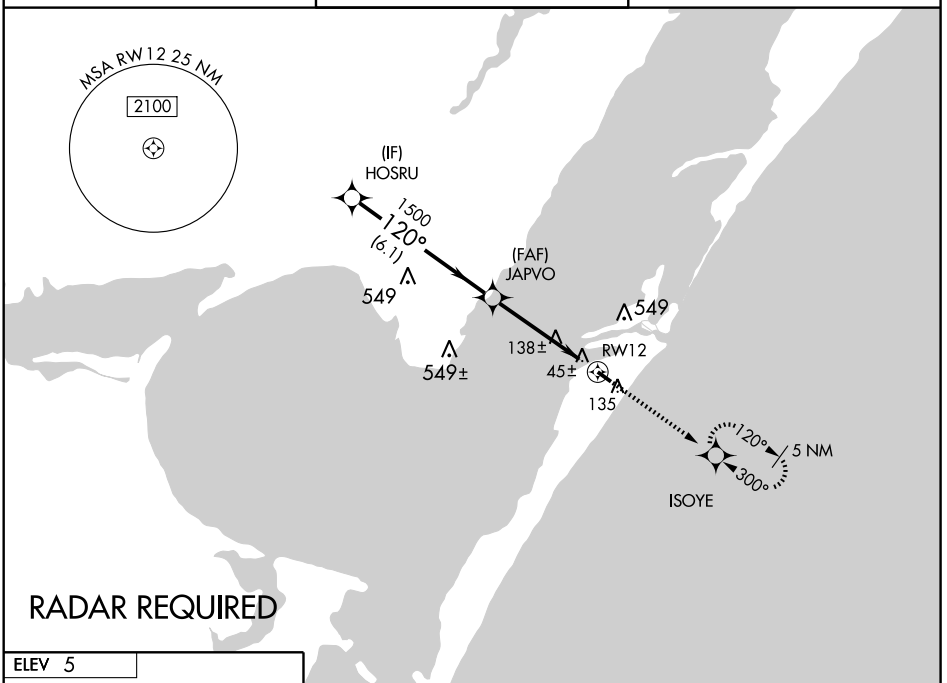
RNAV (GPS) RWY 12

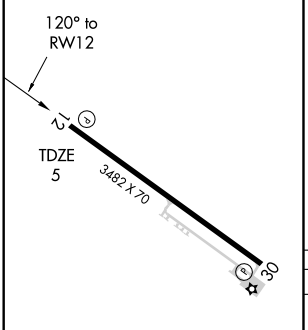
PORT ARANSAS/MUSTANG BEACH (RAS)

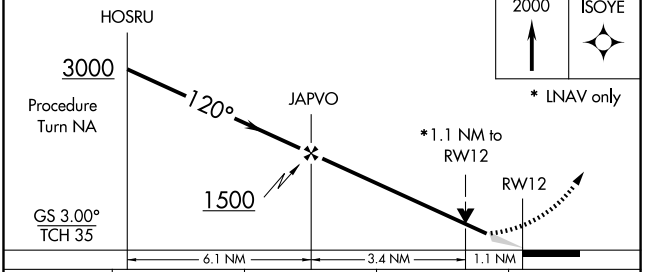
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9







CATEGORY	A	B	C	D
LPV DA	276-1	271 (300-1)	NA	
LNAV/VNAV DA	435-1½	430 (500-1½)	NA	
LNAV MDA	400-1	395 (400-1)	NA	
CIRCLING	500-1½	495 (500-1½)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3482
CH 63000	300°	TDZE	5
W30A		Apt Elev	5

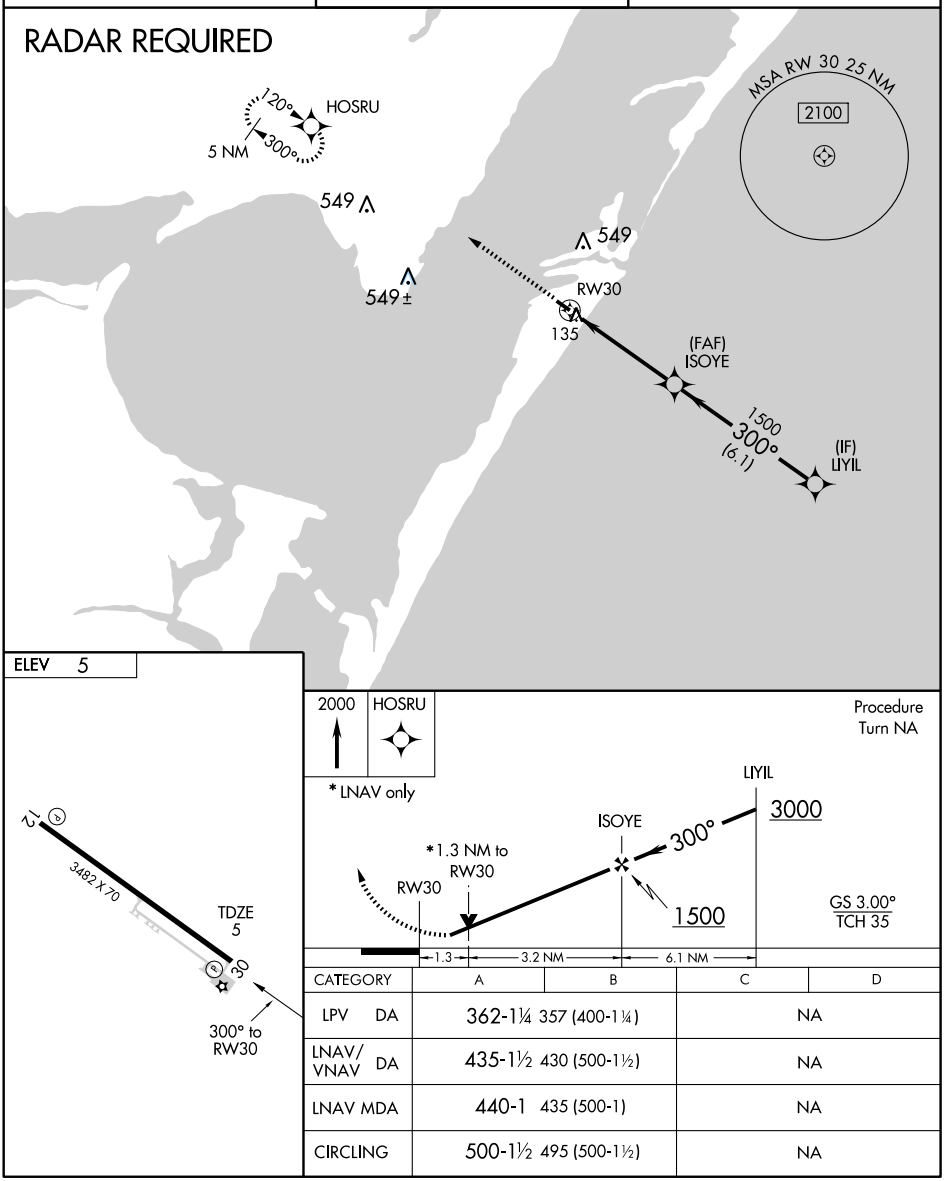
RNAV (GPS) RWY 30

PORT ARANSAS/MUSTANG BEACH (RAS)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HOSRU and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9



CATEGORY	A	B	C	D
LPV DA	362-1¼ 357 (400-1¼)		NA	
LNAV/VNAV DA	435-1½ 430 (500-1½)		NA	
LNAV MDA	440-1 435 (500-1)		NA	
CIRCLING	500-1½ 495 (500-1½)		NA	

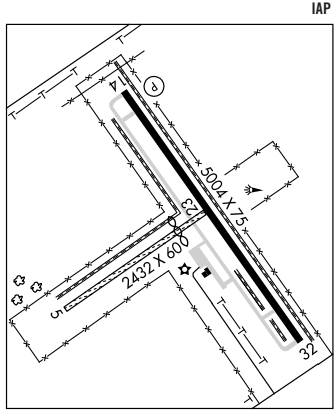
PORT ISABEL–CAMERON CO (PIL) 10 W UTC−6(−5DT) N26°09.97′ W97°20.75′ **BROWNSVILLE**
19 B S4 **FUEL** 100LL, JET A TPA—819(800) NOTAM FILE PIL **H–7C, L–20H, 21A**
RWY 13–31: H8001X200 (ASPH–CONC) S–105, D–135, 2D–230 MIRL **IAP**
RWY 13: REIL. PAPI(P2L)—GA 2.0° TCH 28′. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
RWY 08–26: H5317X150 (CONC) S–50, D–60, 2D–110
RWY 26: Trees.
RWY 03–21: H5000X150 (ASPH–CONC) S–30, D–45, 2D–90
RWY 03: Brush. **RWY 21:** Tree.
RWY 17–35: H4200X150 (CONC) S–30, D–45, 2D–90
RWY 35: Tower.
AIRPORT REMARKS: Attended 1400–2300Z‡. Parachute Jumping. Rwy 03–21 pavement has heavy grass encroachment. Rwy 17–35 has grass encroachment. Rwy 08–26 has rough pavement. PAEW adjacent Rwy 13–31 during daylight hrs. No position holding markings on numerous twys apchng rwy intersections. Loose gravel/pavement at intersection of Rwy 13 and northeast twy connecting Rwy 13 and Rwy 21.
WEATHER DATA SOURCES: ASOS 118.525 (956) 233–5740.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **VALLEY APP/DEP CON** 119.5 **CLNC DEL** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BRO.
BROWNSVILLE (H) VORTACW 116.3 BRO Chan 110 N25°55.44′ W97°22.52′ 357° 14.6 NM to fld. 10/9E.

PORTLAND

HUNT (9R5) 2 NW UTC−6(−5DT) N27°53.27′ W97°21.27′ **BROWNSVILLE**
40 NOTAM FILE SJT
RWY 14L–32R: H2650X20 (ASPH) S–9
RWY 14L: P-line. Rgt tfc.
RWY 14R–32L: 1400X60 (TURF–GRVL)
RWY 14R: Rgt tfc. **RWY 32L:** Bldg.
AIRPORT REMARKS: Attended dawn–dusk. Rwy 14R–32L CLOSED indef. Noise abatement procedures in effect. Call arpt manager at 361–643–3950. Rwy 14L–32R has severe grass encroachment on rwy and pot holes along centerline. Rwy 14R–32L heavy rutting along entire rwy length. Rwy 14L–32R limited line of sight between thlds; southern 600′ of rwy drops off approximately 8′.
COMMUNICATIONS: CTAF 122.9

PORT LAVACA

CALHOUN CO (PKV) 3 NW UTC−6(−5DT) N28°39.20′ W96°40.96′ **HOUSTON**
32 B S4 **FUEL** 100LL, JET A TPA—832(800) NOTAM FILE PKV **H–7C, L–20I, 21A, GOMW**
RWY 14–32: H5004X75 (ASPH) S–26 MIRL **IAP**
RWY 14: PAPI(P4L)—GA 4.0° TCH 53′. Road.
RWY 32: Brush. Rgt tfc.
RWY 05–23: 2432X60 (TURF)
RWY 05: Tree. **RWY 23:** Thld dsplcd 428′.
AIRPORT REMARKS: Attended 1400–2300Z‡. 100LL avbl 24 hrs self serve. For JET A after hrs call 361–746–0864. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (361) 552–3060.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PSX.
PALACIOS (H) VORTACW 117.3 PSX Chan 120 N28°45.87′ W96°18.37′ 244° 20.9 NM to fld. 6/8E. **HIWAS.**



WAAS	APP CRS	Rwy Idg 8001
CH 53708	130°	TDZE 18
W13A		Apt Elev 19

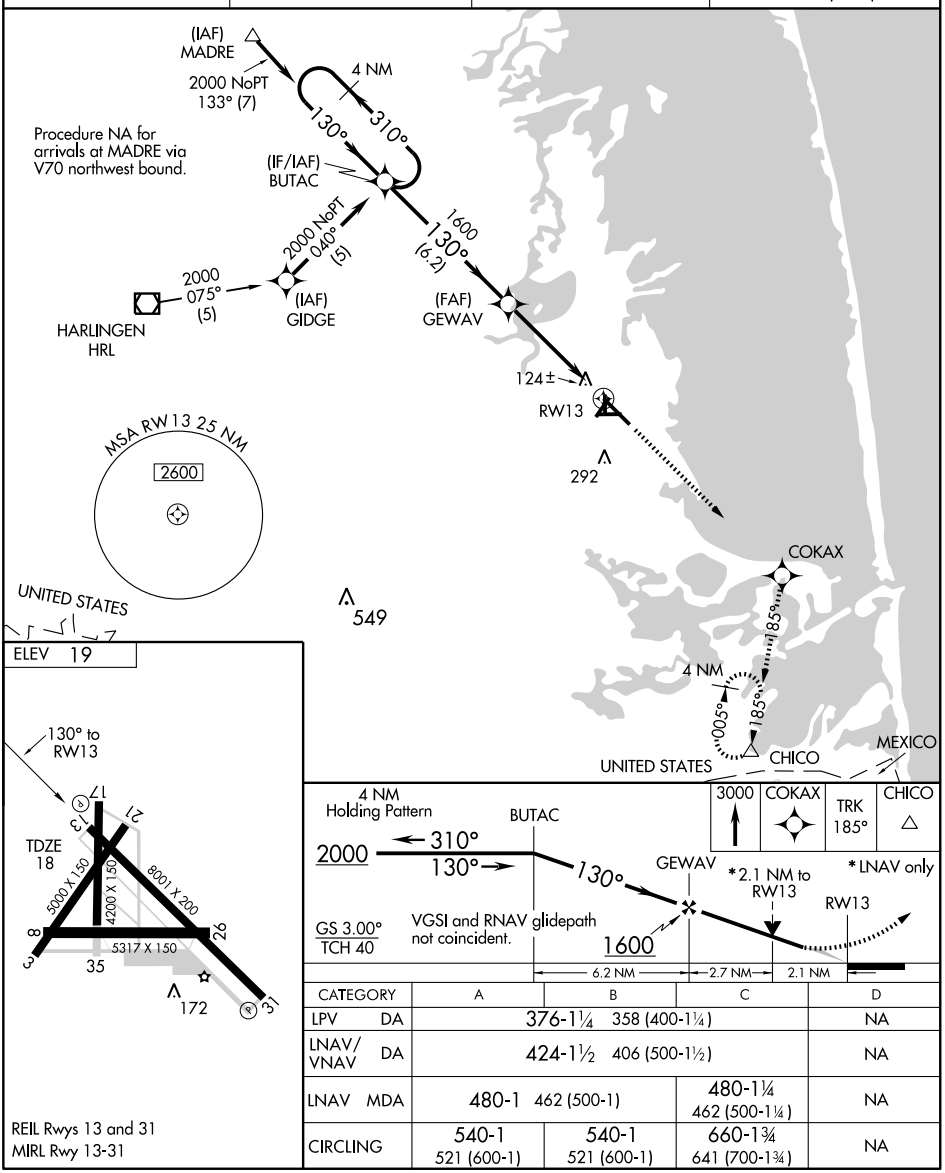
RNAV (GPS) RWY 13

PORT ISABEL-CAMERON COUNTY (PIL)

Baro-VNAV NA when using Brownsville altimeter setting . For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Brownsville altimeter setting. When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	376-1¼ 358 (400-1¼)			NA
LNAV/VNAV DA	424-1½ 406 (500-1½)			NA
LNAV MDA	480-1 462 (500-1)		480-1¼ 462 (500-1¼)	NA
CIRCLING	540-1 521 (600-1)	540-1 521 (600-1)	660-1¾ 641 (700-1¾)	NA

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BRO 116.3 Chan 110	APP CRS 357°	Rwy Idg N/A TDZE N/A Apt Elev 19

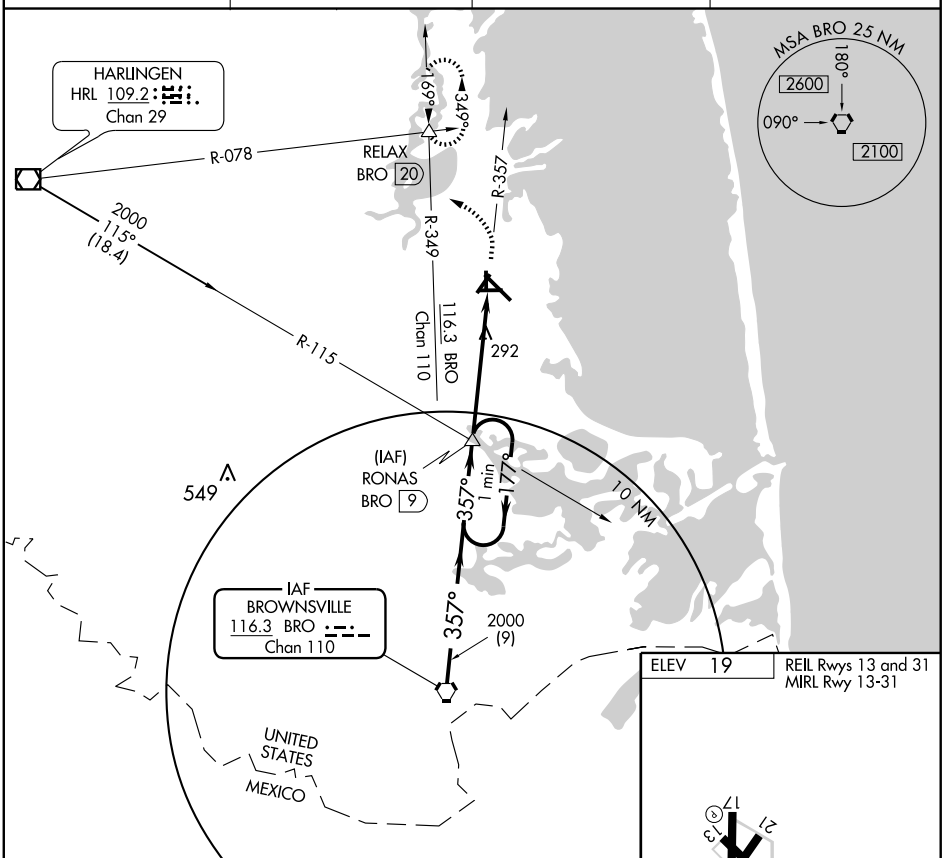
VOR-A

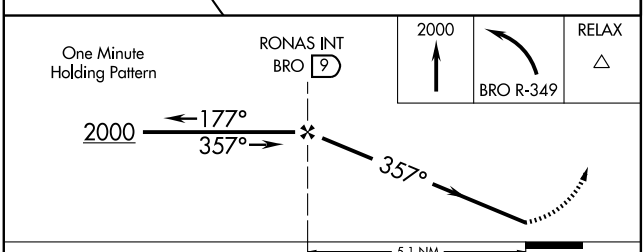
PORT ISABEL-CAMERON COUNTY (PIL)

NA

MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX Int/BRO 20 DME and hold.

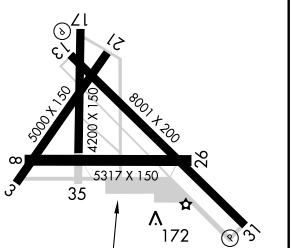
ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





ELEV 19

REIL Rwys 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	600-1 581 (600-1)		660-1¾ 641 (700-1¾)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BRO 116.3 Chan 110	APP CRS 176°	Rwy Idg N/A TDZE N/A Apt Elev 19

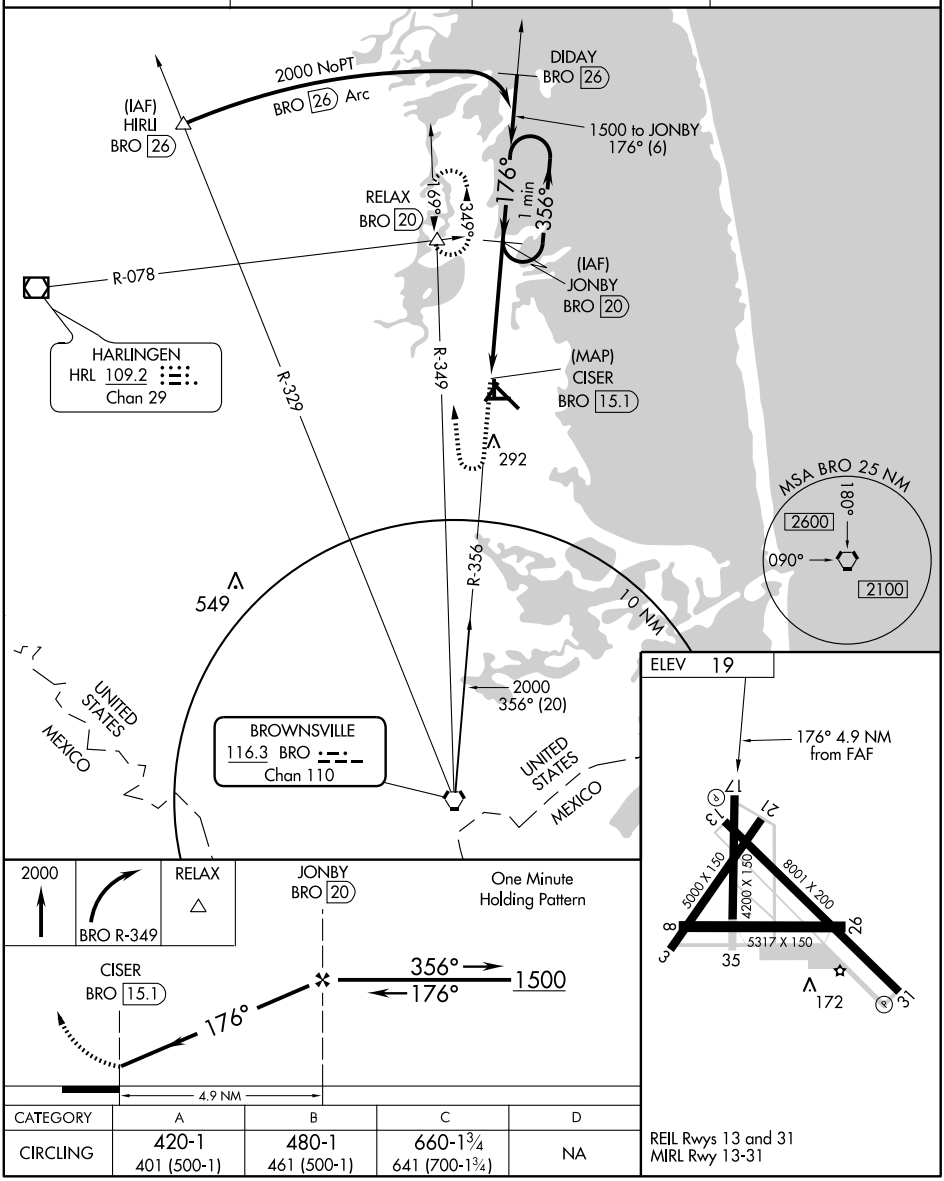
VOR/DME-B

PORT ISABEL-CAMERON COUNTY (PIL)

NA

MISSED APPROACH: Climb to 2000 then right turn via BRO R-349 to RELAX Int/BRO 20 DME and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	420-1 401 (500-1)	480-1 461 (500-1)	660-1¾ 641 (700-1¾)	NA

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

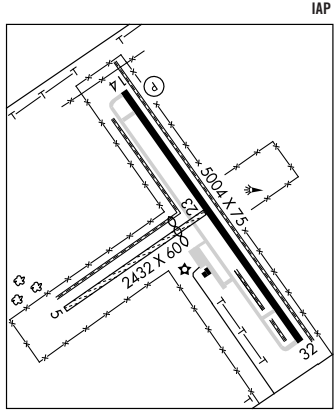
PORT ISABEL–CAMERON CO (PIL) 10 W UTC−6(−5DT) N26°09.97′ W97°20.75′ **BROWNSVILLE**
19 B S4 **FUEL** 100LL, JET A TPA—819(800) NOTAM FILE PIL **H–7C, L–20H, 21A**
RWY 13–31: H8001X200 (ASPH–CONC) S–105, D–135, 2D–230 MIRL **IAP**
RWY 13: REIL. PAPI(P2L)—GA 2.0° TCH 28′. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
RWY 08–26: H5317X150 (CONC) S–50, D–60, 2D–110
RWY 26: Trees.
RWY 03–21: H5000X150 (ASPH–CONC) S–30, D–45, 2D–90
RWY 03: Brush. **RWY 21:** Tree.
RWY 17–35: H4200X150 (CONC) S–30, D–45, 2D–90
RWY 35: Tower.
AIRPORT REMARKS: Attended 1400–2300Z‡. Parachute Jumping. Rwy 03–21 pavement has heavy grass encroachment. Rwy 17–35 has grass encroachment. Rwy 08–26 has rough pavement. PAEW adjacent Rwy 13–31 during daylight hrs. No position holding markings on numerous twys apchng rwy intersections. Loose gravel/pavement at intersection of Rwy 13 and northeast twy connecting Rwy 13 and Rwy 21.
WEATHER DATA SOURCES: ASOS 118.525 (956) 233–5740.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **VALLEY APP/DEP CON** 119.5 **CLNC DEL** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BRO.
BROWNSVILLE (H) VORTACW 116.3 BRO Chan 110 N25°55.44′ W97°22.52′ 357° 14.6 NM to fld. 10/9E.

PORTLAND

HUNT (9R5) 2 NW UTC−6(−5DT) N27°53.27′ W97°21.27′ **BROWNSVILLE**
40 NOTAM FILE SJT
RWY 14L–32R: H2650X20 (ASPH) S–9
RWY 14L: P-line. Rgt tfc.
RWY 14R–32L: 1400X60 (TURF–GRVL)
RWY 14R: Rgt tfc. **RWY 32L:** Bldg.
AIRPORT REMARKS: Attended dawn–dusk. Rwy 14R–32L CLOSED indef. Noise abatement procedures in effect. Call arpt manager at 361–643–3950. Rwy 14L–32R has severe grass encroachment on rwy and pot holes along centerline. Rwy 14R–32L heavy rutting along entire rwy length. Rwy 14L–32R limited line of sight between thlds; southern 600′ of rwy drops off approximately 8′.
COMMUNICATIONS: CTAF 122.9

PORT LAVACA

CALHOUN CO (PKV) 3 NW UTC−6(−5DT) N28°39.20′ W96°40.96′ **HOUSTON**
32 B S4 **FUEL** 100LL, JET A TPA—832(800) NOTAM FILE PKV **H–7C, L–20I, 21A, GOMW**
RWY 14–32: H5004X75 (ASPH) S–26 MIRL **IAP**
RWY 14: PAPI(P4L)—GA 4.0° TCH 53′. Road.
RWY 32: Brush. Rgt tfc.
RWY 05–23: 2432X60 (TURF)
RWY 05: Tree. **RWY 23:** Thld dsplcd 428′.
AIRPORT REMARKS: Attended 1400–2300Z‡. 100LL avbl 24 hrs self serve. For JET A after hrs call 361–746–0864. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (361) 552–3060.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOUSTON CENTER APP/DEP CON 128.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PSX.
PALACIOS (H) VORTACW 117.3 PSX Chan 120 N28°45.87′ W96°18.37′ 244° 20.9 NM to fld. 6/8E. **HIWAS.**



APP CRS	Rwy ldg	5004
139°	TDZE	30
	Apt Elev	30

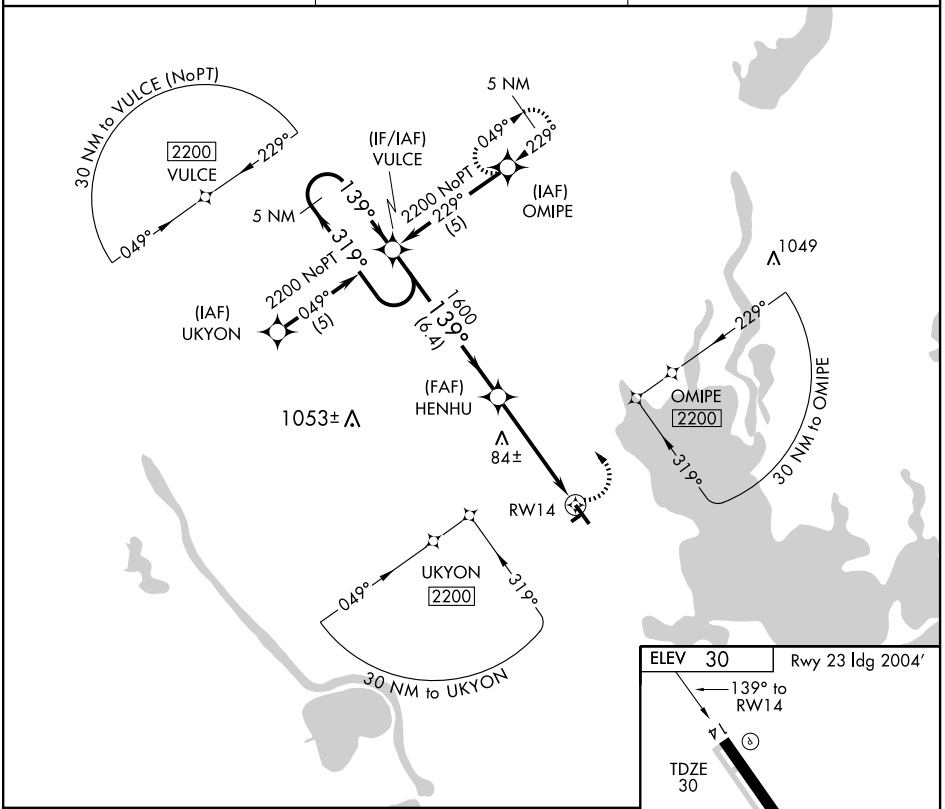
RNAV (GPS) RWY 14

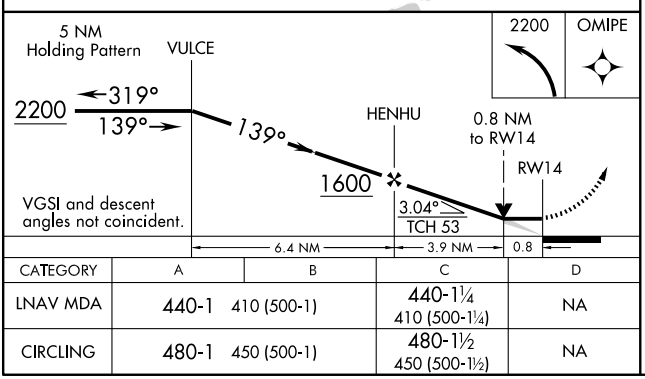
PORT LAVACA/CALHOUN COUNTY (PKV)

⚠ If local altimeter setting not received, use Victoria Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Victoria Rgnl altimeter setting. DME/DME RNP-0.3 NA.

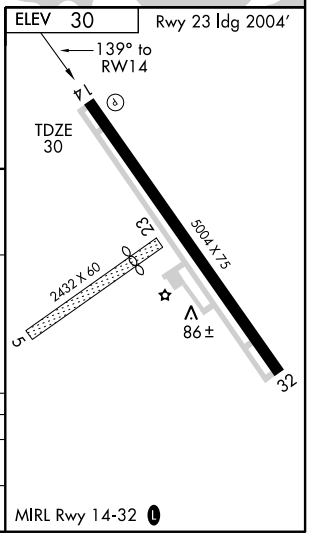
MISSED APPROACH: Climbing left turn to 2200 direct OMIPE and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	410 (500-1)	440-1¼ 410 (500-1¼)	NA
CIRCLING	480-1	450 (500-1)	480-1½ 450 (500-1½)	NA



SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VORTAC PSX	APP CRS	Rwy ldg	N/A
117.3	244°	TDZE	N/A
Chan 120		Apt Elev	30

AL-5904 (FAA)

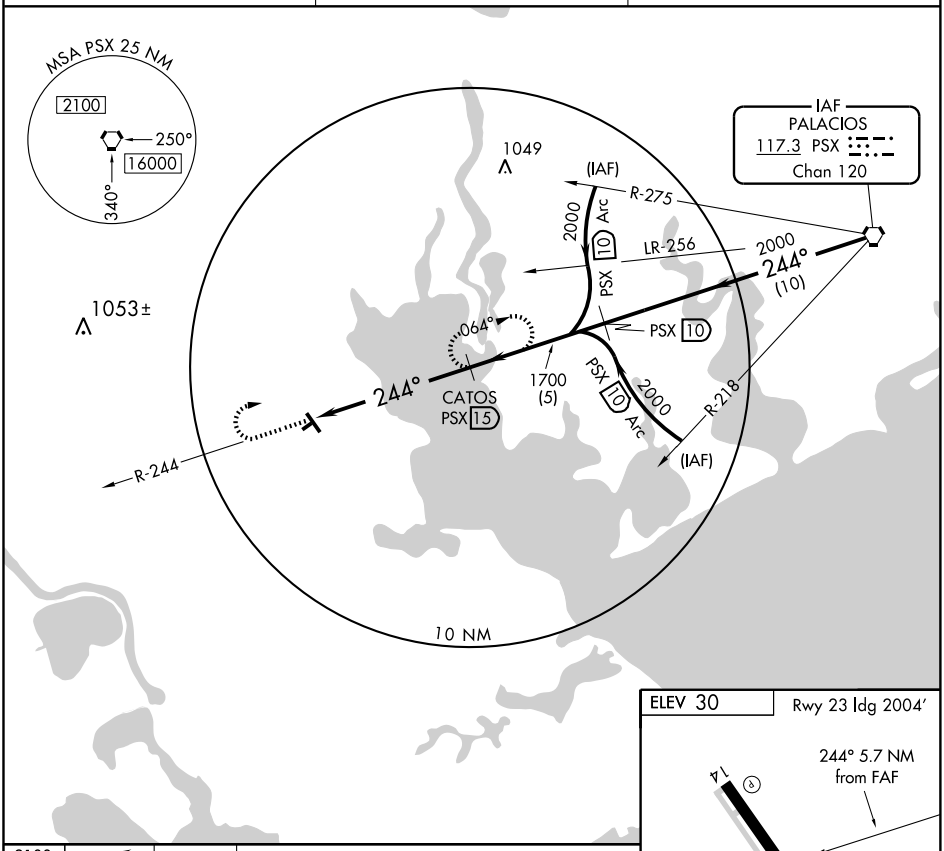
VOR/DME-A

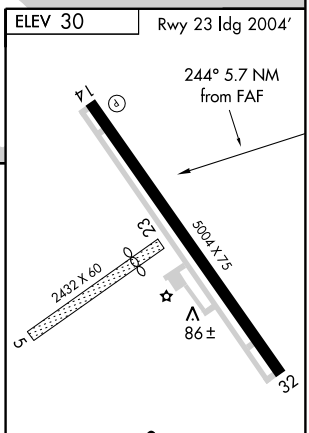
PORT LAVACA/CALHOUN COUNTY (PKV)

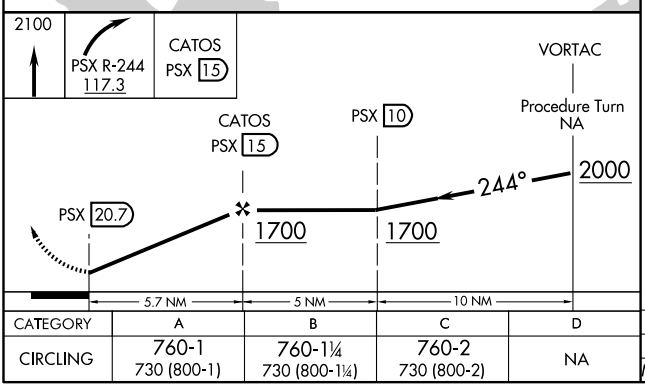
NA Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then right turn via PSX VORTAC R-244 to CATOS/PSX 15 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760-1 730 (800-1)	760-1¼ 730 (800-1¼)	760-2 730 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

ROANOKE

NORTHWEST RGNL (52F) 3 NW UTC−6(−5DT) N33°02.99′ W97°13.93′ **DALLAS–FT. WORTH**
643 B S4 **FUEL** 100LL NOTAM FILE FTW **COPTER**
RWY 17–35: H3500X40 (ASPH) S–8 MIRL **L–17C, A**
RWY 17: VASI(V2R)—GA 4.5°. Thld dsplcd 400′. Hill. **RWY 35:** VASI(V2L)—GA 5.25° Thld dsplcd 320′. Trees.
AIRPORT REMARKS: Attended irregularly. Self serve fuel avbl. Pilots are requested to call 817–430–1905 30 minutes prior to arrival for field conditions. Due to rwy width and heavy local traffic, pilots are advised to ctc arpt prior to landing. Landing fee for non-based acft. Non–based flight schools must obtain written prior permission. The following operations are prohibited: ultralights, powered parachutes, sailplanes, gliders, auto–gyros, skydiving, AG–operations, balloons, airships and non–certified acft. Rwy 17 rwy numbers shorter and narrower than std. NSTD dsplcd thld only 1′ bar. Dsplcd thld markings yellow. Rwy 35 rwy numbers shorter and narrower than std. NSTD dsplcd thld only 1′ bar no arrows. Dsplcd thld markings yellow.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DFW.
RANGER (H) VORTACW 115.7 FUZ Chan 104 N32°53.37′ W97°10.77′ 339° 10 NM to fld. 637/6E.

ROBERT GRAY AAF (See FORT HOOD/KILLEEN)

ROBERT LEE (54F) 3 SW UTC−6(−5DT) N31°52.91′ W100°32.42′ **SAN ANTONIO**
1922 B NOTAM FILE SJT **L–19B**
RWY 17–35: H4450X50 (ASPH) S–12.5 MIRL
RWY 17: Brush. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Loose gravel on runway, taxiway and apron. Rotating bcn OTS indef. Rwy 17–35 pilot control lighting OTS indef. ACTIVATE MIRL Rwy 17–35—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 342° 30.7 NM to fld. 1890/10E.

ROBERT R. WELLS JR (See COLUMBUS)

ROBINSON N31°30.23′ W97°04.18′ NOTAM FILE FTW. **SAN ANTONIO**
NDB (MHW) 400 ROB 351° 8.0 NM to Tstc–Waco. **L–19D, 21A, A**

ROBSTOWN

NUECES CO (RBO) 2 SW UTC−6(−5DT) N27°46.71′ W97°41.43′ **BROWNSVILLE**
79 B S2 **FUEL** 100LL NOTAM FILE RBO **L–20H, 21A, GOMW**
RWY 13–31: H3700X75 (ASPH) S–11 MIRL **IAP**
RWY 13: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–1800Z‡, Mon–Fri 1900–2300Z‡. Fuel avbl 24 hrs with major credit card. 1049′ MSL towers 3 NM east of arpt. MIRL Rwy 13–31 preset low ints to increase ints ACTIVATE—122.8.
WEATHER DATA SOURCES: AWOS–3 118.175. (361) 767–1982.
COMMUNICATIONS: CTAF 122.9
Ⓡ **KINGSVILLE APP CON** 119.9 (Mon–Thu 1330–0530Z‡, Fri 1330–2330Z‡, clsd Sat, Sun and holidays by NOTAM) other times ctc
Ⓡ **HOUSTON CENTER APP CON** 128.15
Ⓡ **CORPUS DEP CON** 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 231° 15.1 NM to fld. 60/9E.
HIWAS.

ROCKDALE

H H COFFIELD RGNL (RCK) 2 SE UTC−6(−5DT) N30°37.90′ W96°59.38′ **HOUSTON**
474 B **FUEL** 100LL NOTAM FILE CXO **L–19D, 21A**
RWY 17–35: H3084X50 (ASPH) LIRL (NSTD)
RWY 17: Road. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. For fuel call 512–446–2511 after 2300Z‡ and weekends call 512–446–3436. +40′ antenna on hangar E side of rwy. Rwy 17 numbers NSTD 48′ tall. Rwy 35 numbers NSTD 48′ tall. Rwy 17–35 NSTD LIRL due to spacing. Rotating bcn OTS indef. Rwy 17–35 LIRL OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TPL.
TEMPLE (L) VOR/DME 110.4 TPL Chan 41 N31°12.56′ W97°25.50′ 138° 41.2 NM to fld. 710/9E.

APP CRS	Rwy Idg	3700
129°	TDZE	79
	Apt Elev	79

GPS RWY 13

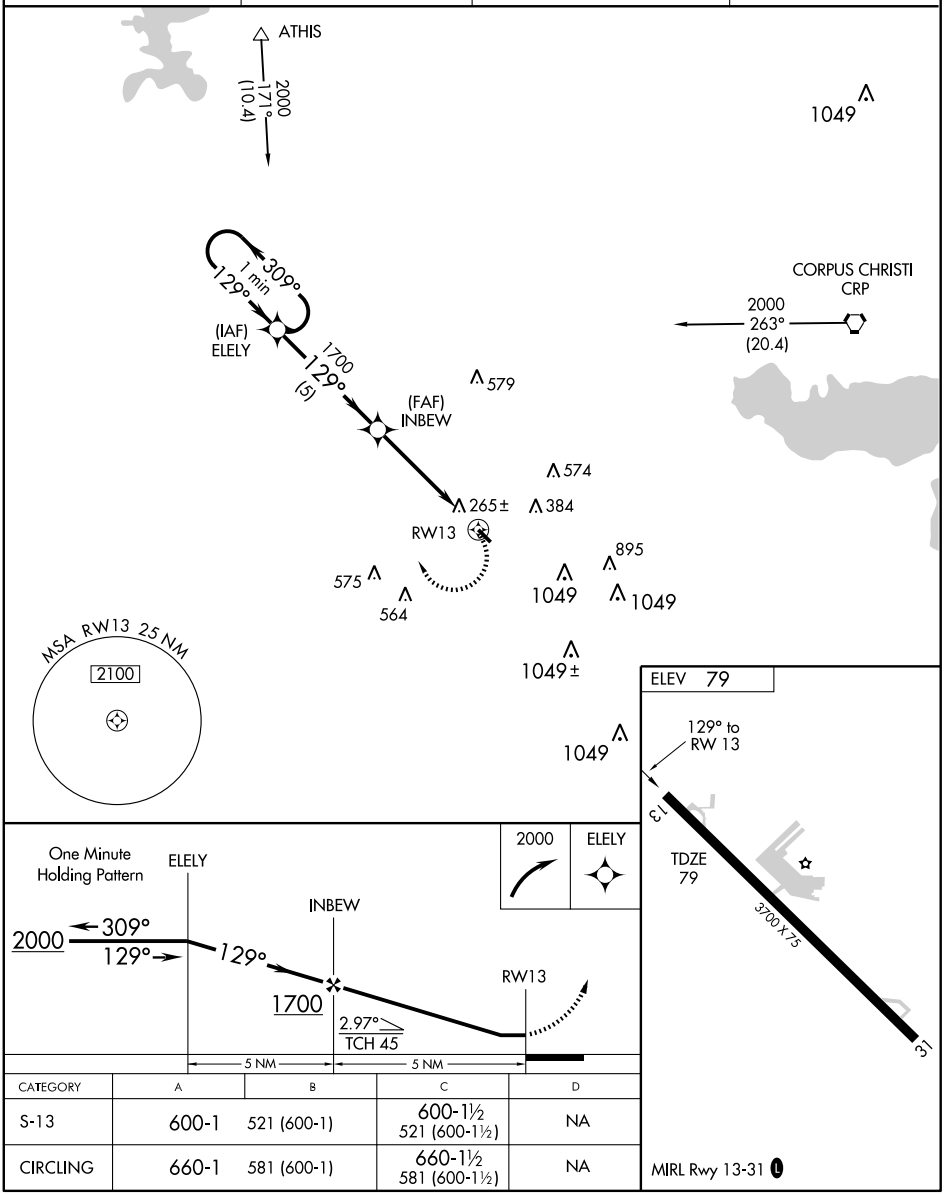
ROBSTOWN/NUECES COUNTY (RBO)

Use Corpus Christi altimeter setting.
Circling not authorized northeast of Rwy 13-31.

NA

MISSED APPROACH: Climbing right turn to 2000 direct ELELY and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	



CATEGORY	A	B	C	D
S-13	600-1	521 (600-1)	600-1½ 521 (600-1½)	NA
CIRCLING	660-1	581 (600-1)	660-1½ 581 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CRP 115.5 Chan 102	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 79

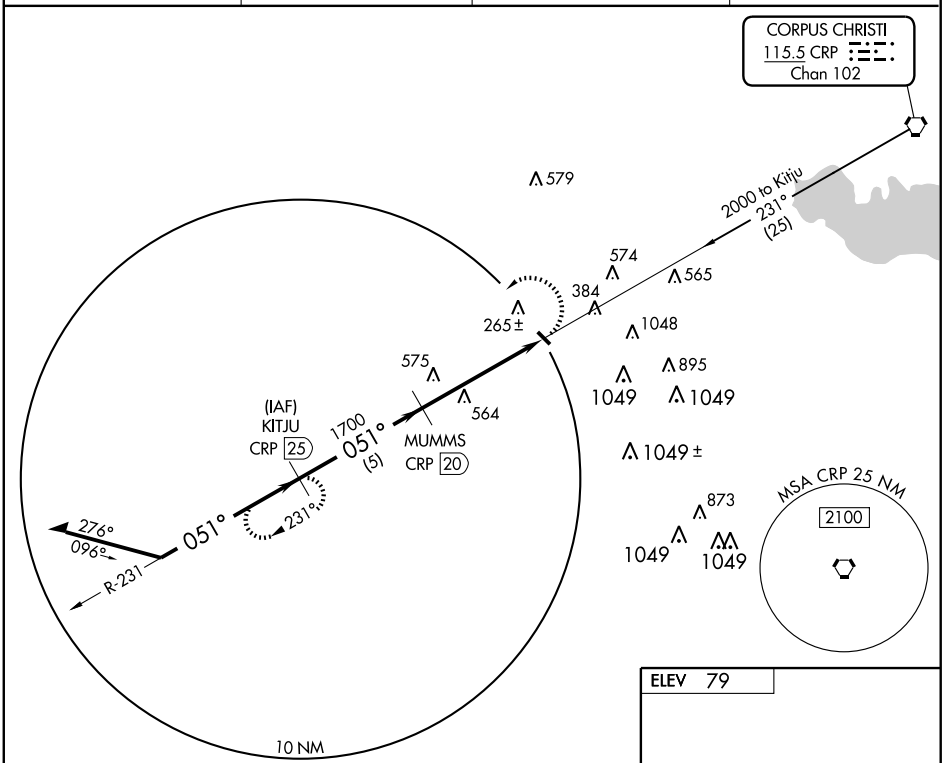
VOR/DME-A

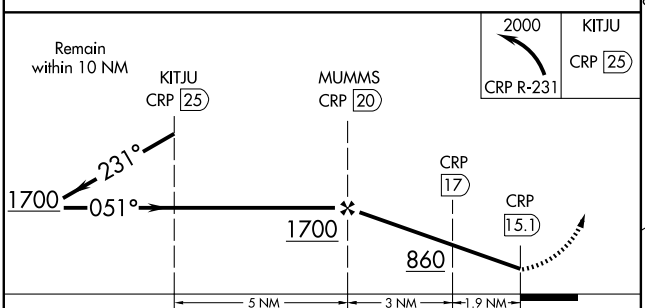
ROBSTOWN/NUECES COUNTY (RBO)

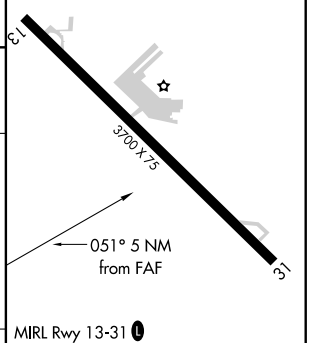
Use Corpus Christi altimeter setting.
NA Circling not authorized northeast of Rwy 13-31

MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	







CATEGORY	A	B	C	D
CIRCLING	660-1	581 (600-1)	NA	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

ROCKPORT

ARANSAS CO (RKP) 4 N UTC−6(−5DT) N28°05.17′ W97°02.62′ — SAN ANTONIO

24 B S4 **FUEL** 100LL, JET A NOTAM FILE RKP — H–7C, L–20I, 21A, GOMW

RWY 14–32: H5608X100 (ASPH) S–45, D–80, 2S–101, 2D–140 MIRL — IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 35.′

RWY 32: PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 565′. P-line. Rgt tfc.

RWY 18–36: H4498X100 (ASPH) S–45, D–80, 2S–101, 2D–140 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 38′. Trees. Rgt tfc.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42′. Tree.

AIRPORT REMARKS: Attended 1330–0000Z‡. MIRL Rwy 14–32 preset low ints dusk–dawn to increase ints and ACTIVATE REIL Rwy 14—CTAF. MIRL Rwy 18–36 on low ints continuously.

WEATHER DATA SOURCES: ASOS 119.275 (361) 729–2372.

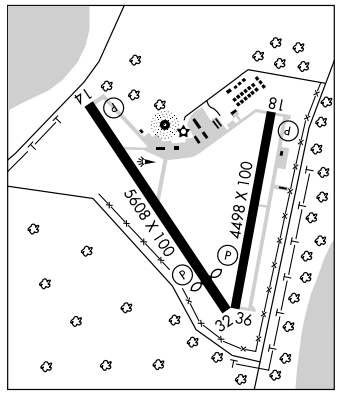
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **CORPUS APP/DEP CON** 120.9 **CLNC DEL** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.

CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 054° 23.9 NM to fld. 60/9E. **HIWAS.**

ROCKPORT NDB (MHW) 391 RKP N28°05.43′ W97°02.79′ at fld. NOTAM FILE RKP.



ROCKPORT N28°05.43′ W97°02.79′ NOTAM FILE RKP. — SAN ANTONIO

NDB (MHW) 391 RKP at Aransas Co. — L–20I, 21A, GOMW

ROCKSPRINGS

EDWARDS CO (ECU) 4 SE UTC−6(−5DT) N29°56.82′ W100°10.43′ — SAN ANTONIO

2372 B NOTAM FILE ECU — L–19B

RWY 14–32: H4050X50 (ASPH) S–13 MIRL — IAP

RWY 14: Thld dsplcd 278′. Trees. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. Nighttime operation dsplcd thld lights are set 288′ from Rwy 14 end.

WEATHER DATA SOURCES: AWOS–3 118.175 (830) 683–2425.

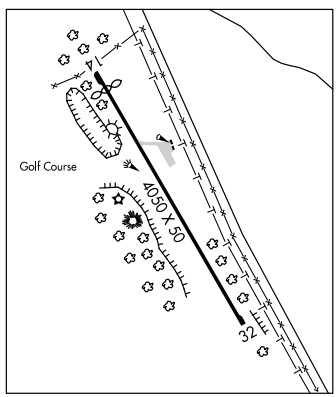
COMMUNICATIONS: CTAF 122.9

Ⓡ **DEL RIO APP/DEP CON** 119.6 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡, except holidays). Other hrs ctc

Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ECU.

ROCKSPRINGS (L) VORTAC 111.2 RSG Chan 49 N30°00.88′ W100°17.99′ 112° 7.7 NM to fld. 2310/10E. Unusable beyond 32 NM below 4500′.



ROCKSPRINGS N30°00.88′ W100°17.99′ NOTAM FILE ECU. — SAN ANTONIO

(L) VORTAC 111.2 RSG Chan 49 112° 7.7 NM to Edwards Co. 2310/10E. Unusable beyond 32 NM below 4,500′. — H–7B, L–19B

RCO 122.1R 111.2T (SAN ANGELO RADIO)

ROCKWALL

PHILLIPS FLYING RANCH (T48) 15 SE UTC−6(−5DT) N32°52.09′ W96°13.15′ — DALLAS–FT WORTH

500 NOTAM FILE FTW

RWY 13–31: 3344X50 (TURF-TRTD)

RWY 13: Thld dsplcd 335′. Trees. **RWY 31:** Thld dsplcd 336′.

AIRPORT REMARKS: Unattended. For arpt attendant call 972–563–3765. Watch for wildlife on rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

NDB RKP	APP CRS	Rwy Idg	5608
391	128°	TDZE	21
		Apt Elev	24

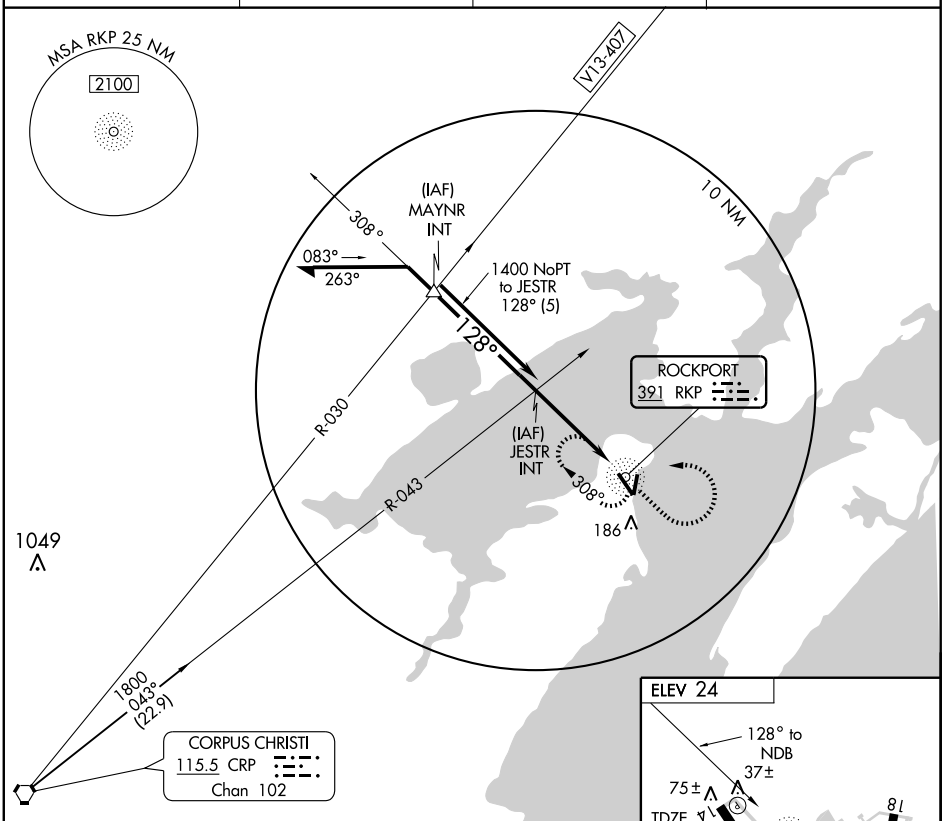
NDB RWY 14

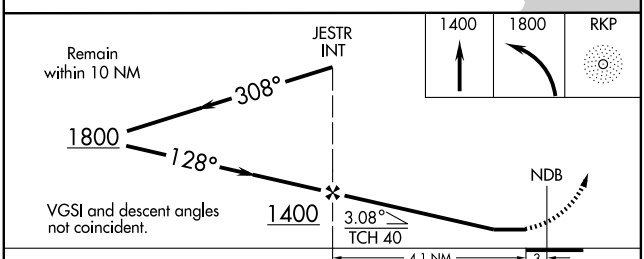
ROCKPORT/ARANSAS COUNTY (RKP)

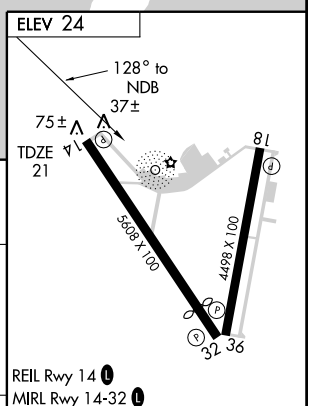
NA

MISSED APPROACH: Climb to 1400 then left climbing turn to 1800 direct RKP NDB and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-14	420-1 399 (400-1)			NA
CIRCLING	520-1 496 (500-1)		520-1½ 496 (500-1½)	NA

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5608
CH 53617	139°	TDZE	21
W14A		Apt Elev	24

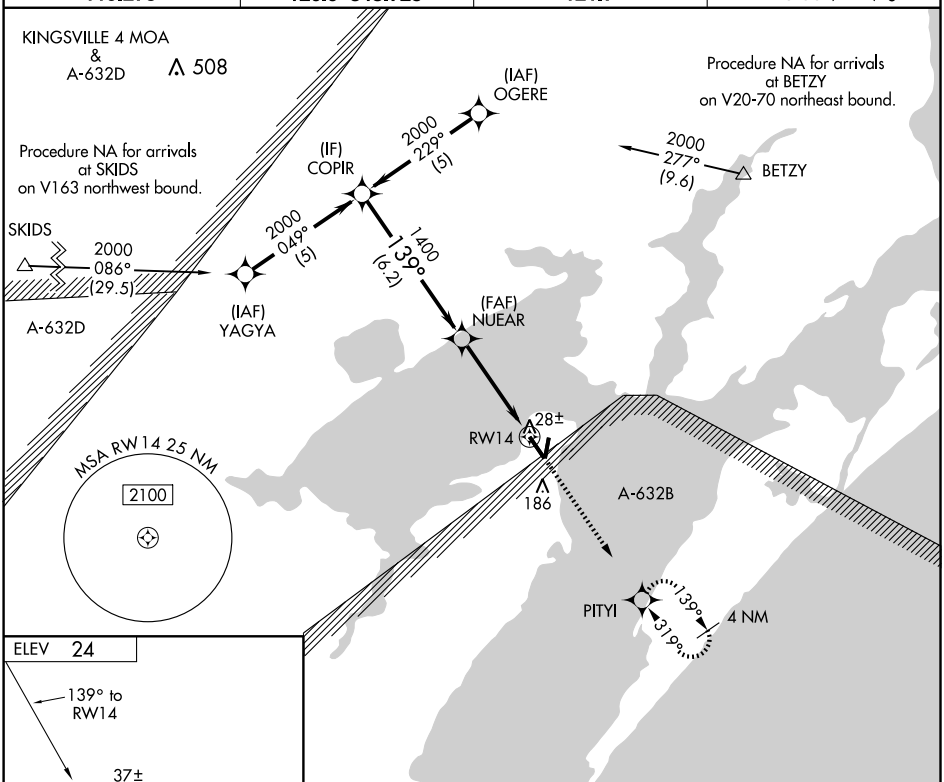
RNAV (GPS) RWY 14

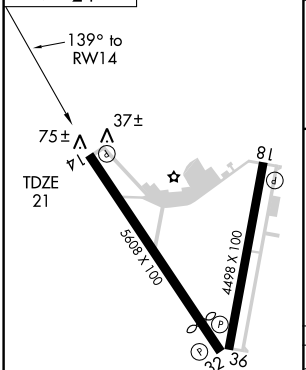
ROCKPORT/ARANSAS COUNTY (RKP)

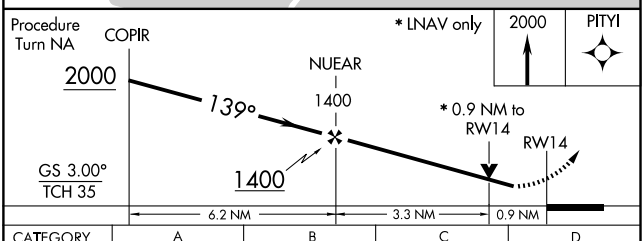
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct PITYI and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	271-1	250 (300-1)		NA
LNAV/VNAV DA	298-1	277 (300-1)		NA
LNAV MDA	320-1	299 (300-1)		NA
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg	4498
CH 50517	184°	TDZE	22
W18A		Apt Elev	24

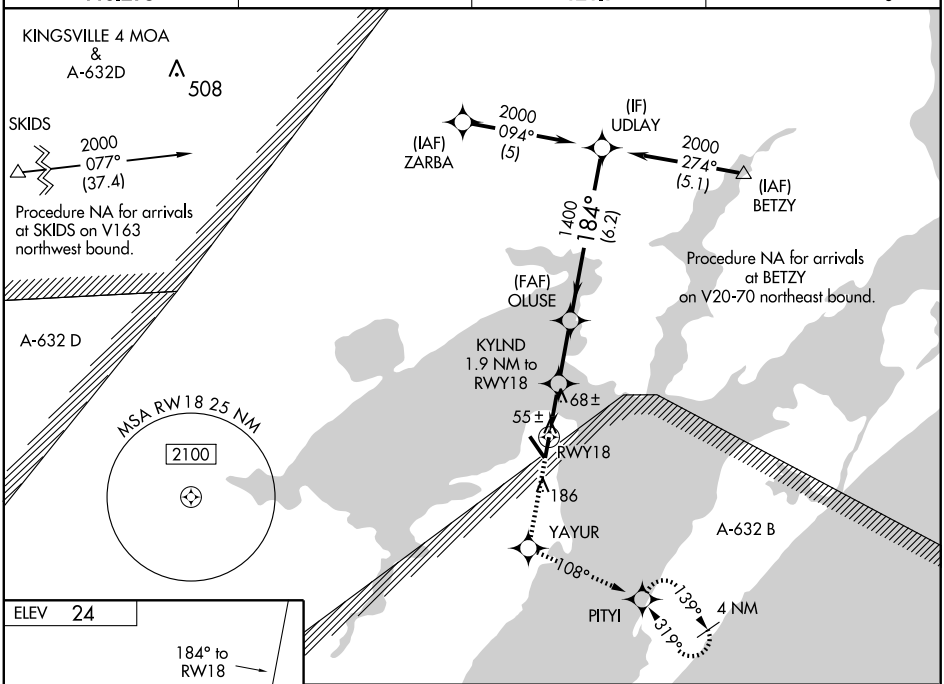
RNAV (GPS) RWY 18

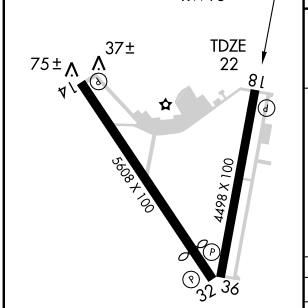
ROCKPORT/ARANSAS COUNTY (RKP)

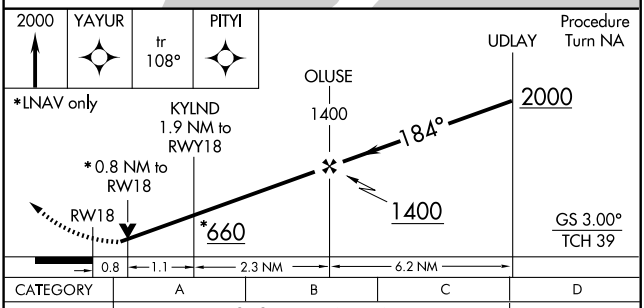
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct YAYUR and on track 108° to PITYI and hold, continue climb-in-hold to 2000.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF)







CATEGORY	A	B	C	D
LPV DA	272-1 250 (300-1)			NA
LNAV/VNAV DA	325-1 303 (400-1)			NA
LNAV MDA	320-1 298 (300-1)			NA
CIRCLING	500-1 476 (500-1)		500-1½ 476 (500-1½)	NA

REIL Rwy 14 (L)
MIRL Rwy 14-32 (L)
MIRL Rwy 18-36

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5608
CH 45917	319°	TDZE	24
W32A		Apt Elev	24

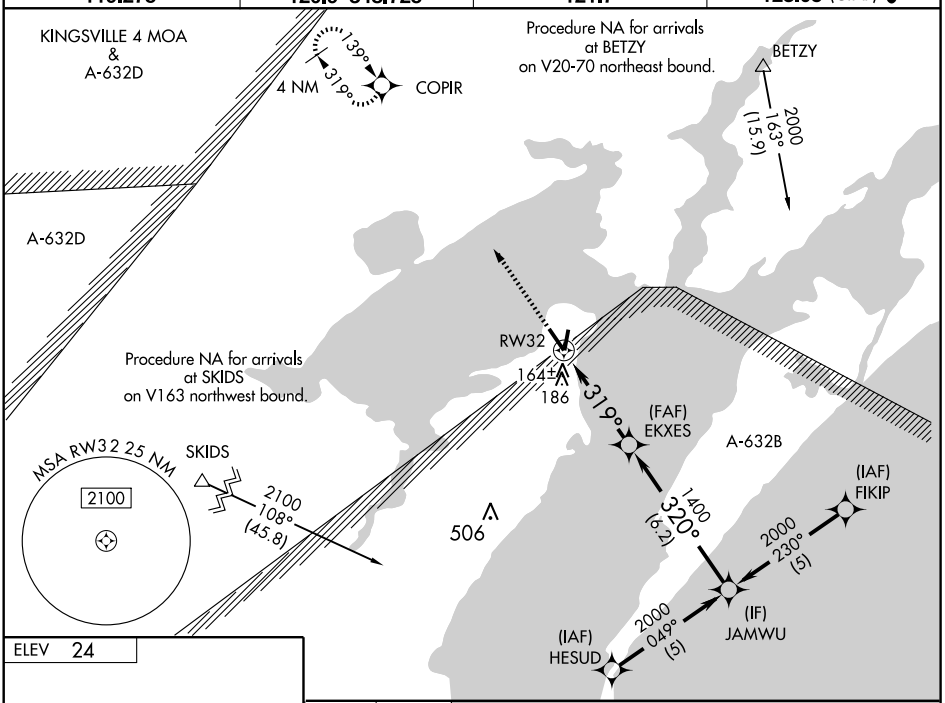
RNAV (GPS) RWY 32

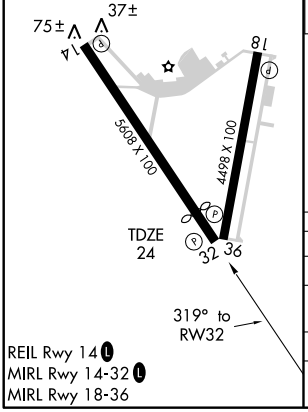
ROCKPORT/ARANSAS COUNTY (RKP)

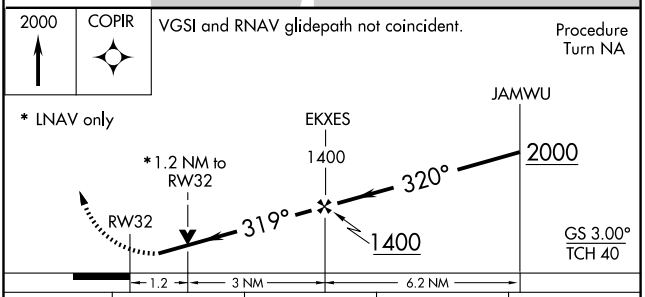
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct COPIR and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			NA
LNAV/VNAV DA	508-1¾ 484 (500-1¾)			NA
LNAV MDA	420-1 396 (400-1)			NA
CIRCLING	500-1 476 (500-1)		500-1½ 476 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4498
CH 61317	004°	TDZE	23
W36A		Apt Elev	24

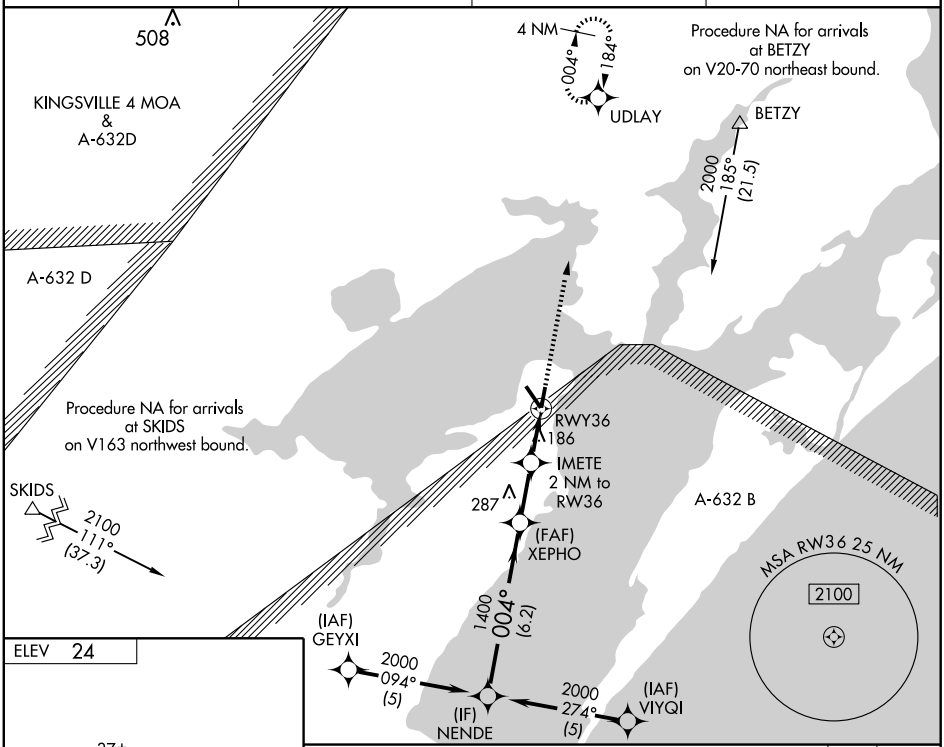
RNAV (GPS) RWY 36

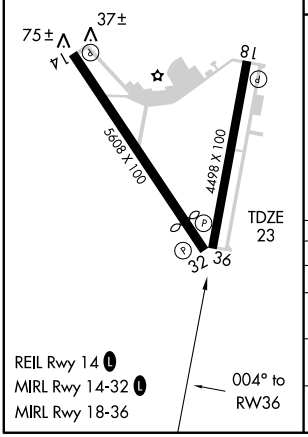
ROCKPORT/ARANSAS COUNTY (RKP)

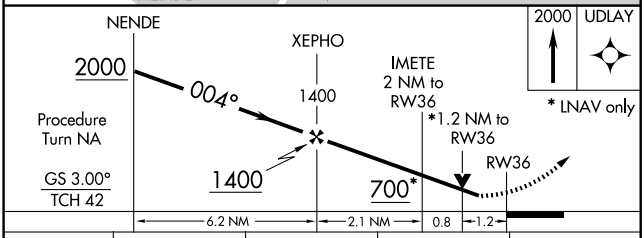
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct UDLAY and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	273-1	250 (300-1)		NA
LNAV/VNAV DA	498-1¾	475 (500-1¾)		NA
LNAV MDA	440-1	417 (500-1)	440-1¼ 417 (500-1¼)	NA
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

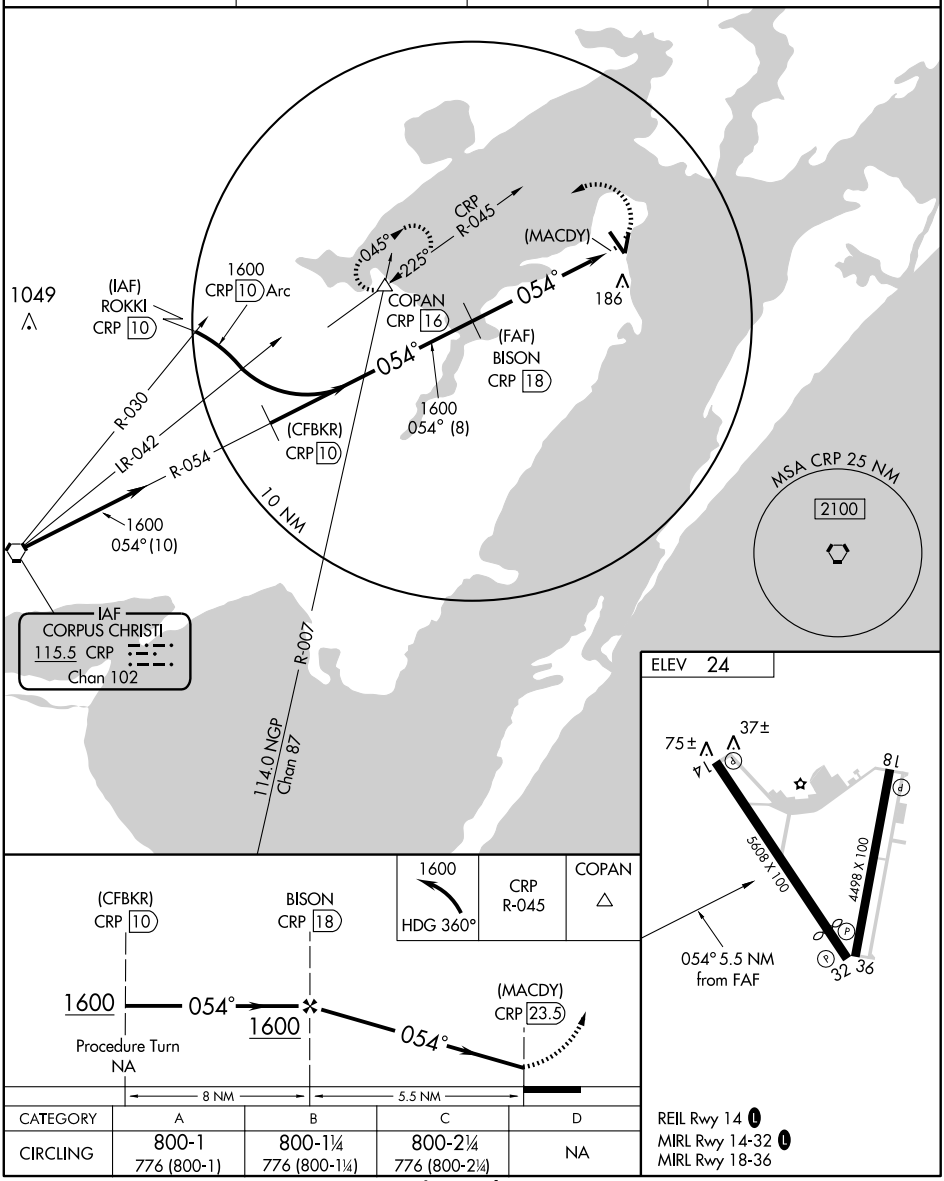
VORTAC CRP 115.5 Chan 102	APP CRS 054°	Rwy Idg N/A TDZE N/A Apt Elev 24

VOR/DME or TACAN-A

ROCKPORT/ ARANSAS COUNTY (RKP)

MISSED APPROACH: Climbing left turn to 1600 via heading 360° and CRP R-045 to COPAN Int/16 DME and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 776 (800-1)	800-1¼ 776 (800-1¼)	800-2¼ 776 (800-2¼)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ROCKPORT

ARANSAS CO (RKP) 4 N UTC−6(−5DT) N28°05.17′ W97°02.62′ — SAN ANTONIO

24 B S4 **FUEL** 100LL, JET A NOTAM FILE RKP — H–7C, L–20I, 21A, GOMW

RWY 14–32: H5608X100 (ASPH) S–45, D–80, 2S–101, 2D–140 MIRL — IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 35.′

RWY 32: PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 565′. P-line. Rgt tfc.

RWY 18–36: H4498X100 (ASPH) S–45, D–80, 2S–101, 2D–140 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 38′. Trees. Rgt tfc.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42′. Tree.

AIRPORT REMARKS: Attended 1330–0000Z‡. MIRL Rwy 14–32 preset low ints dusk–dawn to increase ints and ACTIVATE REIL Rwy 14—CTAF. MIRL Rwy 18–36 on low ints continuously.

WEATHER DATA SOURCES: ASOS 119.275 (361) 729–2372.

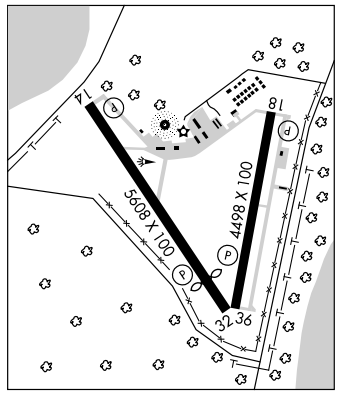
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **CORPUS APP/DEP CON** 120.9 **CLNC DEL** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.

CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 054° 23.9 NM to fld. 60/9E. **HIWAS.**

ROCKPORT NDB (MHW) 391 RKP N28°05.43′ W97°02.79′ at fld. NOTAM FILE RKP.



ROCKPORT N28°05.43′ W97°02.79′ NOTAM FILE RKP. — SAN ANTONIO

NDB (MHW) 391 RKP at Aransas Co. — L–20I, 21A, GOMW

ROCKSPRINGS

EDWARDS CO (ECU) 4 SE UTC−6(−5DT) N29°56.82′ W100°10.43′ — SAN ANTONIO

2372 B NOTAM FILE ECU — L–19B

RWY 14–32: H4050X50 (ASPH) S–13 MIRL — IAP

RWY 14: Thld dsplcd 278′. Trees. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. Nighttime operation dsplcd thld lights are set 288′ from Rwy 14 end.

WEATHER DATA SOURCES: AWOS–3 118.175 (830) 683–2425.

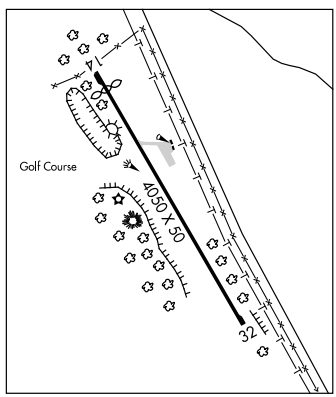
COMMUNICATIONS: CTAF 122.9

Ⓡ **DEL RIO APP/DEP CON** 119.6 (Mon–Fri 1300–0100Z‡, clsd Sat, Sun 2000–2300Z‡, except holidays). Other hrs ctc

Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ECU.

ROCKSPRINGS (L) VORTAC 111.2 RSG Chan 49 N30°00.88′ W100°17.99′ 112° 7.7 NM to fld. 2310/10E. Unusable beyond 32 NM below 4500′.



ROCKSPRINGS N30°00.88′ W100°17.99′ NOTAM FILE ECU. — SAN ANTONIO

(L) VORTAC 111.2 RSG Chan 49 112° 7.7 NM to Edwards Co. 2310/10E. Unusable beyond 32 NM below 4,500′. — H–7B, L–19B

RCO 122.1R 111.2T (SAN ANGELO RADIO)

ROCKWALL

PHILLIPS FLYING RANCH (T48) 15 SE UTC−6(−5DT) N32°52.09′ W96°13.15′ — DALLAS–FT WORTH

500 NOTAM FILE FTW

RWY 13–31: 3344X50 (TURF-TRTD)

RWY 13: Thld dsplcd 335′. Trees. **RWY 31:** Thld dsplcd 336′.

AIRPORT REMARKS: Unattended. For arpt attendant call 972–563–3765. Watch for wildlife on rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

RNAV (GPS) RWY 14

ROCKSPRINGS/ EDWARDS COUNTY (ECU)

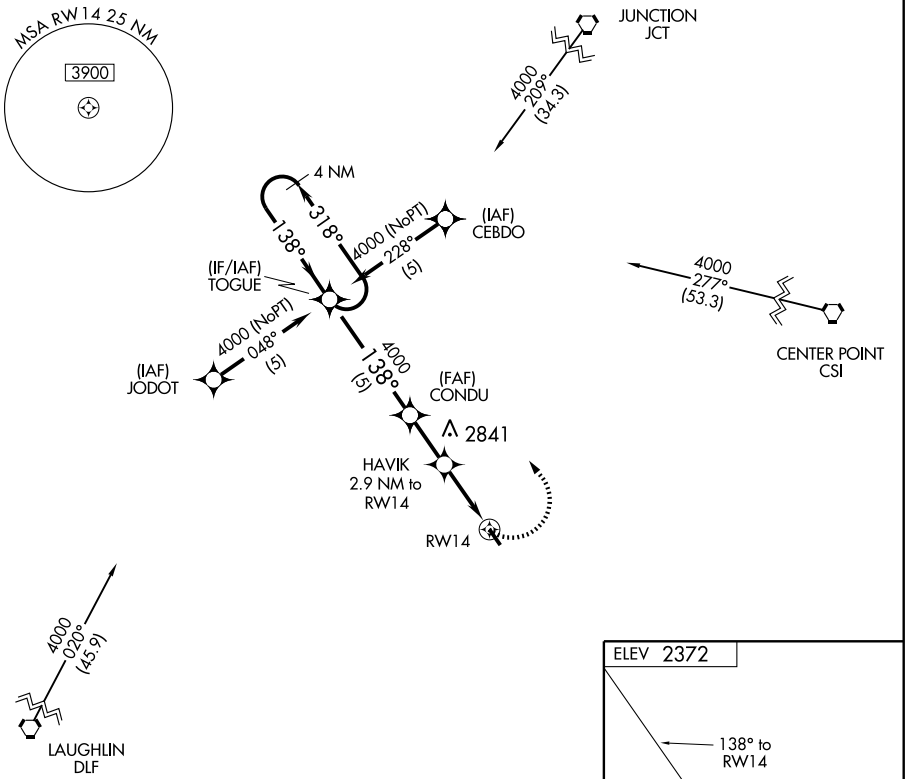
APP CRS	Rwy Idg	3772
138°	TDZE	2372
	Apt Elev	2372

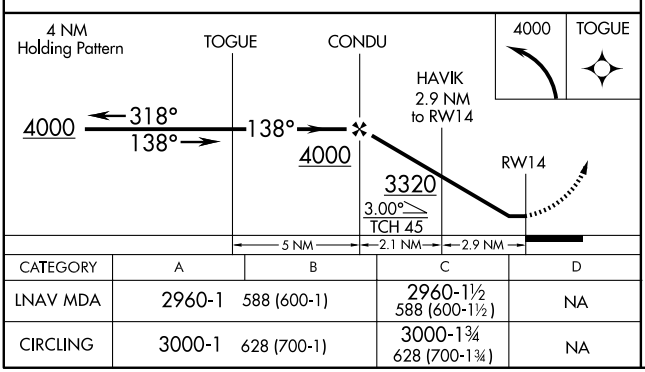
Use Kimble Co. altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

NA

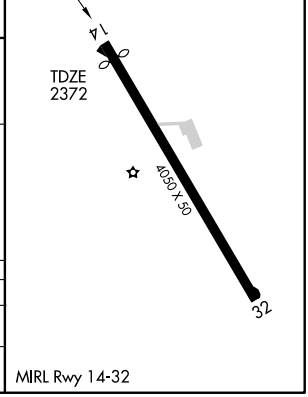
MISSED APPROACH: Climbing left turn to 4000 direct TOGUE and hold.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
LNAV MDA	2960-1	588 (600-1)	2960-1½ 588 (600-1½)	NA
CIRCLING	3000-1	628 (700-1)	3000-1¾ 628 (700-1¾)	NA



MIRL Rwy 14-32

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC RSG 111.2 Chan 49	APP CRS 111°	Rwy Idg 3772 TDZE 2372 Apt Elev 2372

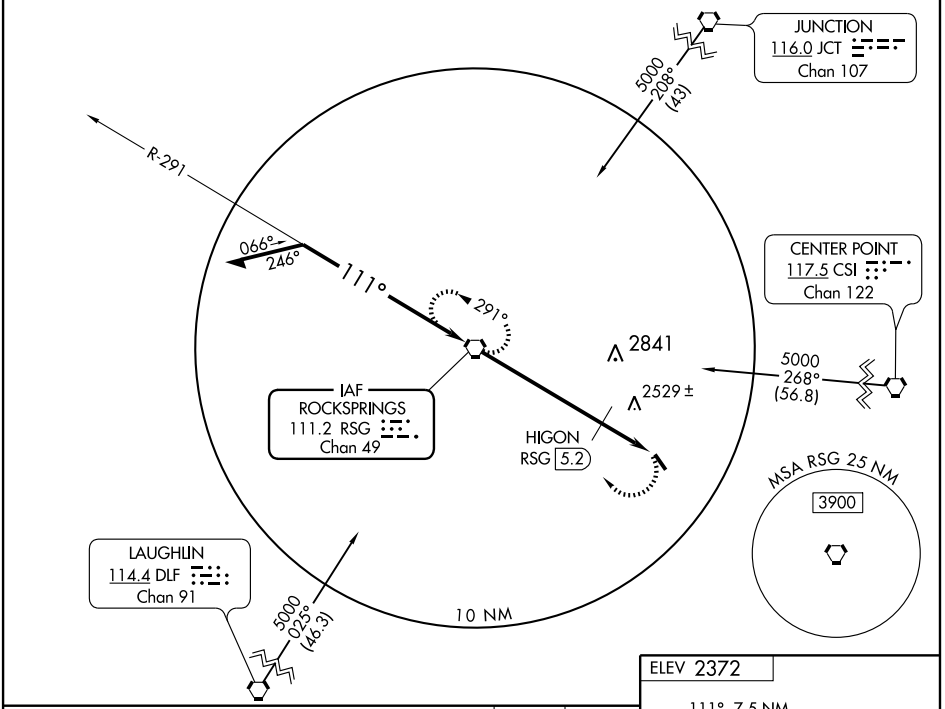
VOR RWY 14

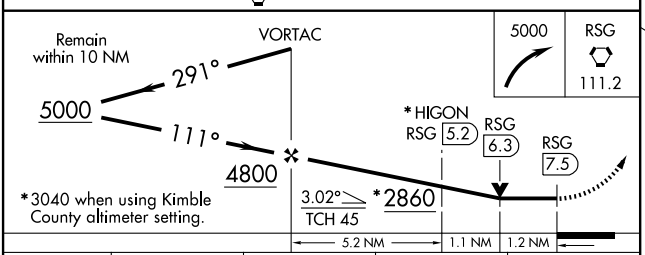
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA.

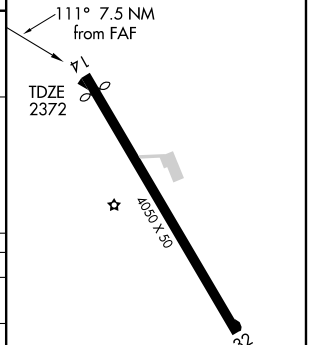
MISSED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
S-14	2860-1 488 (500-1)		2860-1¼ 488 (500-1¼)	NA
CIRCLING	2860-1 488 (500-1)		2860-1½ 488 (500-1½)	NA
HIGON FIX MINIMUMS				
S-14	2780-1 408 (500-1)		2780-1¼ 408 (500-1¼)	NA
CIRCLING	2800-1 428 (500-1)	2840-1 468 (500-1)	2840-1½ 468 (500-1½)	NA

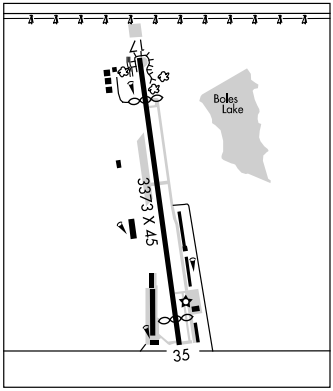


MIRL Rwy 14-32

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ROCKWALL MUNI (F46) 2 E UTC−6(−5DT) N32°55.84′ W96°26.13′ **DALLAS–FT. WORTH**
574 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW **COPTER**
RWY 17–35: H3373X45 (ASPH) S–12 LIRL **L–17C, A**
RWY 17: Thld dsplcd 470′. Tower. **RWY 35:** Thld dsplcd 289′. Tree. Rgt tfc. **IAP**
AIRPORT REMARKS: Attended 1330–0030Z‡. Line of sight not avbl between rwy ends. Rwy 17 50′ drop off at apch end of pavement, steep down slope all sides of displacement. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **RGNL APP/DEP CON** 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42′ W96°54.24′ 078° 23.8 NM to fld. 450/6E.
MESQUITE NDB (MHW) 248 PQF N32°48.54′ W96°31.73′ 027° 8.7 NM to fld.



ROGER M. DREYER MEMORIAL (See GONZALES)

ROOKE FLD (See REFUGIO)

ROSENBURG

LANE AIRPARK (T54) 3 SE UTC−6(−5DT) N29°31.47′ W95°46.51′ **HOUSTON**
94 S2 **FUEL** 100LL, JET A NOTAM FILE CXO **L–19D, 21A**
RWY 13–31: H3200X35 (ASPH)
RWY 13: P–line. **RWY 31:** Trees.
AIRPORT REMARKS: Attended dalgt hrs.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION:
HOBBY (H) VORW/DME 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ 248° 27.2 NM to fld. 82/5E.

ROSSER RANCH (See GRAHAM)

ROTAN/ROBY

FISHER CO (56F) 3 SE UTC−6(−5DT) N32°49.54′ W100°24.92′ **DALLAS–FT. WORTH**
1941 B NOTAM FILE FTW **L–17A**
RWY 16–34: H3300X60 (ASPH) S–12.5 MIRL
RWY 16: Trees. **RWY 34:** Road.
RWY 07–25: 2800X50 (GRVL)
RWY 07: Thld dsplcd 200′. Fence. **RWY 25:** Tree.
AIRPORT REMARKS: Unattended. Intensive seasonal low level agricultural acft activity invof arpt. Rwy 07 dsplcd thld marked with 20 white tires on each side.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 297° 34.7 NM to fld. 1810/10E.

ROWDY N30°29.62′ W96°20.26′ NOTAM FILE CLL. **HOUSTON**
NDB (LOM) 260 CL 341° 5.8 NM to Easterwood Field. **L–19D, 21A**

ROY HURD MEM (See MONAHANS)

NDB PQF 248	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 574

NDB-A
ROCKWALL MUNI (F46)

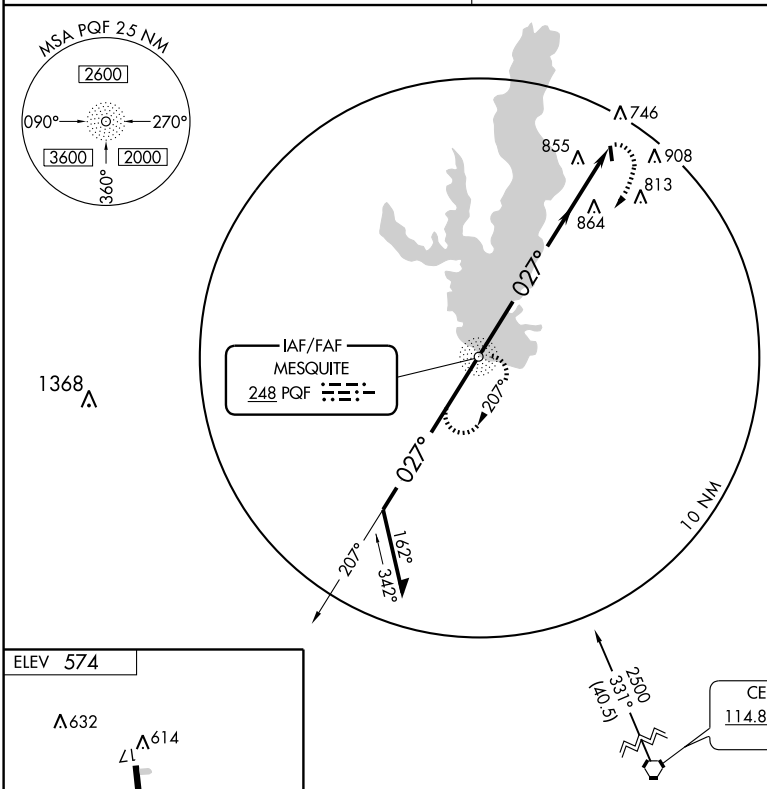
NA

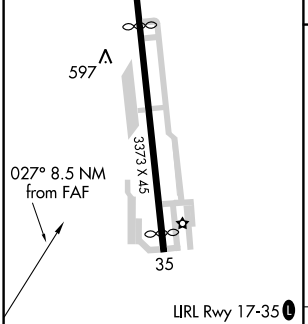
Use Dallas-Love Field altimeter setting.

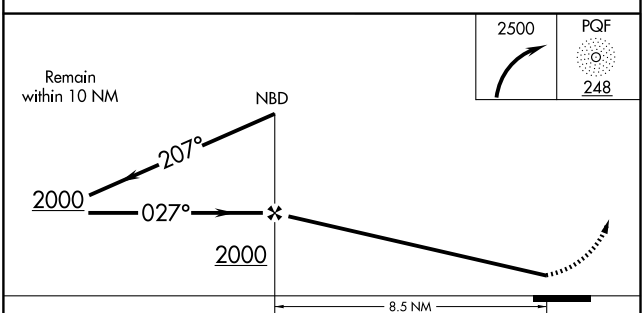
MISSED APPROACH: Climbing right turn to 2500 direct PQF NDB and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L







FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1400-1 826 (900-1)	1400-1¼ 826 (900-1¼)	1400-2½ 826 (900-2½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 17

ROCKWALL MUNI (F46)

APP CRS	Rwy Idg	2901
167°	TDZE	574
	Apt Elev	574

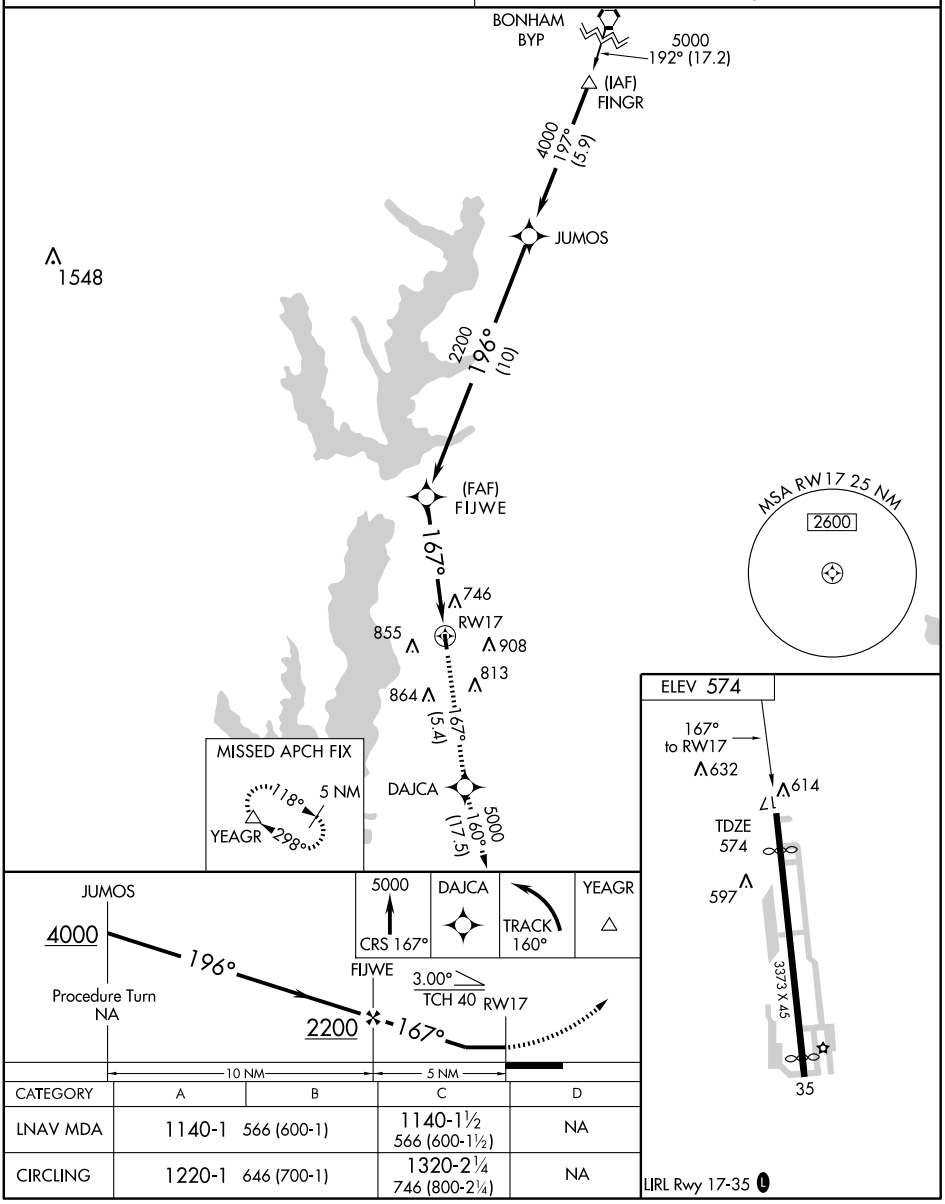
T
A NA

DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 167° course to DAJCA and left turn via 160° track to YEAGR and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	566 (600-1)	1140-1½ 566 (600-1½)	NA
CIRCLING	1220-1	646 (700-1)	1320-2¼ 746 (800-2¼)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

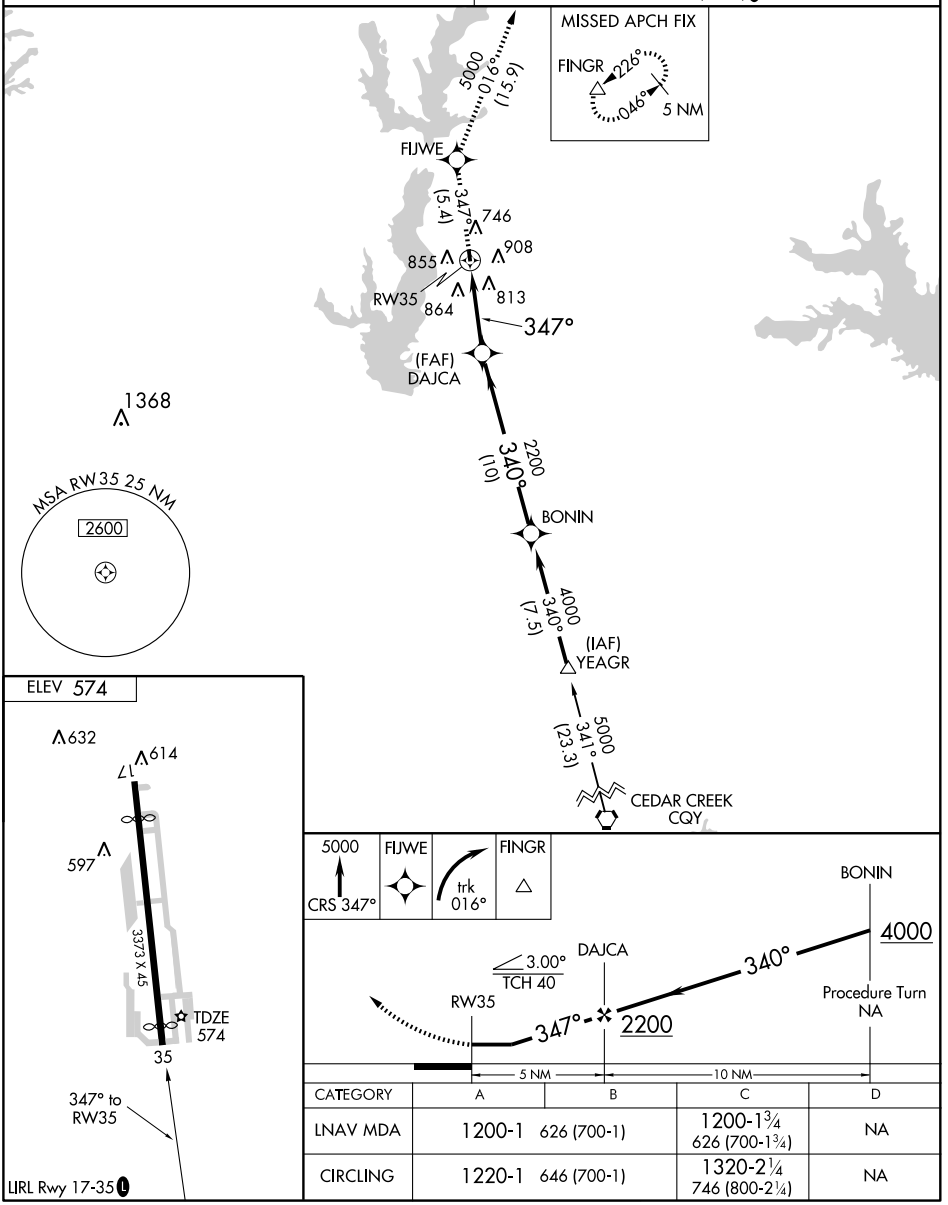
APP CRS	Rwy Idg	3084
347°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 35
ROCKWALL MUNI (F46)

DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 347° course to FIJWE and right turn via 016° track to FINGR and hold.

REGIONAL APP CON	UNICOM
124.3 282.275	122.8 (CTAF)

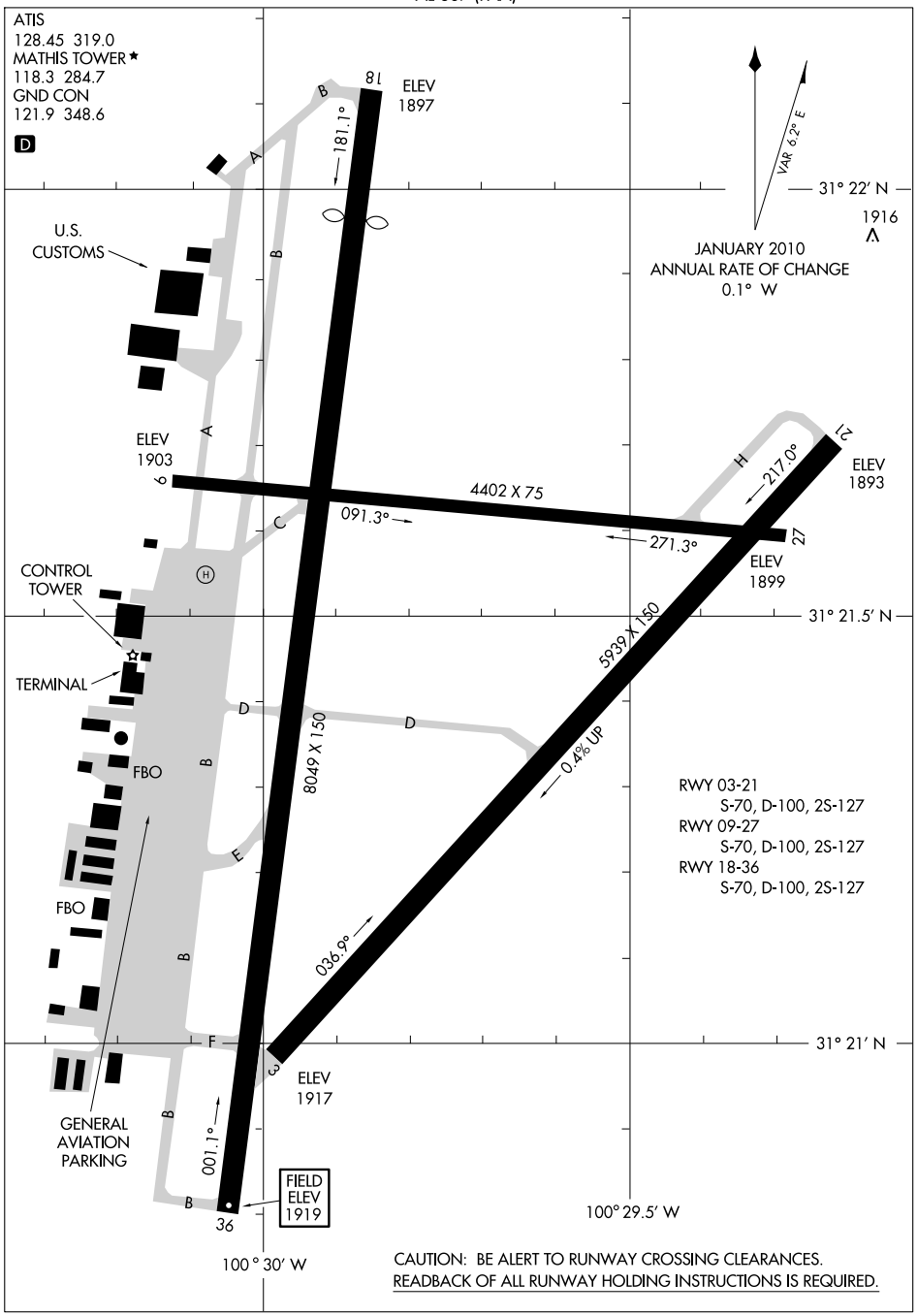


CATEGORY	A	B	C	D
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	NA
CIRCLING	1220-1 646 (700-1)		1320-2¼ 746 (800-2¼)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)
SAN ANGELO, TEXAS
AL-367 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
SAN ANGELO, TEXAS
SAN ANGELO RGNL/ MATHIS FIELD (SJT)
10210

ROYSE CITY

RIVES AIR PARK (T33) 9 S UTC−6(−5DT) N32°51.43′ W96°18.50′ **DALLAS–FT. WORTH**
555 S2 NOTAM FILE FTW
RWY 04–22: H2800X40 (ASPH)
RWY 04: Trees. **RWY 22:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 04–22 overgrown with 2′–3′ weeds and grass. Arpt access gate locked. No line of sight.
COMMUNICATIONS: CTAF/UNICOM 122.7

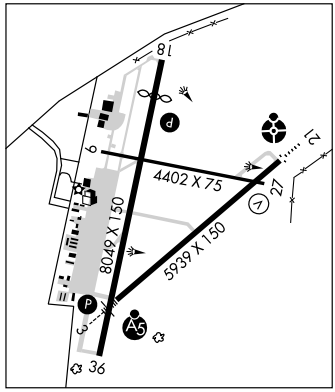
RUSK CO (See HENDERSON)

RWJ AIRPARK (See BAYTOWN)

SABINE PASS N29°41.20′ W94°02.28′ NOTAM FILE CXO. **HOUSTON**
(L) VORW/DME 115.4 SBI Chan 101 356° 15.8 NM to Southeast Texas Rgnl. 10/7E. **H–7D, L–19E, 21A, GOMW**
VOR unusable 143°–150°.

SALT FLAT N31°44.89′ W105°05.21′ NOTAM FILE ABQ. **EL PASO**
(L) VORTACW 113.0 SFL Chan 77 324° 13.0 NM to Dell City Muni. 3730/12E. **HIWAS.** **L–6F**
VORTAC unusable 031°–049°beyond 30 NM below 15,000′.

SAN ANGELO RGNL/MATHIS FLD (SJT) 7 SW UTC−6(−5DT) N31°21.47′ W100°29.78′ **SAN ANTONIO**
1919 B S4 **FUEL** 100LL, JET A 0X 1, 2, 4 Class I, ARFF Index B NOTAM FILE SJT **H–6G, L–19B**
RWY 18–36: H8049X150 (ASPH–GRVD) S–70, D–100, 2S–127 MIRL **IAP, AD**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 889′. Road.
RWY 36: PAPI(P4L)—GA 3.0° TCH 48′. Pole.
RWY 03–21: H5939X150 (ASPH–GRVD) S–70, D–100, 2S–127 HIRL 0.4% up SW
RWY 03: MALSR.
RWY 21: ODALS. VASI(V4L)—GA 3.0° TCH 59′.
RWY 09–27: H4402X75 (ASPH) S–70, D–100, 2S–127 MIRL
RWY 09: Road. **RWY 27:** Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–5939	TODA–5939	ASDA–5939	LDA–5939
RWY 09:	TORA–4402	TODA–4402	ASDA–4402	LDA–4402
RWY 18:	TORA–8049	TODA–8049	ASDA–8049	LDA–7160
RWY 21:	TORA–5939	TODA–5939	ASDA–5939	LDA–5939
RWY 27:	TORA–4402	TODA–4402	ASDA–4402	LDA–4402
RWY 36:	TORA–7160	TODA–7160	ASDA–7160	LDA–7160

AIRPORT REMARKS: Attended 1200–0400Z‡. Fee for fuel after hrs call 325–656–1836/1837. PPR 12 hours for unscheduled air carrier ops with over 30 passenger seats, call arpt manager 325–659–6409, extension 3. When twr clsd MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE HIRL Rwy 03–21, MIRL Rwy 09–27, MALSR Rwy 03, ODALS Rwy 21, REIL Rwy 18 and PAPI Rwy 18 and Rwy 36—118.3.
WEATHER DATA SOURCES: ASOS (325) 949–6686.
COMMUNICATIONS: CTAF 118.3 **ATIS** 128.45 **UNICOM** 122.95
RCO 122.25 (SAN ANGELO RADIO)
Ⓡ **APP/DEP CON** 125.35 (1200–0300Z‡)
FORT WORTH CENTER APP/DEP CON 126.15 (0300–1200Z‡)
TOWER 118.3 (1300–0300Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE SJT.
SAN ANGELO (H) VORTACW 115.1 SJT Chan 98 N31°22.50′ W100°27.29′ 234° 2.4 NM to fld. 1890/10E.
WOOLE NDB (LOM) 356 SJ N31°16.79′ W100°34.57′ 032° 6.3 NM to fld.
ILS/DME 109.7 I–SJT Chan 34 Rwy 03. Class IE. LOM WOOLE NDB. ILS/DME unmonitored when twr clsd.
ASR (1200–0600Z‡)

SAN ANTONIO SPN N29°30.43′ W098°34.68′ **SAN ANTONIO**
AWOS–3 119.575 **L–19C**

HI-ILS RWY 3

LOC I-SJT	APCH CRS	Rwy ldg 5939
109.7	034°	TDZE 1917
Chan 34		Arpt Elev 1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

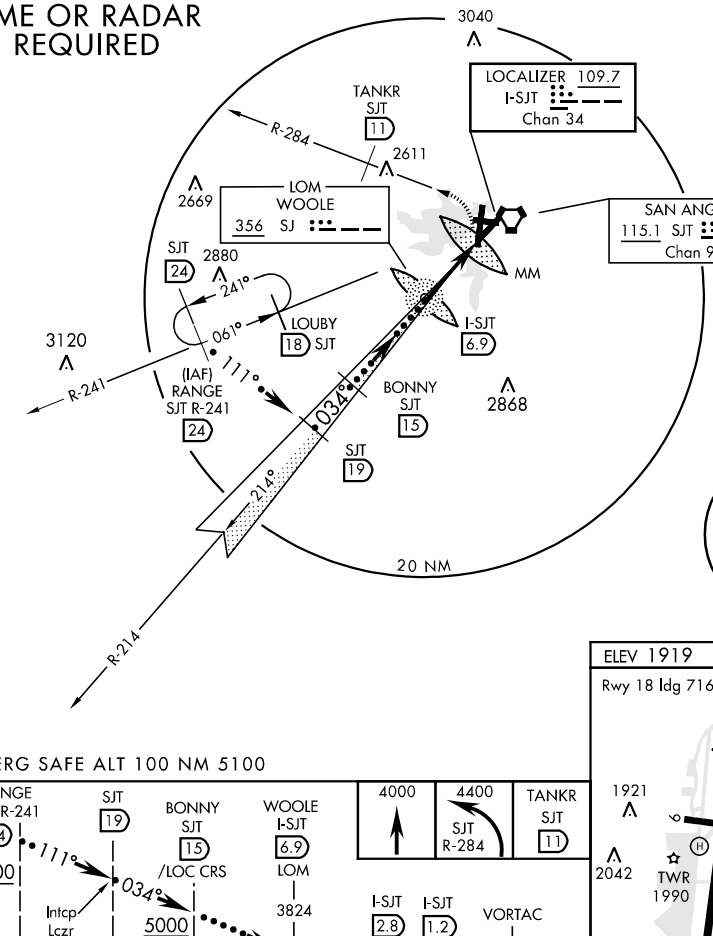
T * When ALS inop, increase vis ¼ mile
** When ALS inop, increase vis ½ mile
*** CAT E Circling not authorised W of Rwy 18-36

MALSR

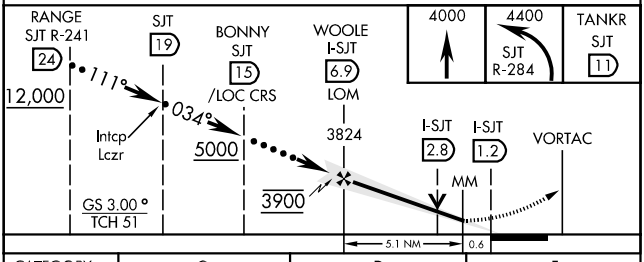
MISSED APPROACH: Climb to 4000 then climbing left turn to 4400 via SJT R-284 to TANKR 11 DME

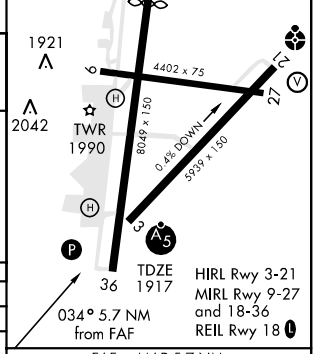
ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) 284.7	121.9 348.6	

DME OR RADAR REQUIRED



EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-ILS 3 *	2117-½	200	(200-½)
S-LOC 3 **	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING ***	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 3

VORTAC SJT	APCH CRS	Rwy ldg	5939
115.1	045°	TDZE	1917
Chan 98		Arpt Elev	1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

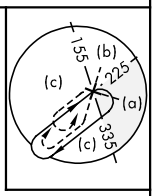
▼ * CAT E Circling not authorised W of Rwy 18-36

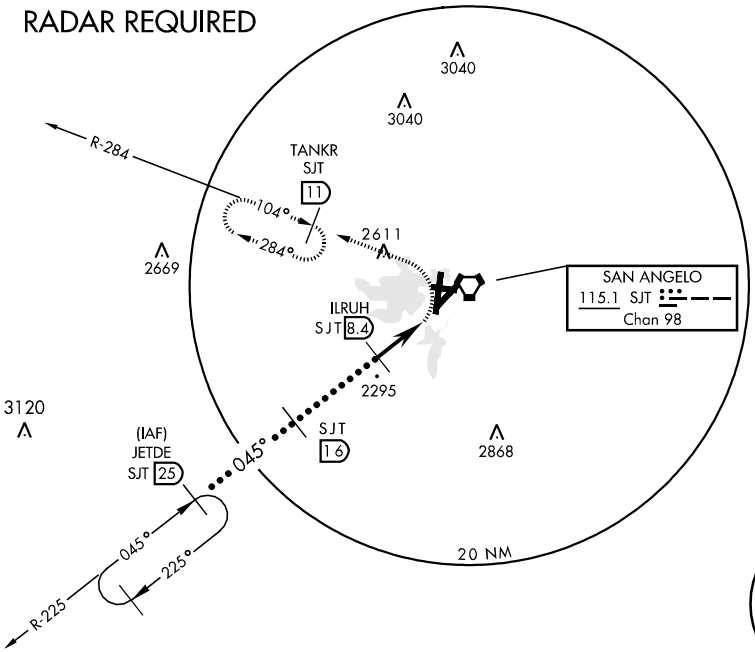
MALSR

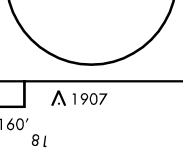
MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) 284.7	121.9 348.6	

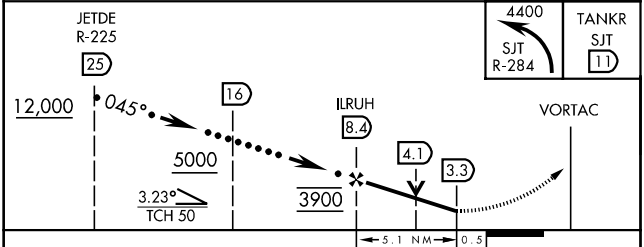
RADAR REQUIRED

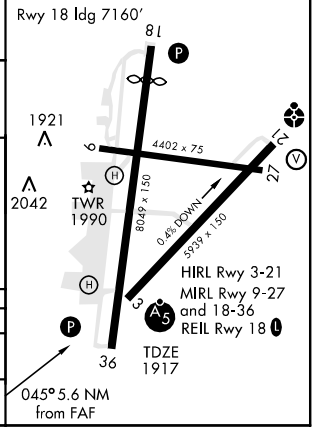






EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-3	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING *	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

SAN ANGELO, TEXAS 31°22'N-100°30'W SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

Amdt 5 05356

HI-VOR/DME or TACAN RWY 3

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 21

VORTAC SJT	APCH CRS	Rwy ldg 5939
115.1	235°	TDZE 1906
Chan 98		Arpt Elev 1919

JAL-367 [USAF]

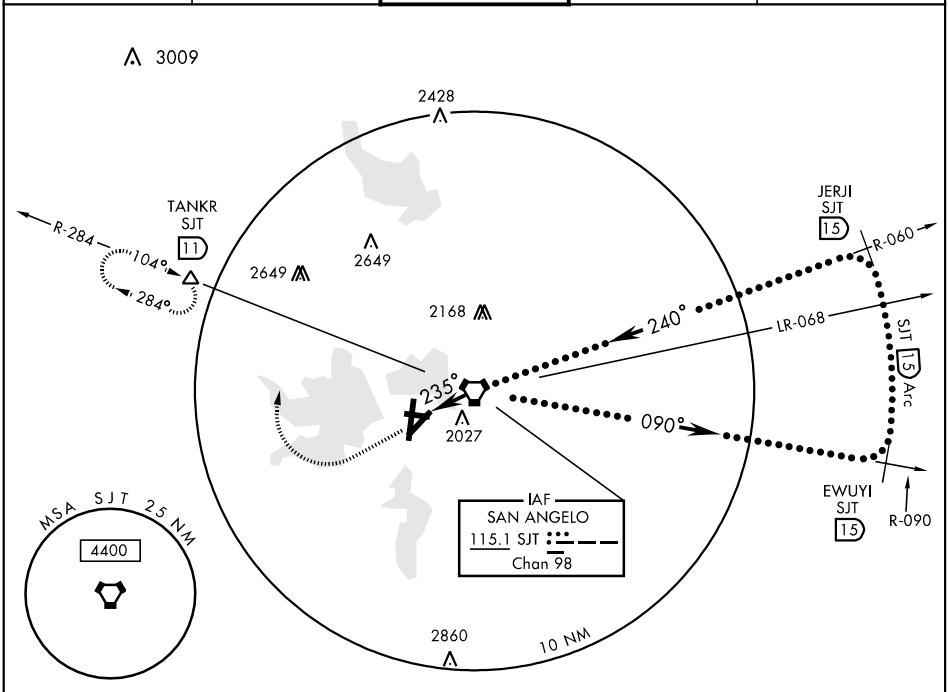
SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

* CAT E circling NA W of Rwy 18-36

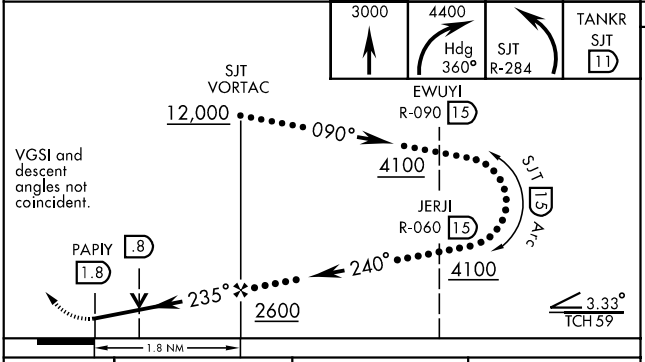
ODALS

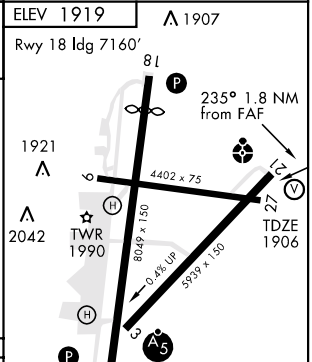
MISSED APPROACH: Climb to 3000, then climbing right turn to 4400 via hdg 360° to intercept SJT R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER *	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6	



EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-21	2280-¾ 374 (400-¾)	2280-1¼ 374 (400-1¼)	
CIRCLING *	2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2520-2¼ 601 (700-2¼)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SJT	APP CRS	Rwy Idg	5939
109.7 Chan 34	034°	TDZE	1917
		Apt Elev	1917

ILS or LOC RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

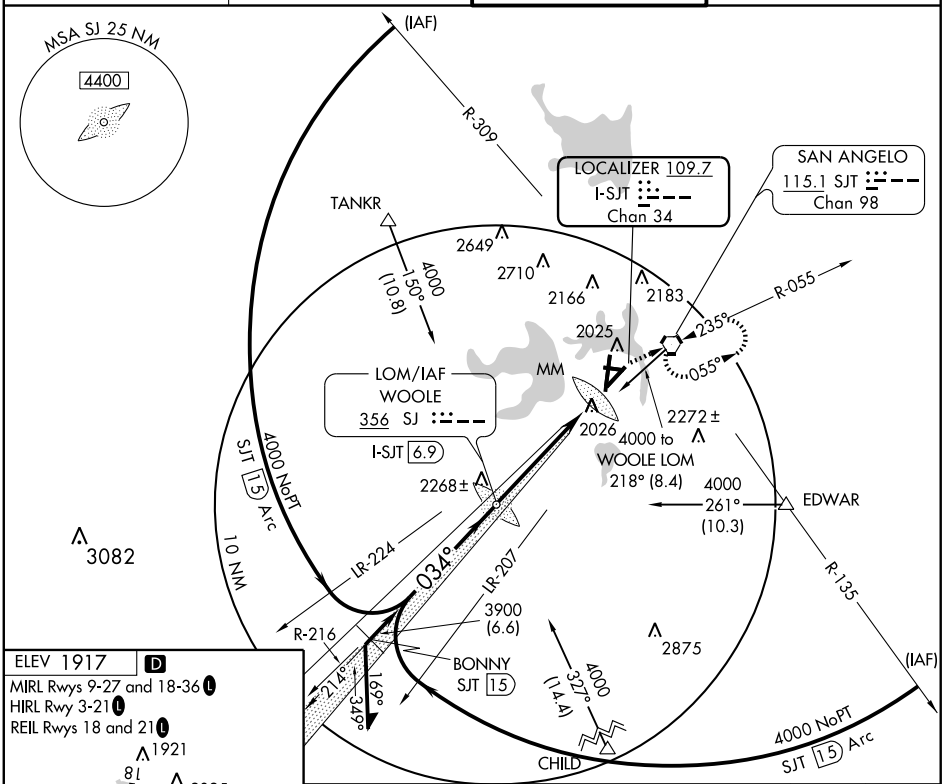
ASR

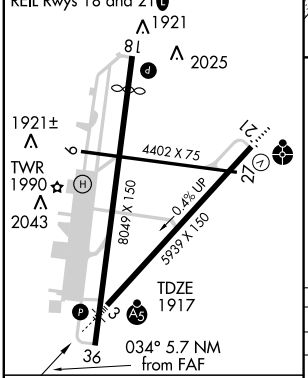
* Procedure Turn NA for Cat E.
Cat E Circling NA west of Rwy 18-36.

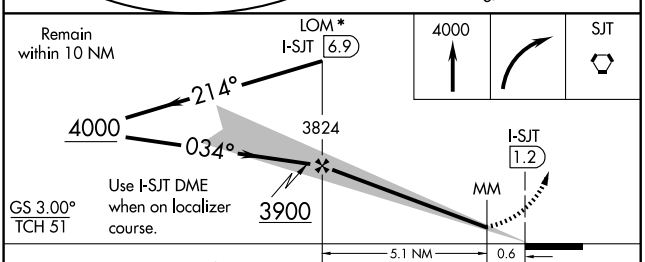
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) 284.7	121.9 348.6







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D	E
S-ILS 3	2117-½ 200 (200-½)				
S-LOC 3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2640-2½ 721 (800-2½)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SJT	APP CRS	Rwy Idg	5939
109.7	214°	TDZE	1906
Chan 34		Apt Elev	1917

LOC BC RWY 21

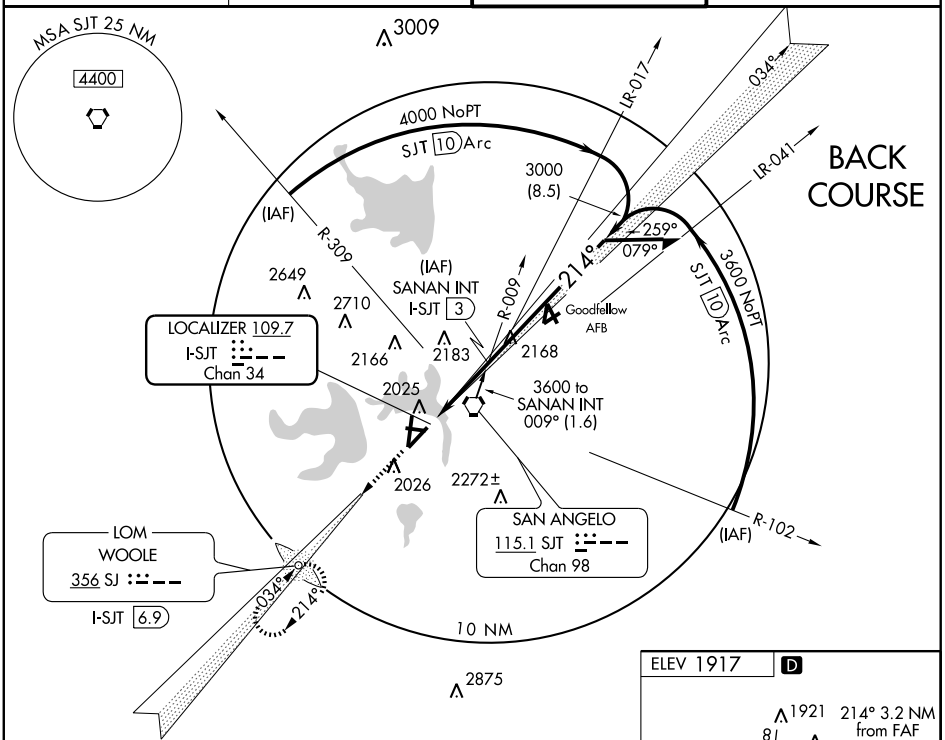
SAN ANGELO RGNL/MATHIS FIELD (SJT)

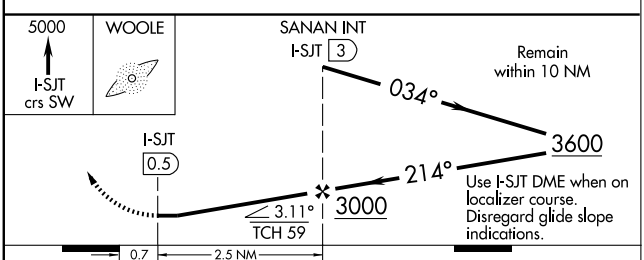
ASR

ODALS

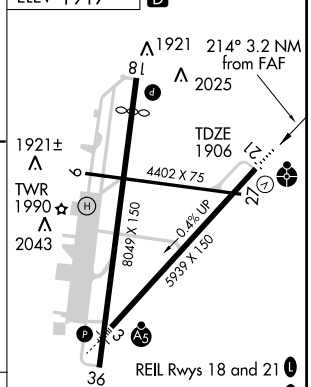
MISSED APPROACH: Climb to 5000 via I-SJT SW course to WOOLE LOM/I-SJT 6.9 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3(CTAF)L 284.7	121.9 348.6





CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)



FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOM SJ	APP CRS	Rwy Idg	5939
356	034°	TDZE	1917
		Apt Elev	1917

NDB RWY 3

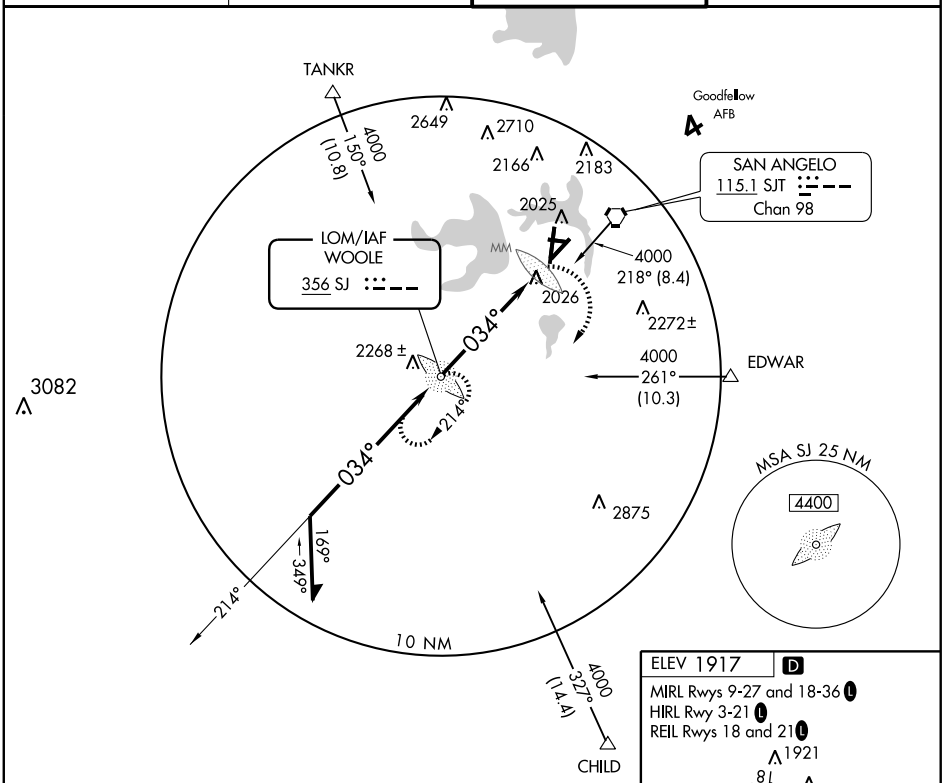
SAN ANGELO RGNL/MATHIS FIELD (SJT)

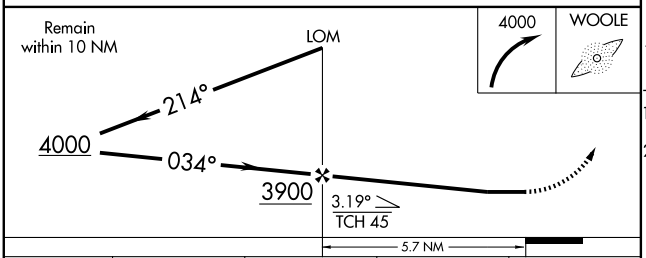
ASR

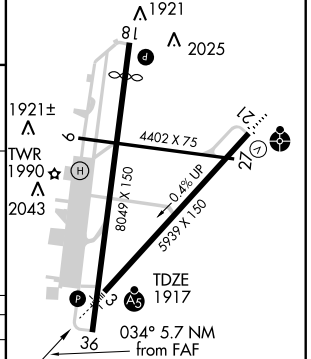
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct WOOLE LOM and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6







CATEGORY	A	B	C	D
S-3	2460-¾	543 (600-¾)	2460-1 543 (600-1)	2460-1½ 543 (600-1½)
CIRCLING	2460-1	543 (600-1)	2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5939
CH 77517	034°	TDZE	1917
W03A		Apt Elev	1919

RNAV (GPS) RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

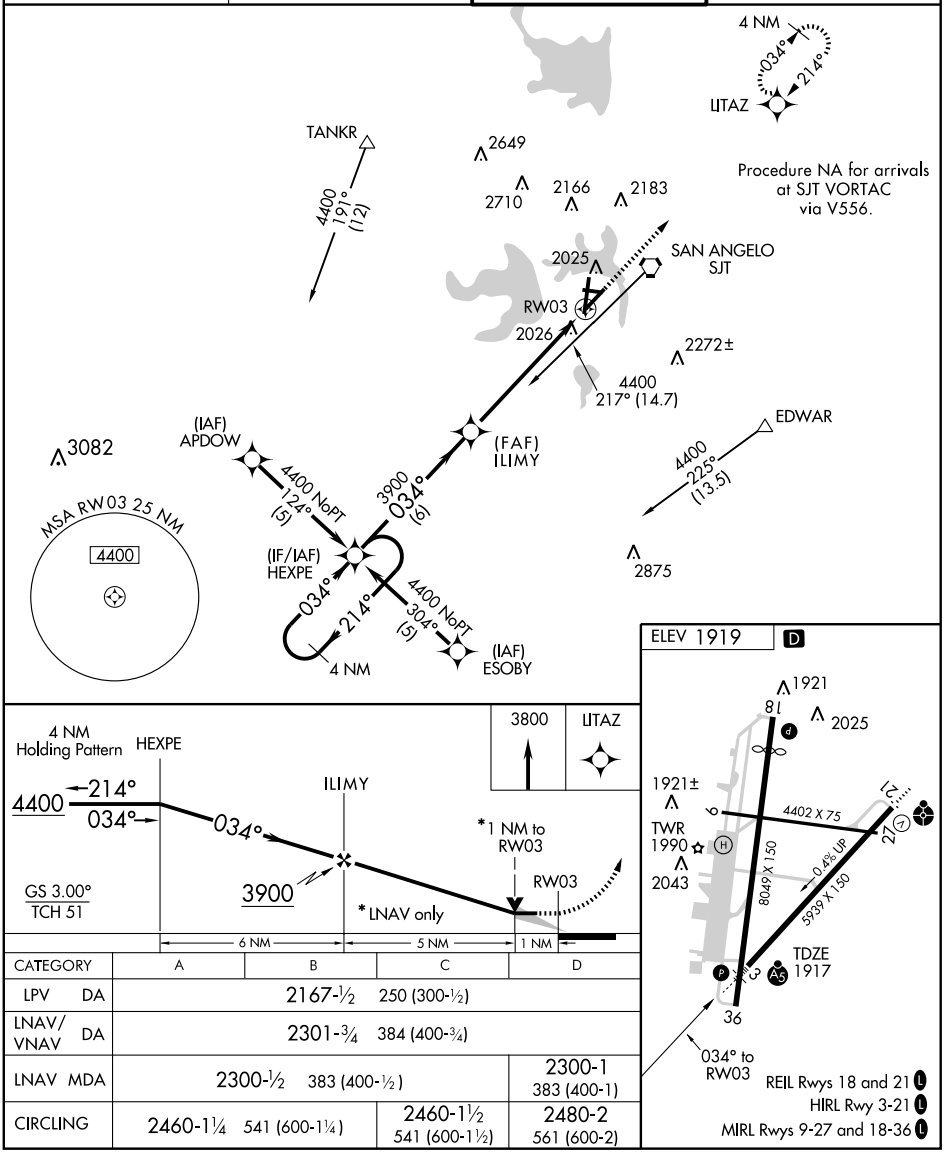
ASR

For inoperative MALSR, increase LPV visibility to ¾ mile all Cats and LNAV Cat D visibility to 1¼ mile. Baro VNAV NA below -18°C (0°F). Circling to Rwy 09 and 36 NA at night. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3800 direct LITAZ and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6



CATEGORY	A	B	C	D
LPV DA	2167-½ 250 (300-½)			
LNAV/VNAV DA	2301-¾ 384 (400-¾)			
LNAV MDA	2300-½ 383 (400-½)			2300-1 383 (400-1)
CIRCLING	2460-1¼ 541 (600-1¼)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7160
CH 93801	178°	TDZE	1908
W18A		Apt Elev	1919

RNAV (GPS) RWY 18

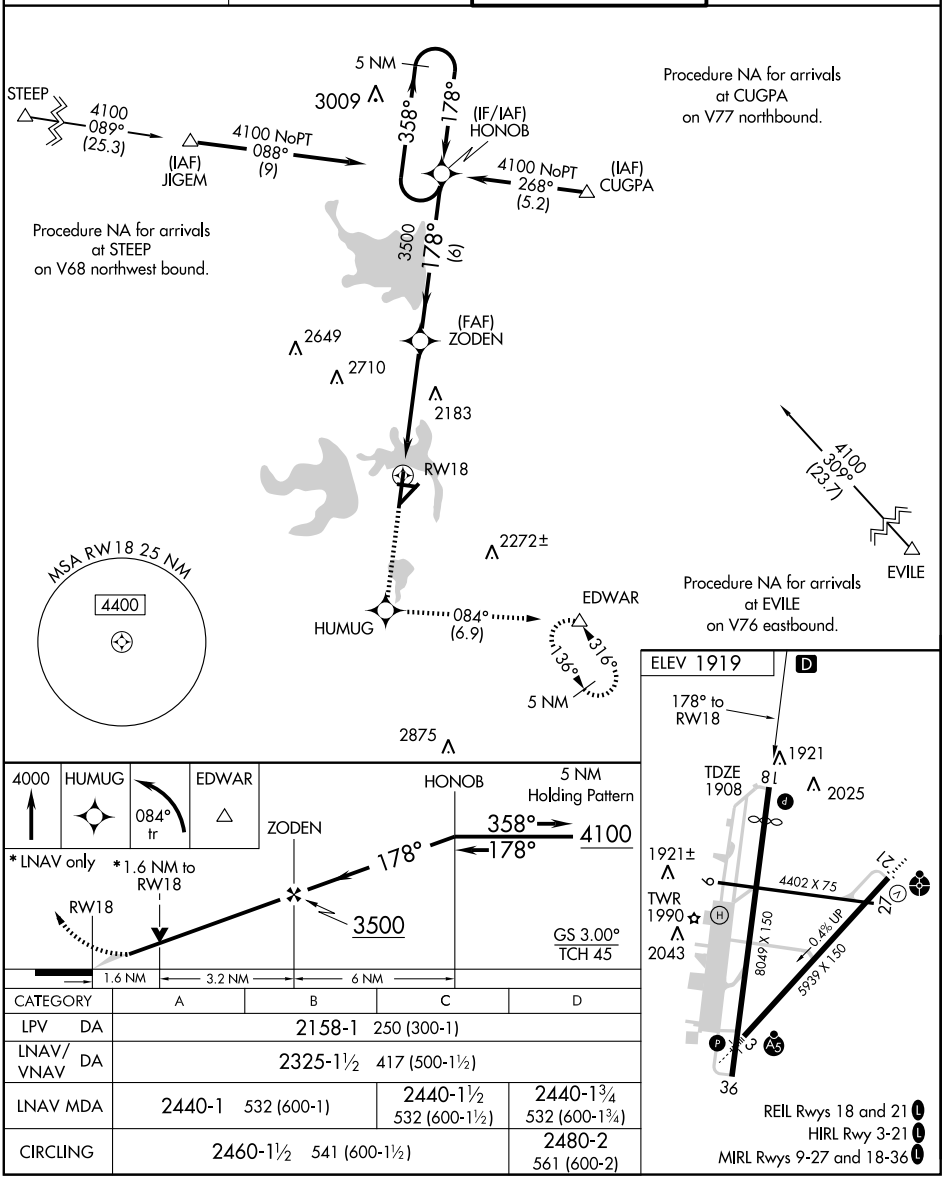
SAN ANGELO RGNL/MATHIS FIELD (SJT)

ASR

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

MISSED APPROACH: Climb to 4000 direct HUMUG and left turn via 084° track to EDWAR and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6



CATEGORY	A	B	C	D
LPV DA	2158-1 250 (300-1)			
LNAV/VNAV DA	2325-1½ 417 (500-1½)			
LNAV MDA	2440-1 532 (600-1)		2440-1½ 532 (600-1½)	2440-1¾ 532 (600-1¾)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 81817 W21A	APP CRS 214°	Rwy Idg 5939 TDZE 1906 Apt Elev 1919

RNAV (GPS) RWY 21

SAN ANGELO RGNL/MATHIS FIELD (SJT)

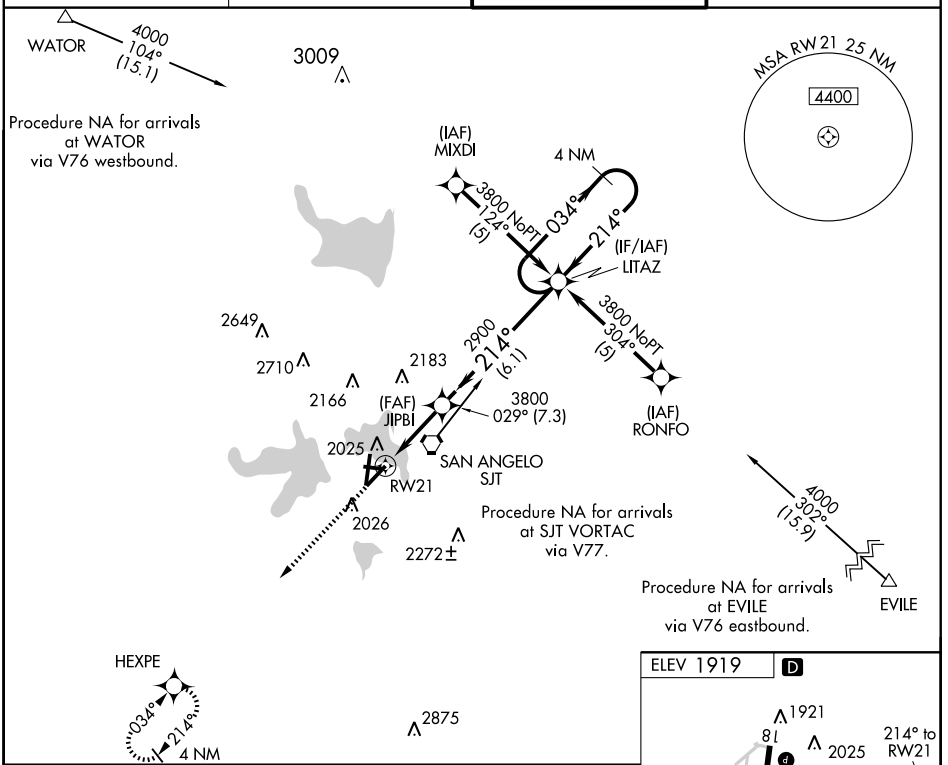
ASR

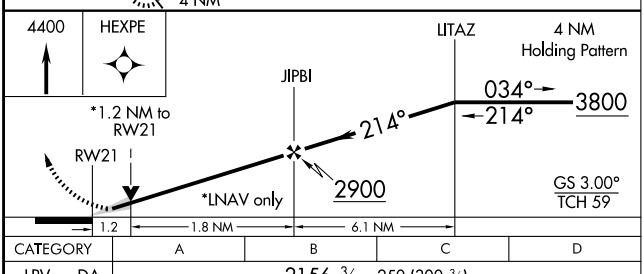
DME/DME RNP-0.3 NA. Baro VNAV NA below -18°C (0°F). Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. Circling Rwy 9 and 36 NA at night.

ODALS

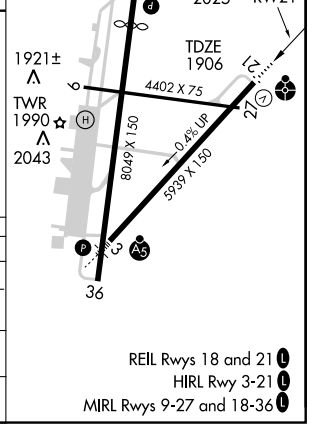
MISSED APPROACH: Climb to 4400 direct HEXPE and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6





CATEGORY	A	B	C	D
LPV DA	2156-¾ 250 (300-¾)			
LNAV/VNAV DA	2325-1½ 419 (500-1½)			
LNAV MDA	2340-¾ 434 (500-¾)		2340-1¼ 434 (500-1¼)	2340-1½ 434 (500-1½)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC SJT 115.1 Chan 98 | APP CRS 045° | Rwy Idg 5939 TDZE 1917 Apt Elev 1919

VOR/DME or TACAN RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

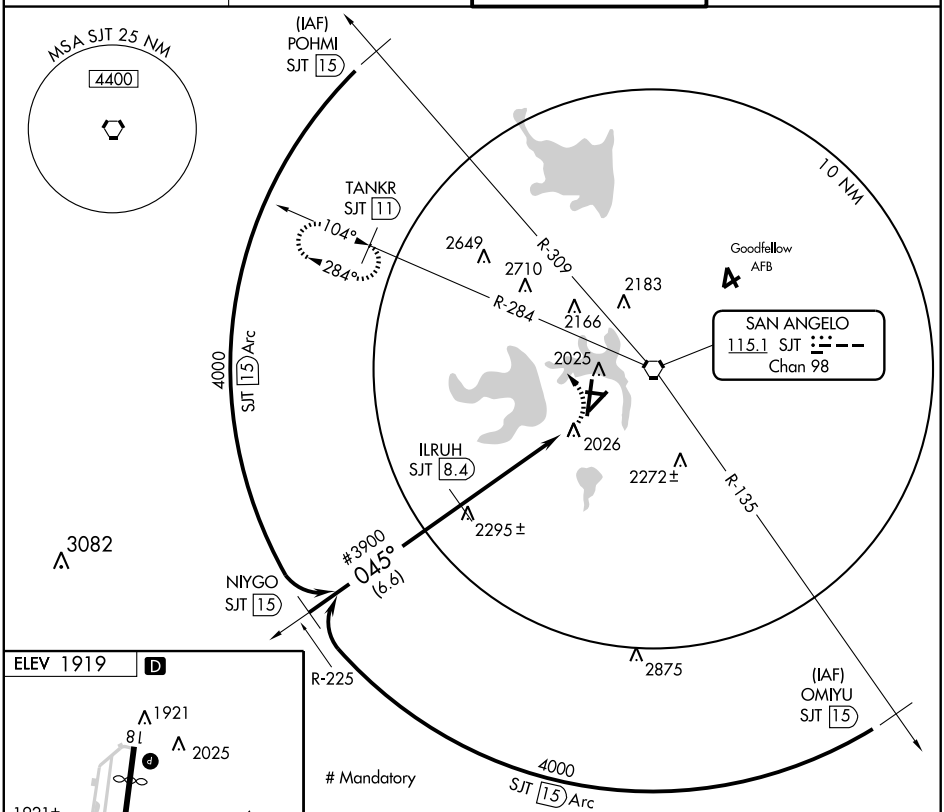
ASR

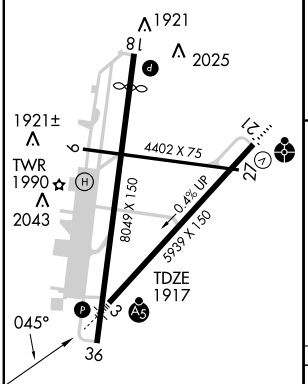
* Cat E Circling NA west of Rwy 18-36.

MALSR

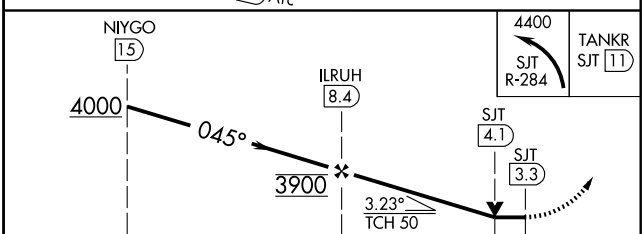
MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6





REIL Rwys 18 and 21 L
HIRL Rwy 3-21 L
MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D	E
S-3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING*	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2640-2½ 721 (800-2½)

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VORTAC SJT	APP CRS	Rwy Idg	5939
115.1	235°	TDZE	1906
Chan 98		Apt Elev	1919

VOR RWY 21

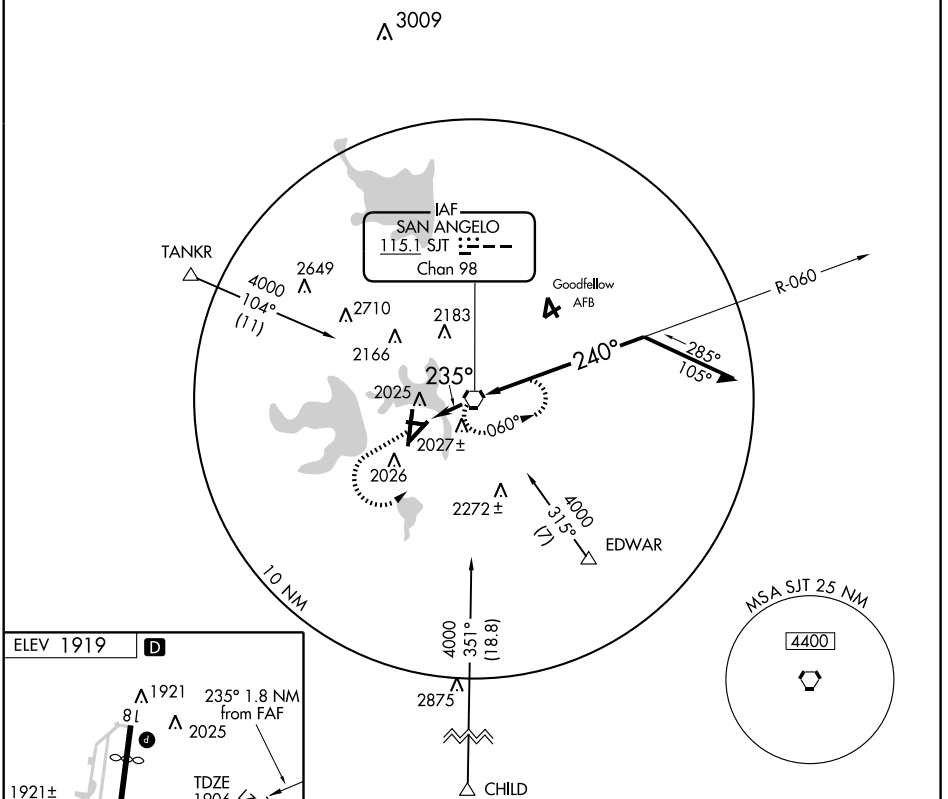
SAN ANGELO RGNL/MATHIS FIELD (SJT)

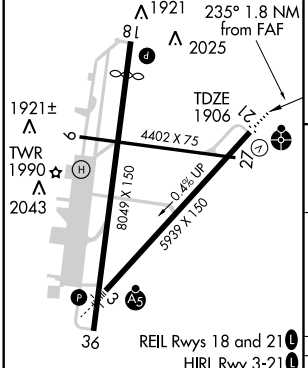
ASR

ODALS

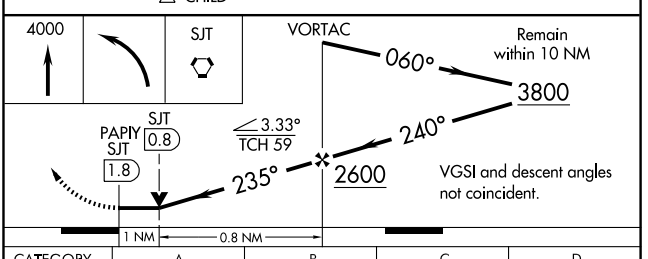
MISSED APPROACH: Climb to 4000 then left turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) 284.7	121.9 348.6





FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

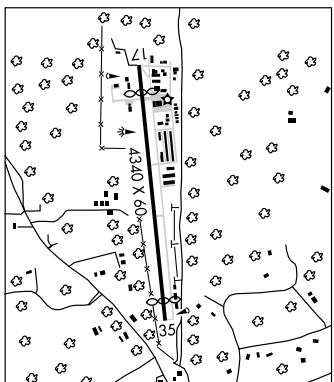


CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

SAN ANTONIO

BOERNE STAGE FLD (5C1) 20 NW UTC−6(−5DT) N29°43.44′ W98°41.68′ **SAN ANTONIO**
1385 B S4 **FUEL** 100LL, JET A TPA–2385(1000) NOTAM FILE SJT **L–19C**
RWY 17–35: H4340X60 (ASPH) LIRL **IAP**
RWY 17: Thld dsplcd 555′. Trees. Rgt tfc.
RWY 35: Thld dsplcd 500′. Tree.
AIRPORT REMARKS: Attended continuously. South rwy exit clsd indef, backtaxi to exit rwy. Deer on and invof arpt. Glider activity on and invof arpt. Noise abatement procedures in effect ctc arpt manager 830–981–2345. No touch and go, stop and go, or low approaches. Northern 555′ of rwy is 40′ wide, remainder is 60′ wide. ACTIVATE LIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (830) 755–9099.
COMMUNICATIONS: CTAF/UNICOM: 123.0 UNICOM unmonitored.
SAN ANTONIO APP/DEP CON 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 283° 13.1 NM to fld. 1160/8E. **HIWAS**



BULVERDE AIRPARK (1T8) 16 N UTC−6(−5DT) N29°44.35′ W98°27.07′ **SAN ANTONIO**
1080 B S4 **FUEL** 100LL TPA 2000(920) NOTAM FILE SJT
RWY 16–34: H2890X40 (ASPH) LIRL (NSTD)
RWY 16: Thld dsplcd 490′. P–line. Rgt tfc. **RWY 34:** Thld dsplcd 200′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. Landing fee. No credit cards for fuel purchases. No touch and go, stop and go or low approaches. Noise abatement procedures in effect ctc arpt manager 830–438–2507. ACTIVATE rotating bcn after 0400Z—CTAF. ACTIVATE LIRL Rwy 16–34—CTAF. Rwy 16–34 NSTD LIRL, only center 2775′ lighted.
COMMUNICATIONS: CTAF/UNICOM 122.8

HORIZON (74R) 9 S UTC−6(−5DT) N29°17.01′ W98°30.02′ **SAN ANTONIO**
550 NOTAM FILE SJT
RWY 11–29: 2360X80 (TURF)
RWY 11: Fence. **RWY 29:** Trees.
RWY 16–34: 2250X100 (TURF)
RWY 16: Brush. **RWY 34:** Tree.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rwys marked with 3′ white cones.
COMMUNICATIONS: CTAF 122.9

KESTREL AIRPARK (1T7) 23 N UTC−6(−5DT) N29°48.71′ W98°25.57′ **SAN ANTONIO**
1250 S2 **FUEL** 100LL NOTAM FILE SJT **L–19C**
RWY 12–30: H3000X40 (ASPH) LIRL (NSTD)
RWY 12: Trees. **RWY 30:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended dusk–dawn. Rwy 12–30 NSTD LIRL, Rwy 12 lgts not at thld. Rwy 30 rises rapidly at north end. Touch and go ldgs and low apchs prohibited for tran and commercial acft, tkfs rstd between 0400–1200Z‡.
COMMUNICATIONS: CTAF/UNICOM 122.975
RADIO AIDS TO NAVIGATION:
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 002° 10.2 NM to fld. 1160/8E.

APP CRS	Rwy Idg	3785
166°	TDZE	1385
	Apt Elev	1385

RNAV (GPS) RWY 17

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

T
A NA

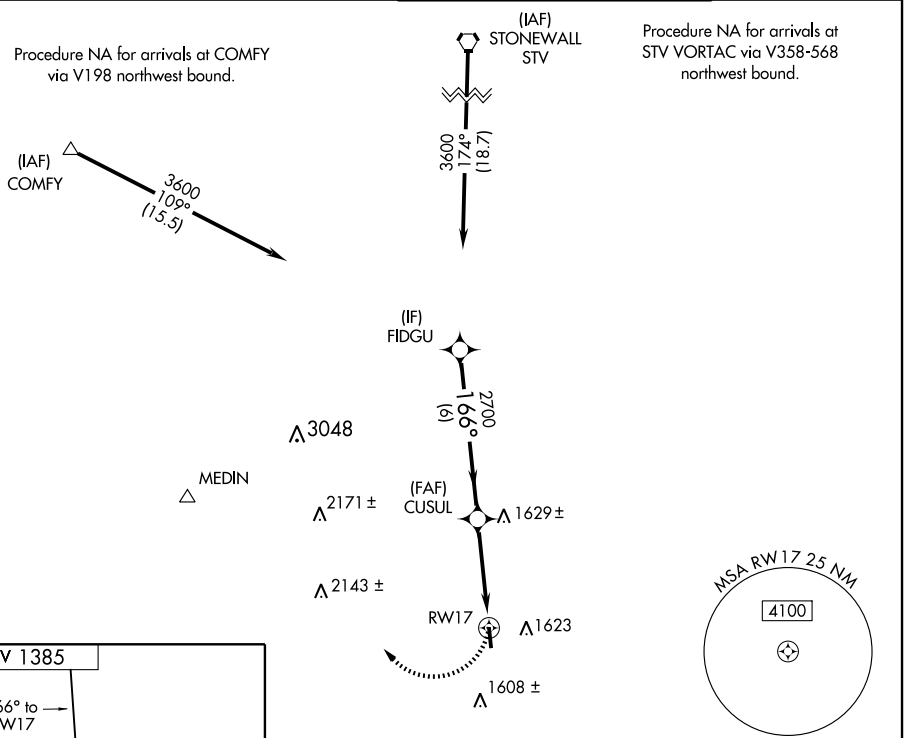
Circling NA east of Rwy 17-35. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

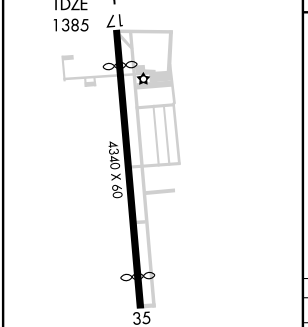
MISSED APPROACH: Climbing right turn to 4100 direct MEDIN.

AWOS-3	SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.725	118.9	125.1 307.0	123.0 (CTAF) L

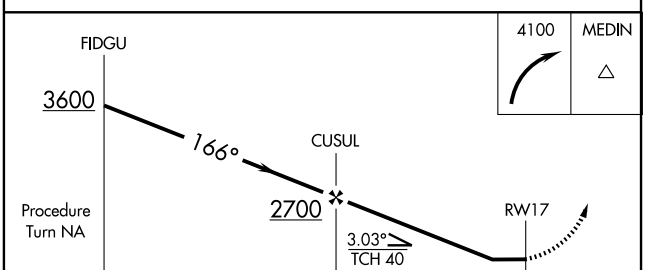
Procedure NA for arrivals at COMFY via V198 northwest bound.

Procedure NA for arrivals at STV VORTAC via V358-568 northwest bound.





LIRL RWY 17-35 L ★



CATEGORY	A	B	C	D
LNAV MDA	2000-1	615 (700-1)	NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3840
346°	TDZE	1385
	Apt Elev	1385

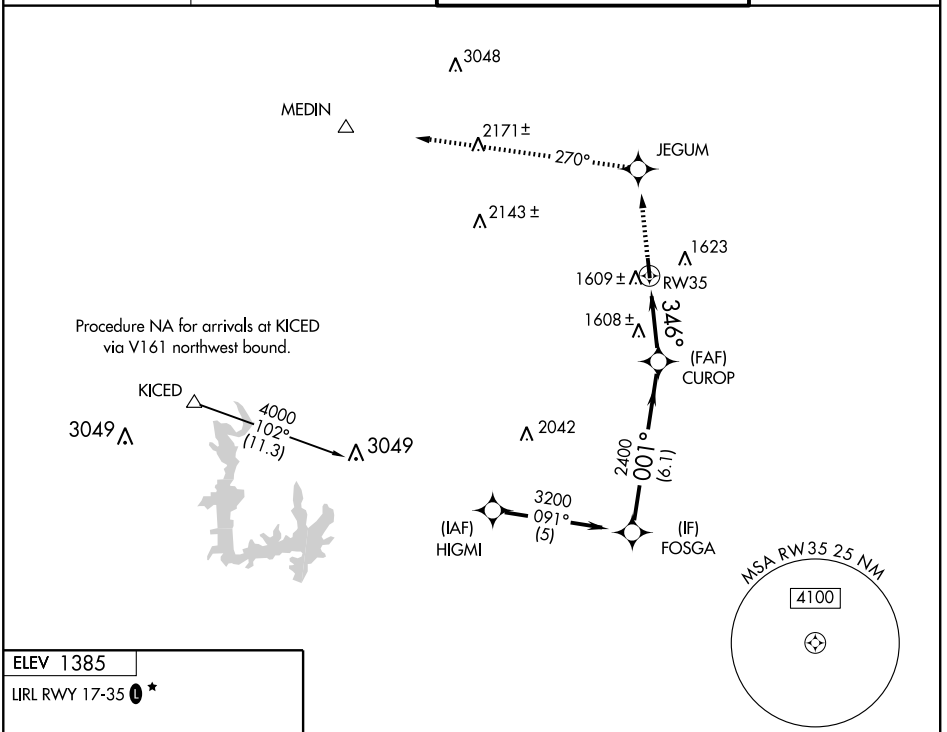
RNAV (GPS) RWY 35

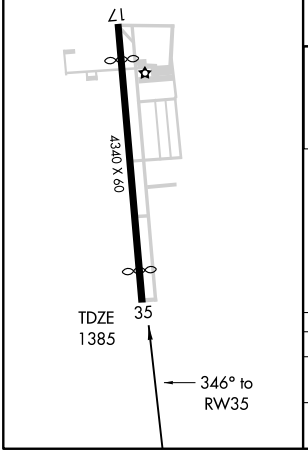
SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

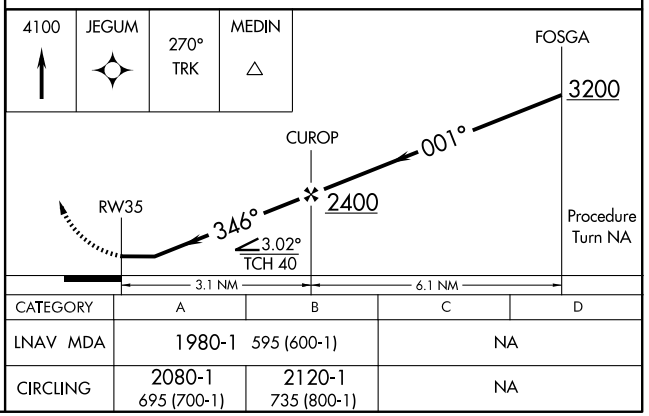
Circling to Rwy 17 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 4100 direct JEGUM and via 270° track to MEDIN.

AWOS-3	SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.725	118.9	125.1 307.0	123.0 (CTAF) L







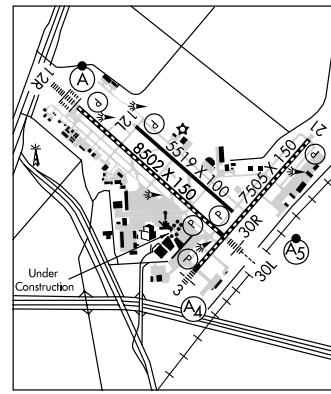
CATEGORY	A	B	C	D
LNAV MDA	1980-1 595 (600-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

SAN ANTONIO INTL (SAT) 7 N UTC−6(−5DT) N29°32.02′ W98°28.19′ **SAN ANTONIO**
809 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C **H–7B, L–19C**
NOTAM FILE SAT **IAP, AD**

RWY 12R–30L: H8502X150 (CONC–GRVD) S–95, D–190, 2S–175, 2D–270 HIRL CL
RWY 12R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. 0.3% down.
RWY 30L: MALSR. PAPI(P4L)—GA 3.0°. Building. 0.4% up.
RWY 03–21: H7505X150 (CONC–GRVD) S–95, D–190, 2S–175, 2D–270 HIRL CL 0.3% up SW
RWY 03: MALS. PAPI(P4L)—GA 3.0°. Pole.
RWY 21: REIL. PAPI(P4L)–GA 3.0° TCH 75′.
RWY 12L–30R: H5519X100 (ASPH) S–59, D–120, 2S–152 MIRL 0.3% up NW.
RWY 12L: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 30R: REIL. PAPI(P4L).



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–7505	TODA–7505	ASDA–7505	LDA–7505
RWY 12L:	TORA–5519	TODA–5519	ASDA–5519	LDA–5519
RWY 12R:	TORA–8502	TODA–8502	ASDA–8502	LDA–8502
RWY 21:	TORA–7505	TODA–7505	ASDA–7505	LDA–7505
RWY 30L:	TORA–8502	TODA–8502	ASDA–8502	LDA–8502
RWY 30R:	TORA–5519	TODA–5519	ASDA–5519	LDA–5519

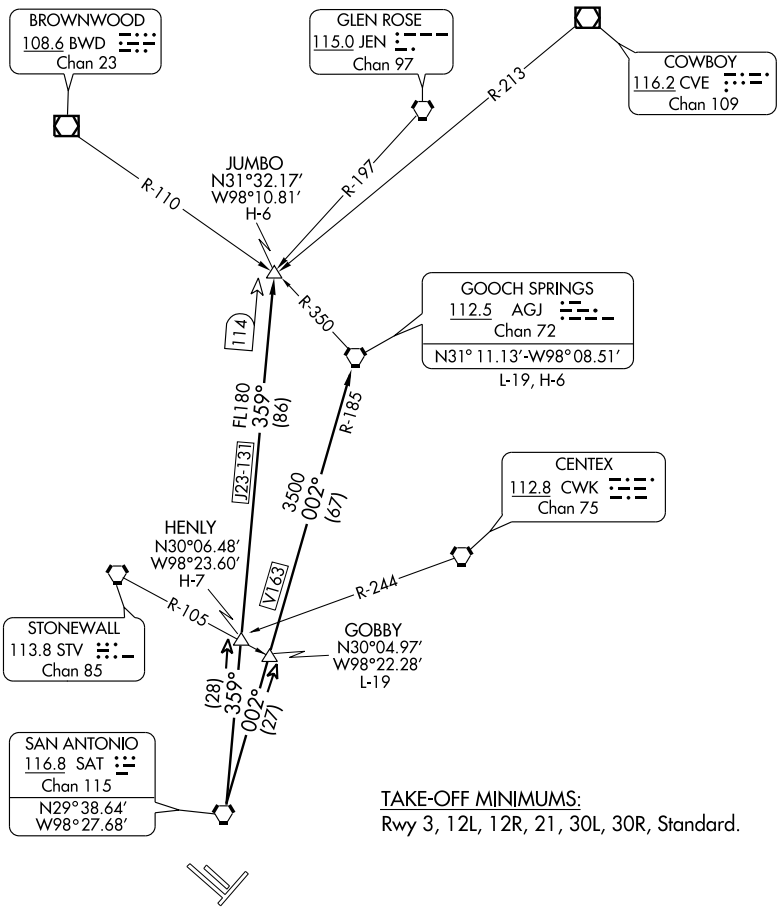
AIRPORT REMARKS: Attended continuously. Numerous flocks of birds in vicinity of arpt. Glider/soaring ops approximately 17 miles northwest of arpt during VFR. Rwy 12L not avbl for air carrier ops. Rwy 03 runway visual range touchdown avbl. PAEW on and along twys and ramps areas at various times. PAEW between Terminal 1 and Terminal 2. PAEW on the ramp west of terminal 2. PPR with Arpt Ops for acft powering back from terminal gates. Acft taxiing on Rwy 03 northeast bound look for hold short to Rwy 30L. Acft taxiing on Twy N southwest bound look for hold short to Rwy 30R. Twy Z clsd to acft with wingspan greater than 118′. The following Twys are not avbl for acft 59,000 pounds or over, Twy A and Twy J north of Rwy 12R–30L, Twy W, Twy M, Twy P, Twy H northwest of Twy Z and Twy E east of Rwy 03–21. Twy Q entrance/exit at Air Cargo East clsd to acft with wingspan greater than 118′. Inner ramp taxilane north and east of Terminal 1 is clsd to acft with wingspan greater than 118′ exc for acft crossing the inner ramp to gates 12 to 16. Taxiway L clsd northbound. Twys L & B clsd to acft with wingspans greater than 118′ exiting Rwy 30L. Twy D non–movement area from Twy N to 500′ west of Twy N. Noise Abatement: Noise sensitive areas exist on all sides of the arpt: at pilots discretion climb as quickly and quietly as safely possible on dep and use consideration when flying over populated areas by minimizing flight and high power settings. Engine run–ups are permitted btn 1200–0500Z‡. Ground run–up enclosure avbl 24 hrs. Terminal Gate 1 use only with PPR call ops 210–413–4928. C130 and C141 type acft shall park on west ramp to clear customs. General aviation acft clearing U.S. Customs at Terminal One be alert for personnel and equipment while taxiing to and from the assigned customs clearance location. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (210) 829–4782. **HIWAS** 116.8 SAT. WSP.
COMMUNICATIONS: D–ATIS 118.9 **UNICOM** 122.95
RCO 122.3 122.2 (SAN ANGELO RADIO)
Ⓡ **APP/DEP CON** 128.05 (091°–140°) 125.1 (271°–359°) 124.45 (360°–090°) 118.05 (141°–270°) 127.1 125.7
TOWER 119.8 **GND CON** 121.9 **CLNC DEL** 126.7
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
(H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 176° 6.6 NM to fld. 1160/8E. **HIWAS.**
ALAMO NDB (LOM) 368 AN N29°36.46′ W98°34.18′ 122° 6.9 NM to fld.
ILS/DME 110.9 I–IZR Chan 46 Rwy 30L. Class IA.
ILS 109.7 I–SAT Rwy 03. Class IA.
ILS/DME 110.9 I–ANT Chan 46 Rwy 12R. Class IIE. LOM ALAMO NDB.

SAN GERONIMO AIRPARK (8T8) 10W UTC−6(−5 DT) N29°30.63′ W98°47.90′ **SAN ANTONIO**
1040 NOTAM FILE SJT **L–19C**
RWY 17–35: H3000X40 (ASPH)
RWY 17: Tree. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Rwy 17–35 shoulders soft and muddy when wet. Rwy 17–35 45′ turf landing area to west of paved rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 238° 19.4 NM to fld. 1160/8E.
HIWAS.

SC-3, 26 AUG 2010 to 23 SEP 2010

ATIS 118.9
CLNC DEL
126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
125.1 307.0
127.1 269.1



TAKE-OFF MINIMUMS:
Rwy 3, 12L, 12R, 21, 30L, 30R, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

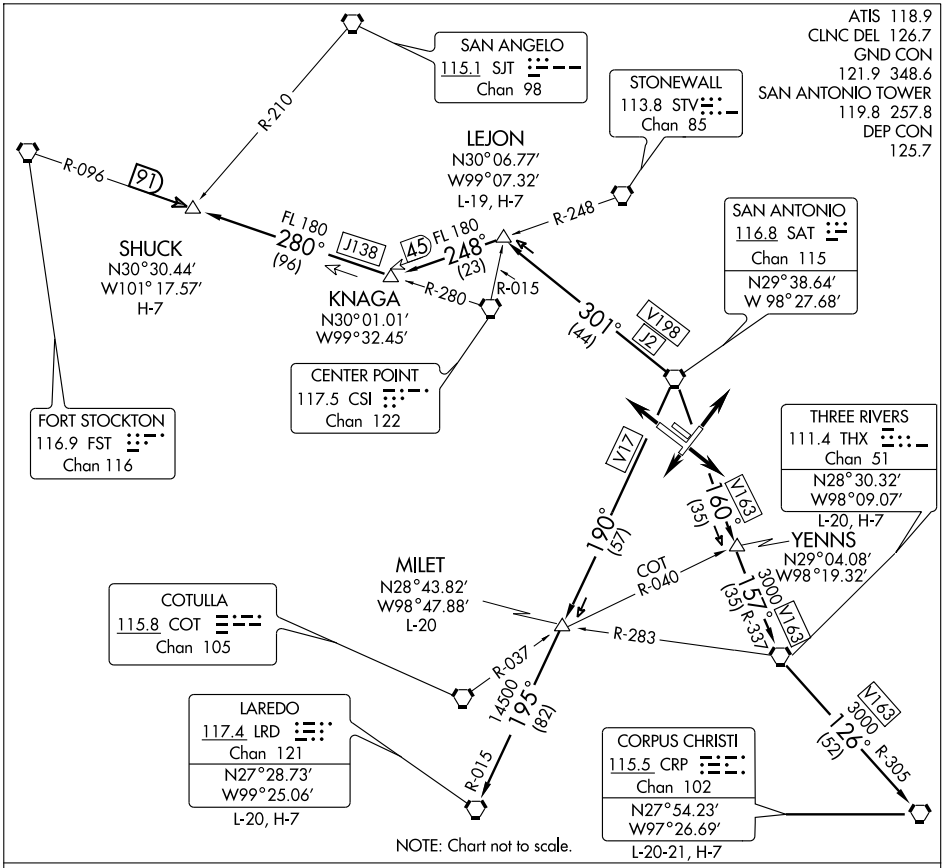
Climb on assigned heading for radar vectors to SAT VORTAC. Maintain 5000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO8.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
GOOCH SPRINGS TRANSITION (ALAMO8.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via SAT R-002 and AGJ R-185 to AGJ VORTAC.
HENLY TRANSITION (ALAMO8.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
JUMBO TRANSITION (ALAMO8.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.

TAKE-OFF OBSTACLES:

Rwy 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′ MSL.
Rwy 12R: Antenna on tower 1034′ from DER, 723′ right of centerline, 42′ AGL/820′ MSL. Building and vent on building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′ MSL.
Rwy 21: Antenna on hangar and flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′ MSL. Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′ MSL.
Rwy 30L: Tower and poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′ MSL. Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′ MSL.
Rwy 30R: Rod on obstruction light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′ MSL.



DEPARTURE ROUTE DESCRIPTION

Fly runway heading for vector to assigned route. All aircraft maintain 5000 feet, expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

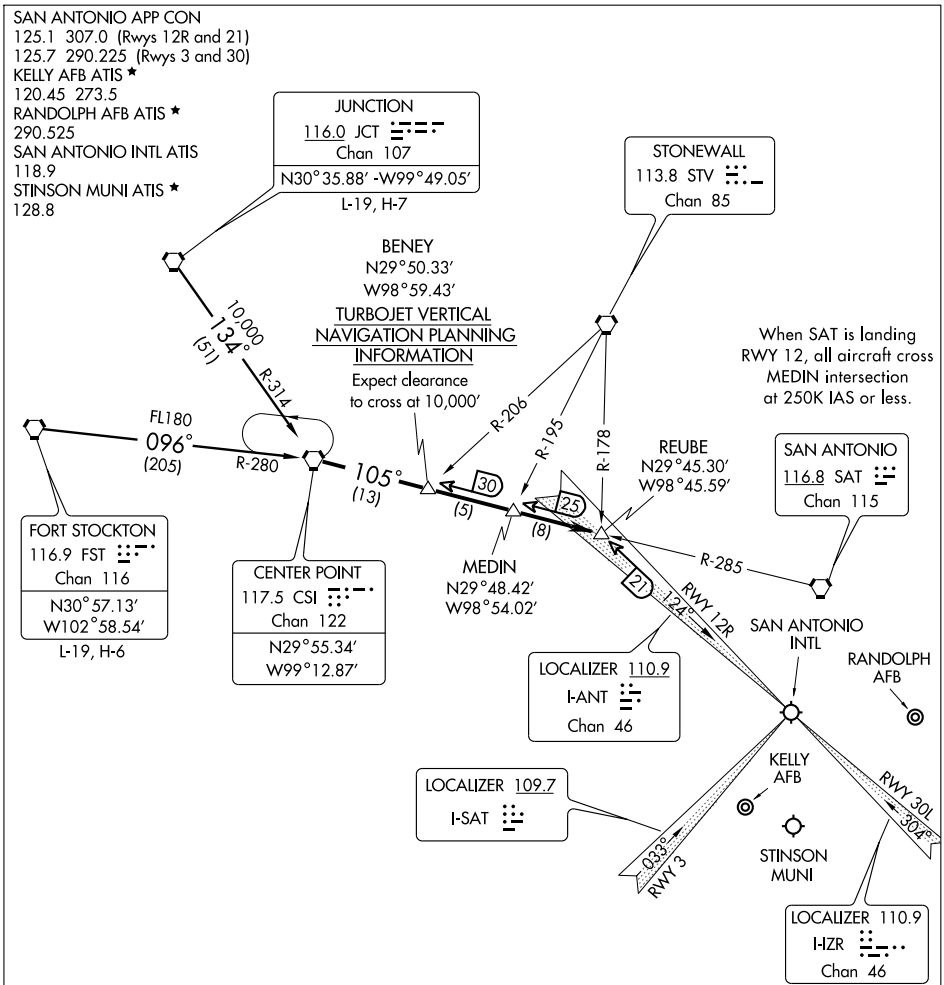
SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

SC-3, 26 AUG 2010 to 23 SEP 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

HUBEE ONE DEPARTURE (RNAV)

(HUBEE1.HUBEE) 10210

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

ATIS 118.9
CLNC DEL 126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
128.05 318.1
127.1 269.1

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: HAMMU and HUMBLE TRANSITIONS: For non-GPS equipped aircraft, TNV, PSX, IDU, and ELA DMEs must be operational.
NOTE: HOBBY TRANSITION: For non-GPS equipped aircraft, TNV, PSX, IDU, ELA, and IAH DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

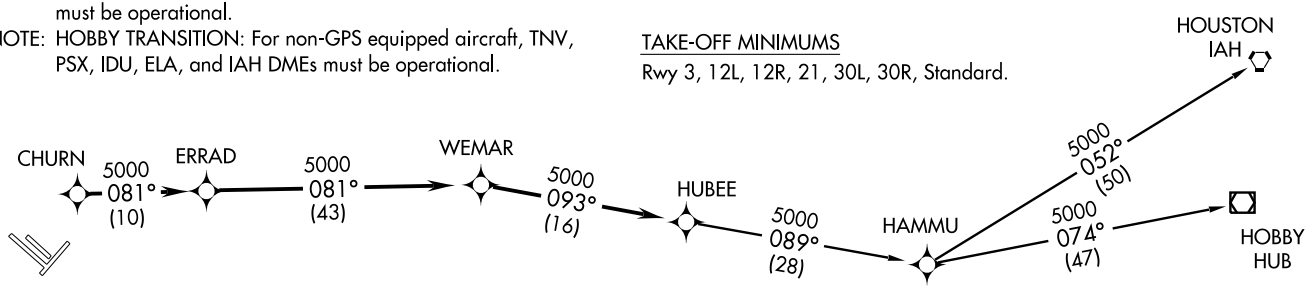
Climb on assigned heading for radar vectors to CHURN, then via depicted route to HUBEE, maintain 5000, Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HAMMU TRANSITION (HUBEE1.HAMMU)
HOBBY TRANSITION (HUBEE1.HUB)
HUMBLE TRANSITION (HUBEE1.IAH)

TAKE-OFF MINIMUMS

Rwy 3, 12L, 12R, 21, 30L, 30R, Standard.



TAKE-OFF OBSTACLES:

Rwy 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′ MSL.
Rwy 12R: Antenna on Tower, 1034′ from DER, 723′ right of centerline, 42′ AGL/820′ MSL.
Building and Vent on Building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′ MSL.
Rwy 21: Antenna on Hangar and Flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′ MSL.
Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′ MSL.
Rwy 30L: Tower and Poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′ MSL.
Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′ MSL.
Rwy 30R: Rod on Obstruction Light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′ MSL.

Note: Chart not to scale.

HUBEE ONE DEPARTURE (RNAV)
(HUBEE1.HUBEE) 10210
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

SL-369 (FAA)

LOC I-SAT	APP CRS	Rwy Idg	7505
109.7	033°	TDZE	786
		Apt Elev	809

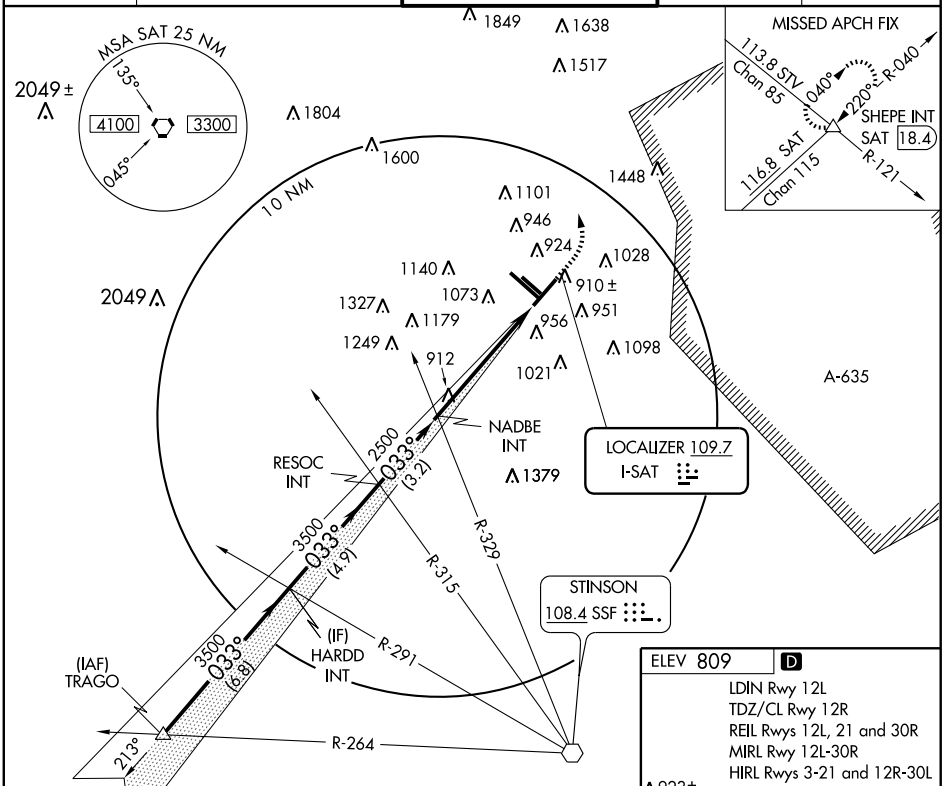
ILS or LOC RWY 3
SAN ANTONIO INTL (SAT)

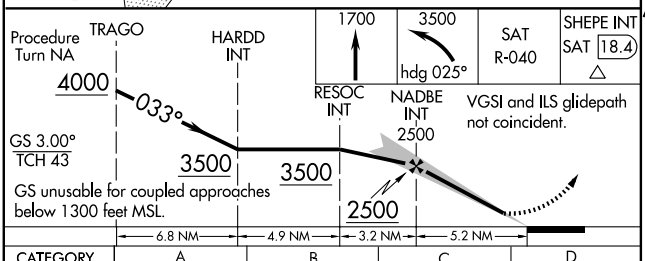
Circling NA southwest of Rwy 12R-30L.

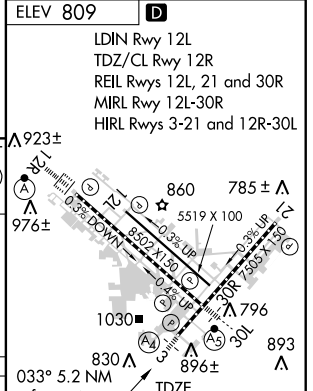
MALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 via heading 025° and SAT R-040 to SHEPE INT/SAT 18.4 DME and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







CATEGORY	A	B	C	D
S-ILS 3	986/40 200 (200-¾)			
S-LOC 3	1180/40 394 (400-¾)			1180/60 394 (400-1¼)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	Rwy 12L ldg
110.9	124°	8502	5519
Chan 46		TDZE 809	TDZE 797
		Apt Elev 809	Apt Elev 809

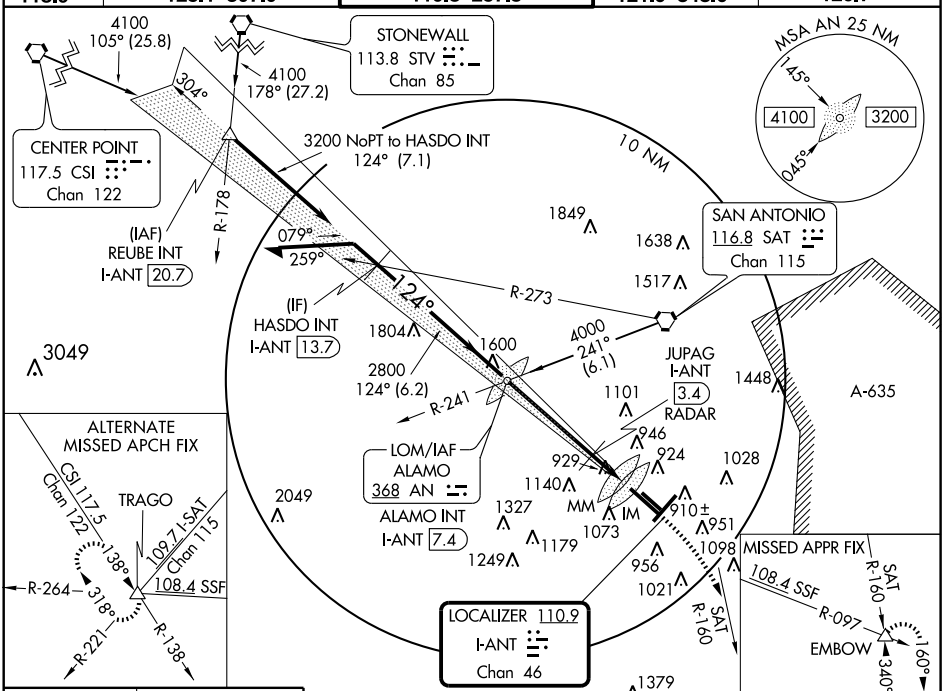
ILS or LOC RWY 12R
SAN ANTONIO INTL (SAT)

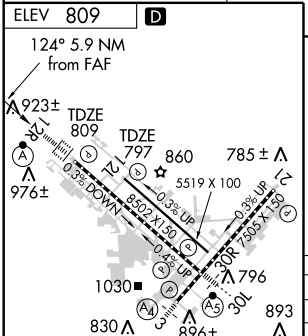
Circling NA southwest of Rwy 12R-30L.

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

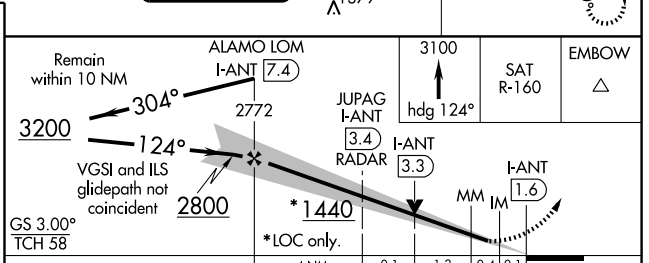
ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 12R	1009/18 200 (200-½)			
S-LOC 12R	1440/24 631 (700-½)		1440/60 631 (700-1¼)	1440-1½ 631 (700-1½)
SIDESTEP 12L	1600-1 803 (800-1)	1600-1¼ 803 (800-1¼)	1600-2¼ 803 (800-2¼)	1600-2½ 803 (800-2½)
CIRCLING	1440-1 631 (700-1)		1440-1¾ 631 (700-1¾)	1440-2 631 (700-2)
JUPAG FIX MINIMUMS				
S-LOC 12R	1240/24 431 (500-½)		1240/40 431 (500-¾)	1240/50 431 (500-1)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-IZR	APP CRS	Rwy 30L ldg	8502	Rwy 30R ldg	5519
110.9	304°	TDZE	790	TDZE	788
Chan 46		Apt Elev	809	Apt Elev	809

ILS or LOC RWY 30L
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L. ADF required.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7

SAN ANTONIO 116.8 SAT Chan 115

LOM ALAMO 368 AN

LOCALIZER 110.9 I-IZR Chan 46

MSA SAT 25 NM
135° 4100 3300 045°

A-635

CIBUS I-IZR 1.8 RADAR

WAKKS OM/INT I-IZR 5.2 RADAR

(IF/IAF) ROTTS INT I-IZR 12.9

ALTERNATE MISSED APCH FIX
CSI 117.5 Chan 122
TRAGO
109.7 I-SAT Chan 115
108.4 SSF

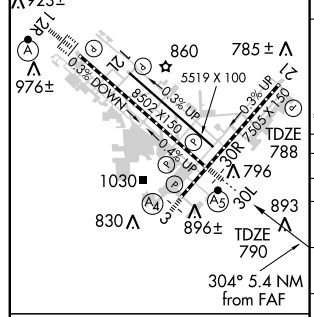
STINSON 108.4 SSF

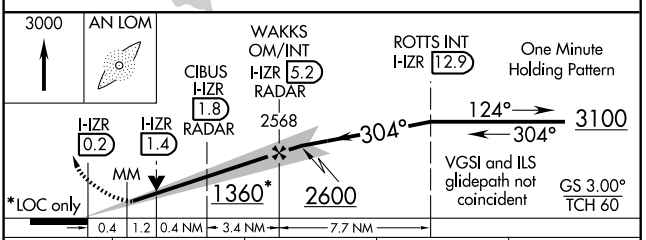
10 NM R-004 R-040 R-264 R-221 R-138

1 min 304° 124°

ELEV 809 D

LDIN Rwy 12L
REIL Rwys 12L, 21 and 30R
TDZ/CL Rwy 12R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R





CATEGORY	A	B	C	D
S-ILS 30L	# 990/24 200 (200-½)			
S-LOC 30L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
SIDESTEP Rwy 30R	1360-1 572 (600-1)		1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)
CIBUS FIX MINIMUMS				
S-LOC 30L	1200/24 410 (400-½)		1200/40 410 (400-¾)	

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-ANT	APP CRS	Rwy 12R Idg	8502
110.9	124°	TDZE	809
Chan 46		Apt Elev	809

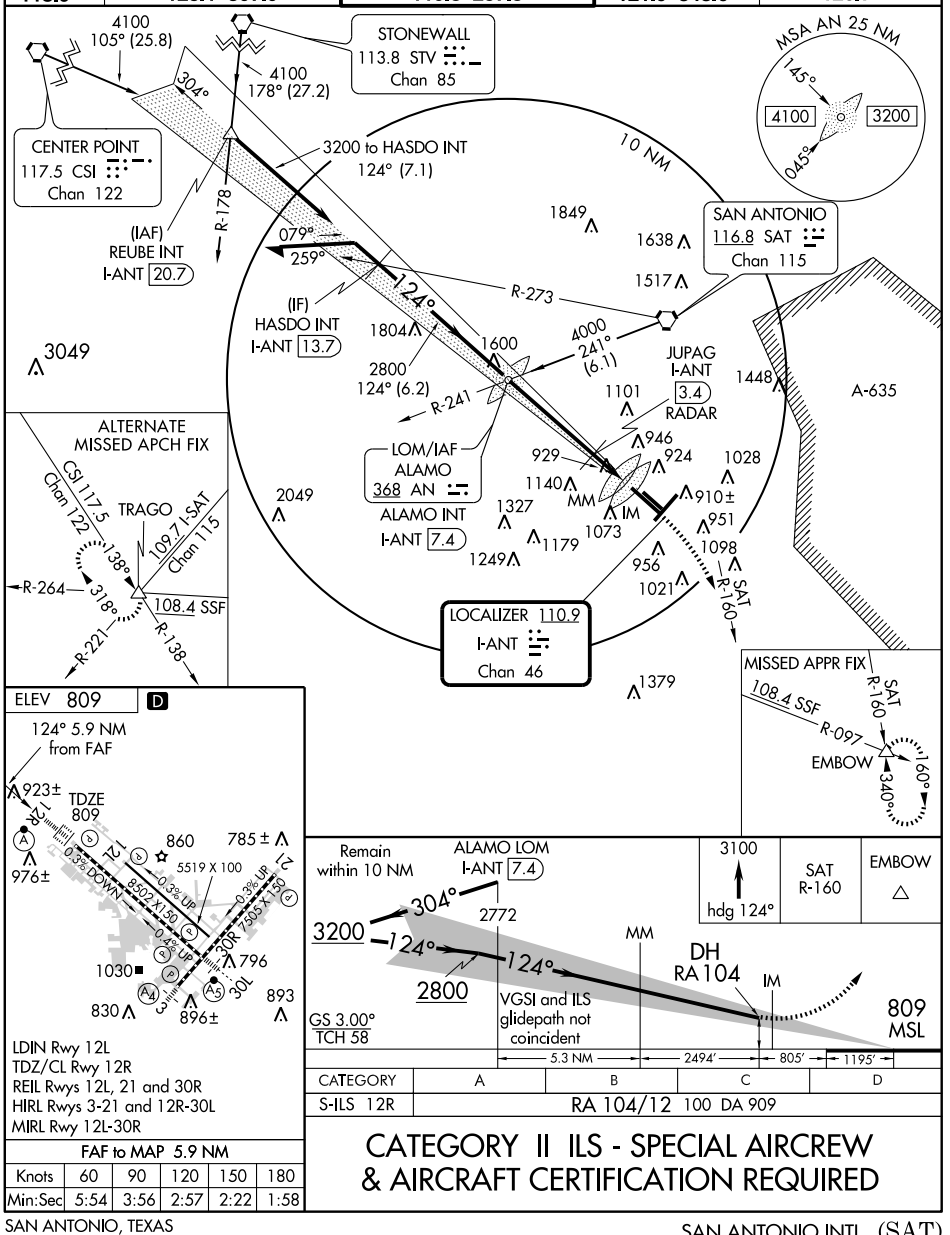
ILS RWY 12R (CAT II)

SAN ANTONIO INTL (SAT)

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

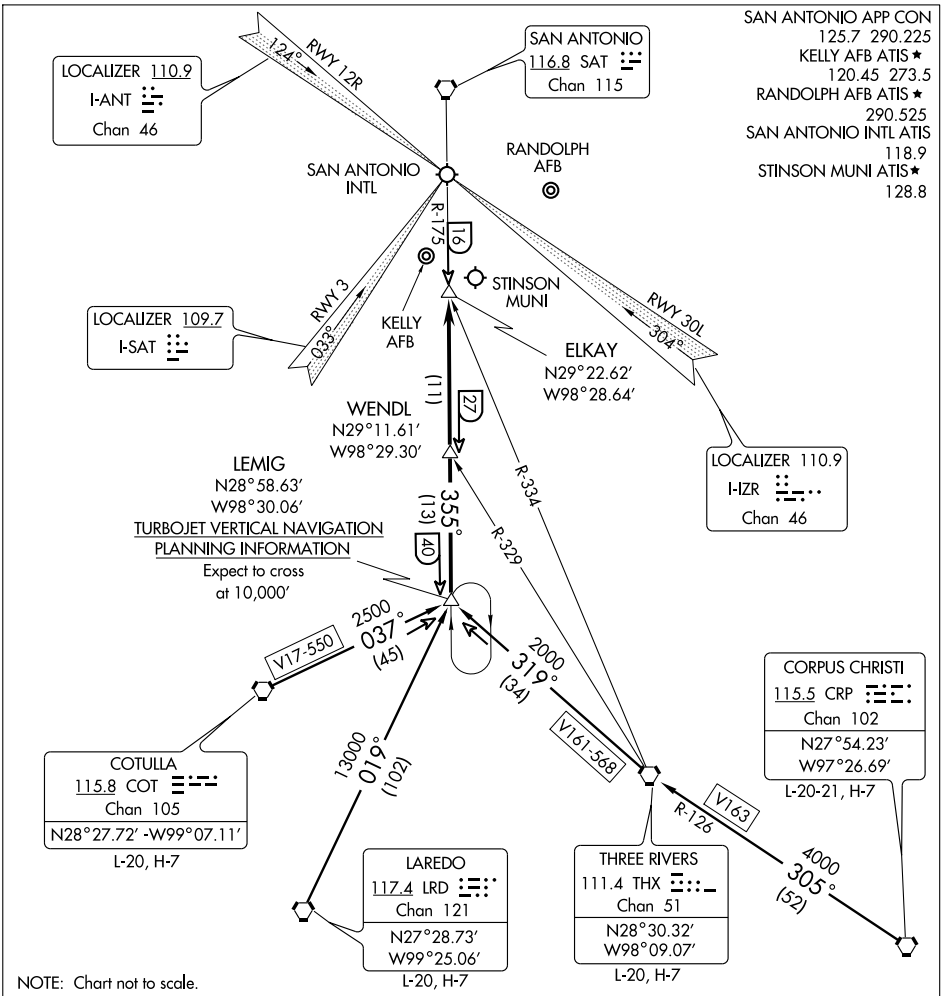
CATEGORY	A	B	C	D
S-ILS 12R	RA 104/12 100 DA 909			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

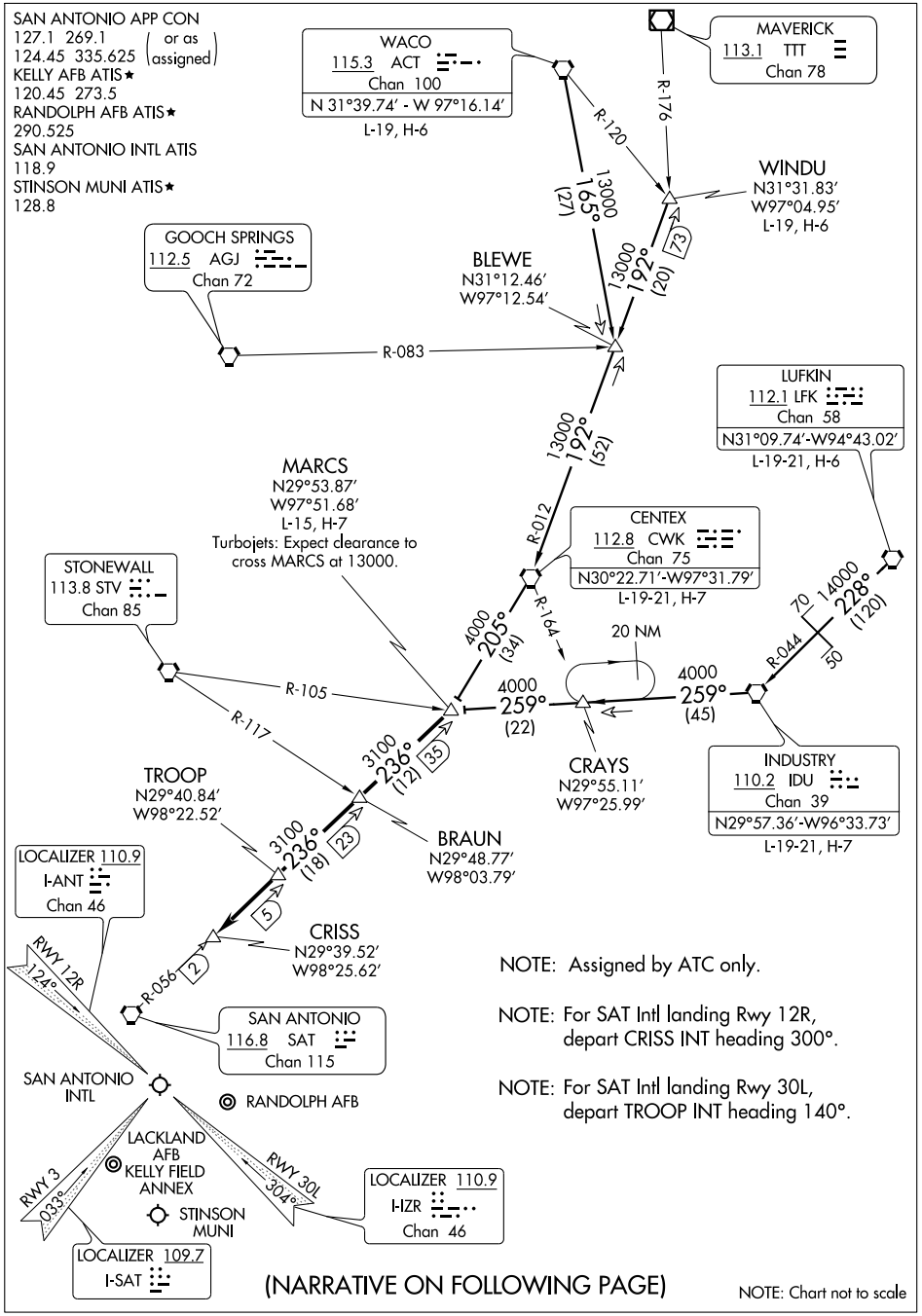
SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7505
CH 77613	033°	TDZE	786
W03A		Apt Elev	809

AL-369 (FAA)

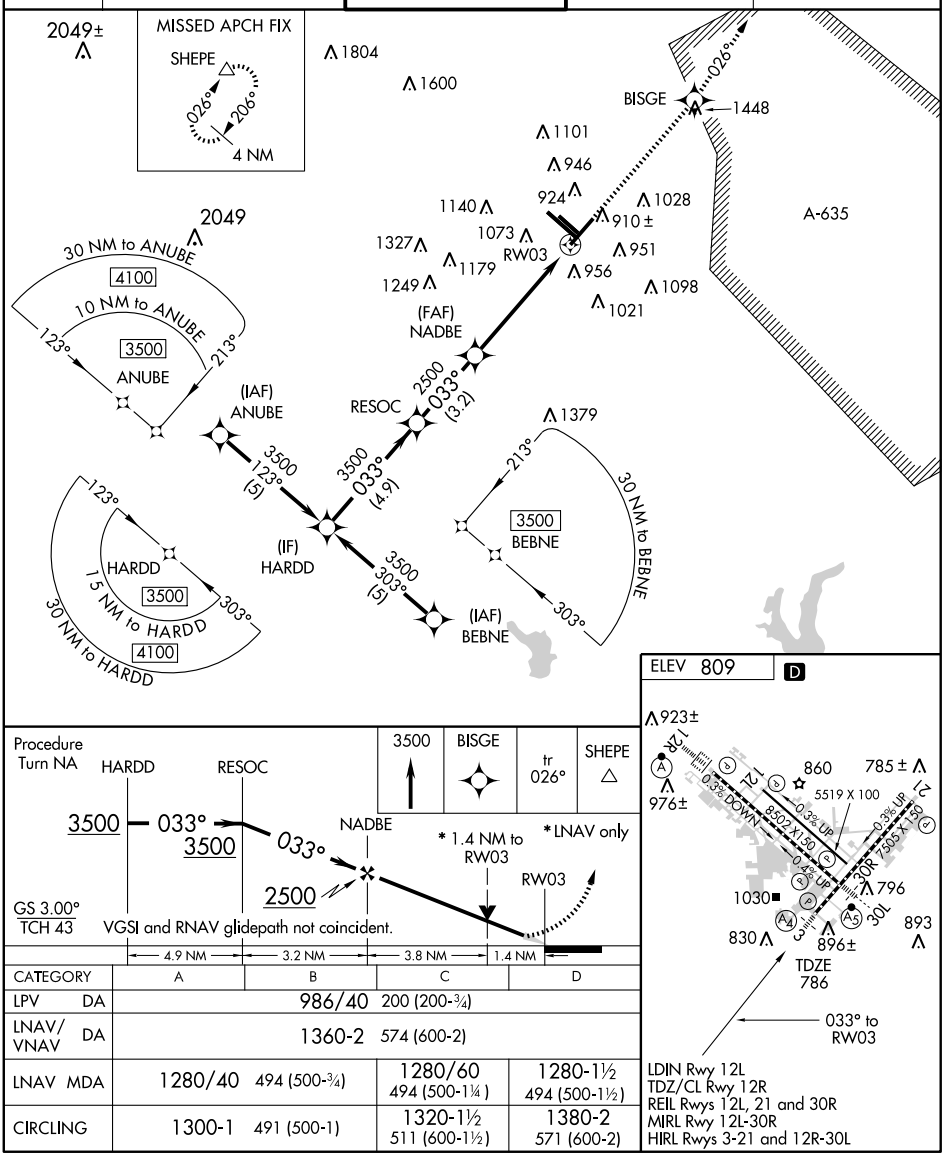
RNAV (GPS) RWY 3
SAN ANTONIO INTL (SAT)

Inoperative table does not apply to LNAV/VNAV, and LNAV Cat C. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3500 direct BISGE and via track 026° to SHEPE and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



CATEGORY	A	B	C	D
LPV DA	986/40 200 (200-¾)			
LNAV/VNAV DA	1360-2 574 (600-2)			
LNAV MDA	1280/40 494 (500-¾)		1280/60 494 (500-1¼)	1280-1½ 494 (500-1½)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	8502
CH 82409	124°	TDZE	809
W12A		Apt Elev	809

RNAV (GPS) RWY 12R

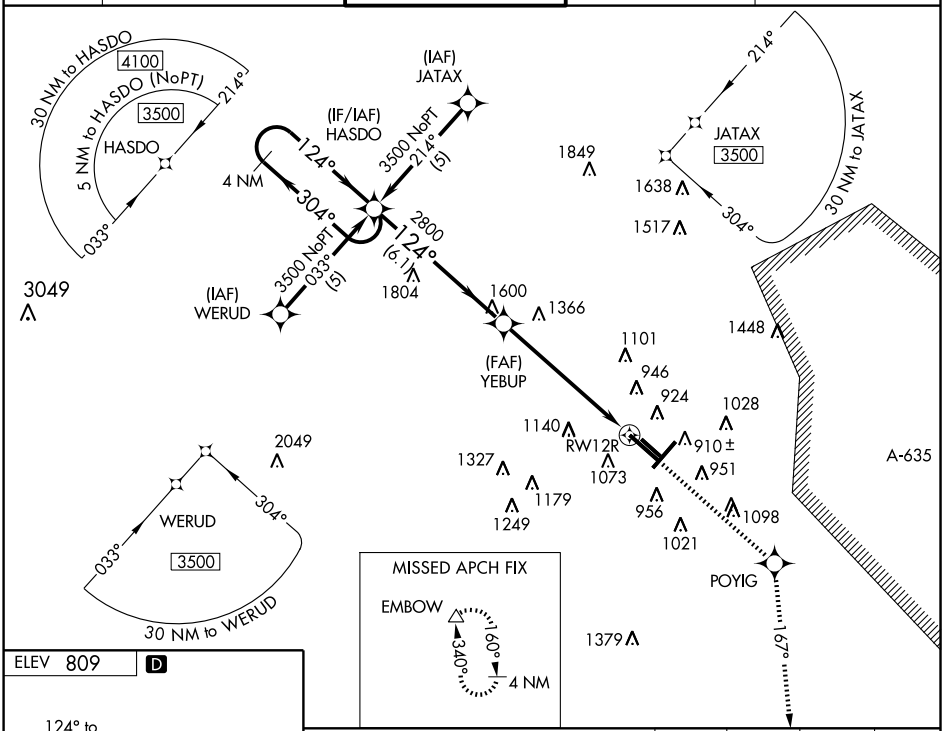
SAN ANTONIO INTL (SAT)

For inoperative ALSF-2, increase LPV all Cats visibility to 1 mile. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

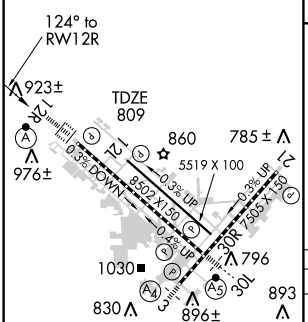
MISSED APPROACH: Climb to 3100 direct POYIG and right turn via 167° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7

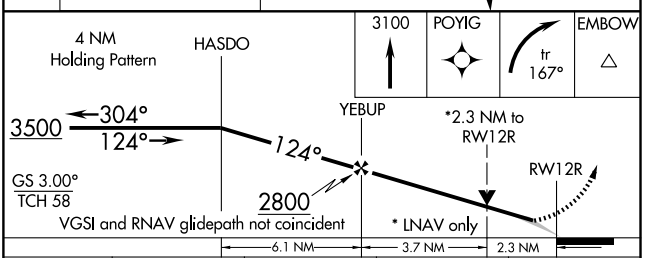


SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010



LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L



CATEGORY	A	B	C	D
LPV DA	1107/24 298 (300-½)			
LNAV/VNAV DA	1340/60 531 (600-1¼)			
LNAV MDA	1620/24 811 (900-½)	1620/40 811 (900-¾)	1620-2 811 (900-2)	1620-2¼ 811 (900-2¼)
CIRCLING	1620-1 811 (900-1)	1620-1¼ 811 (900-1¼)	1620-2½ 811 (900-2½)	1620-2¾ 811 (900-2¾)

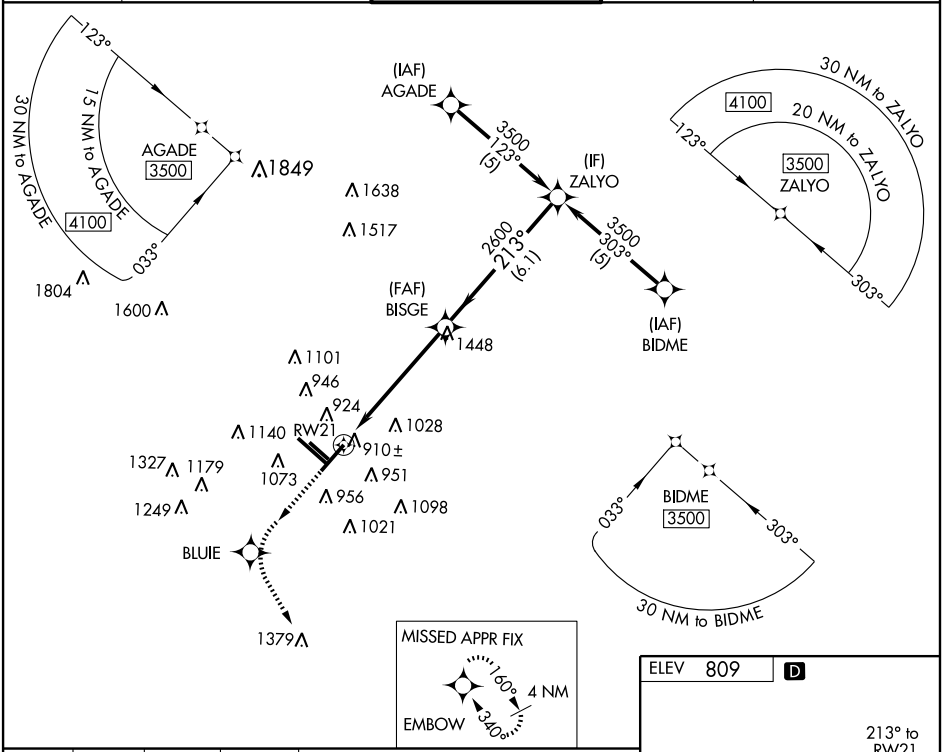
WAAS	APP CRS	Rwy Idg	7505
CH 50121	213°	TDZE	773
W21A		Apt Elev	809

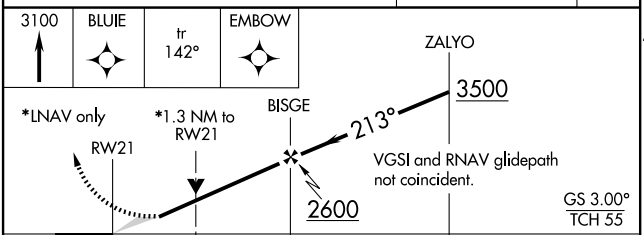
RNAV (GPS) RWY 21
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwys 12R and 30L.
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)

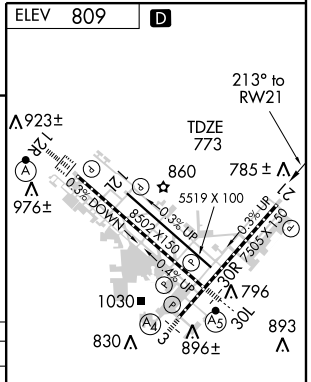
MISSED APPROACH: Climb to 3100 direct BLUIE and via 142° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





CATEGORY	A	B	C	D
LPV DA	1030-1 257 (300-1)			
LNAV/VNAV DA	1200-1½ 427 (500-1½)			
LNAV MDA	1240-1 467 (500-1)		1240-1¼ 467 (500-1¼)	1240-1½ 467 (500-1½)
CIRCLING	1380-1½ 571 (600-1½)		1380-1½ 571 (600-1½)	1440-2 631 (700-2)



LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwys 12L-30R
HIRL Rwys 3-21 and 12R-30L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS		
CH 61209 W30A	304°	Rwy Idg 8502 TDZE 790 Apt Elev 809	

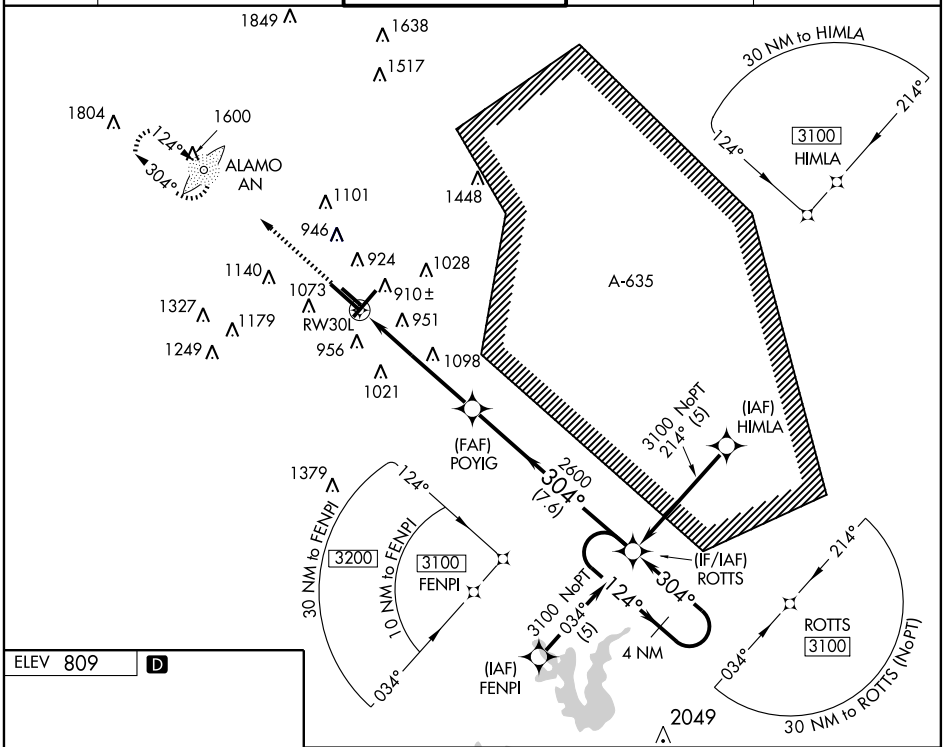
RNAV (GPS) RWY 30L
SAN ANTONIO INTL (SAT)

For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. Circling NA sourthwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

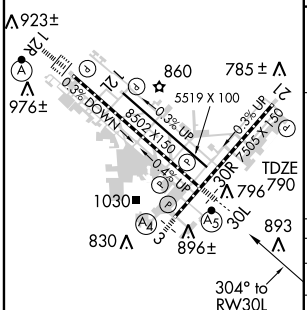
MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7

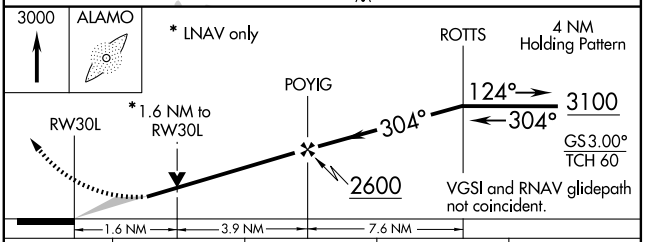


SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010



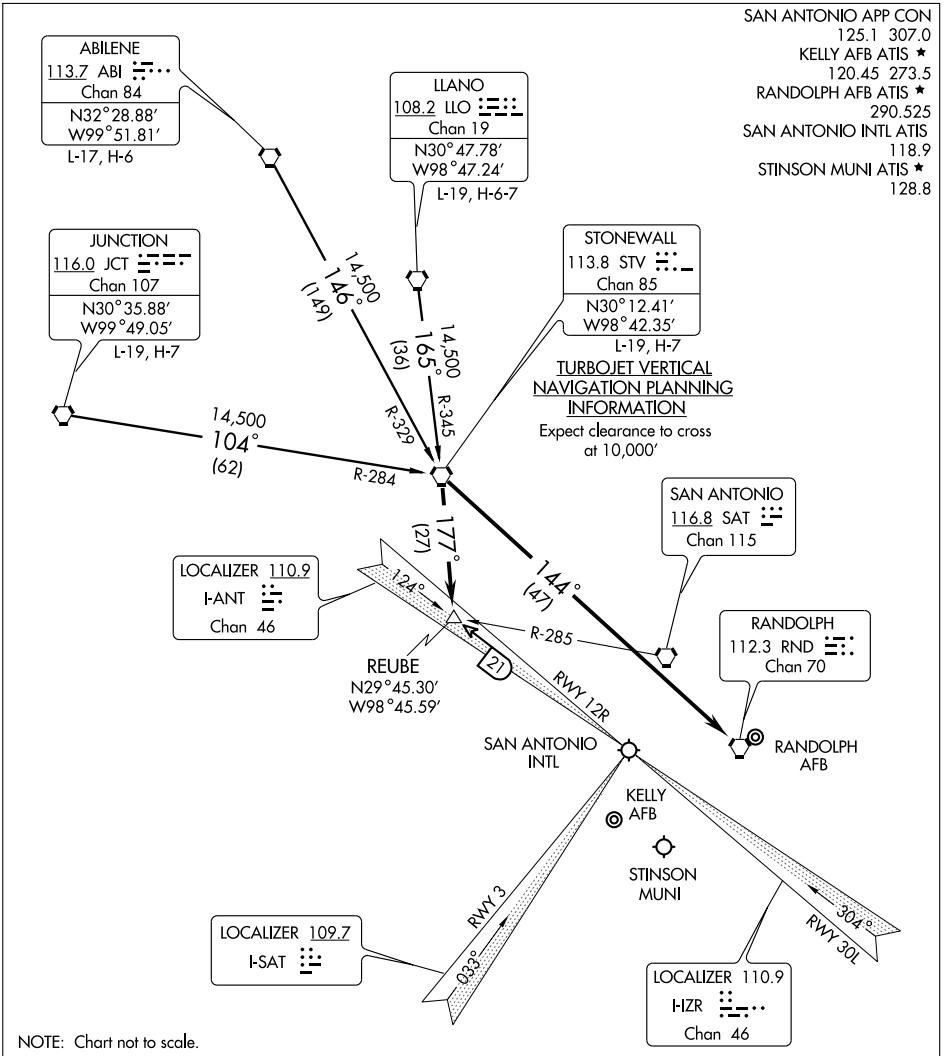
LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L



CATEGORY	A	B	C	D
LPV DA	1207/50 417 (400-1)			
LNAV/VNAV DA	1246/50 456 (500-1)			
LNAV MDA	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

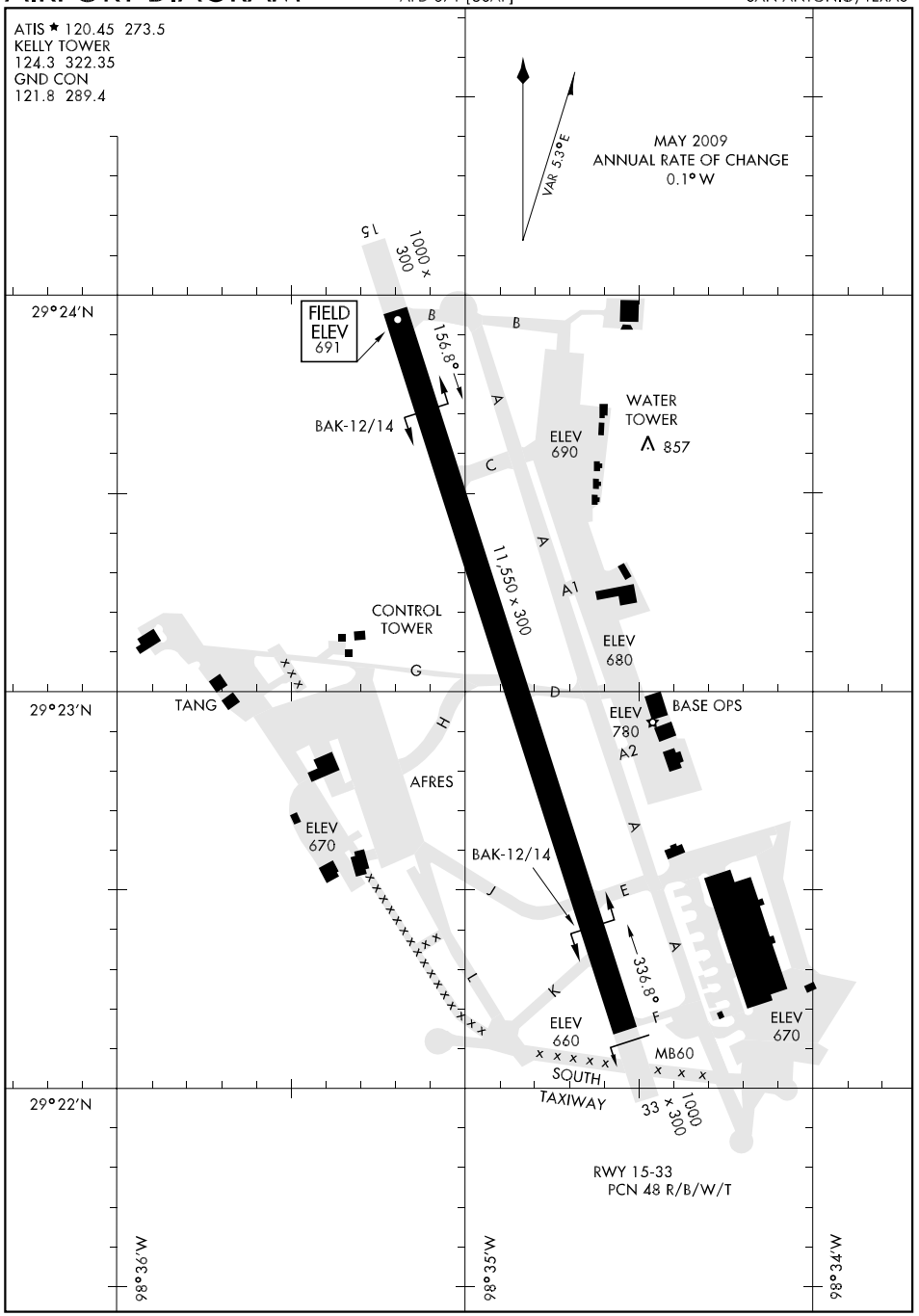
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 26 AUG 2010 to 23 SEP 2010



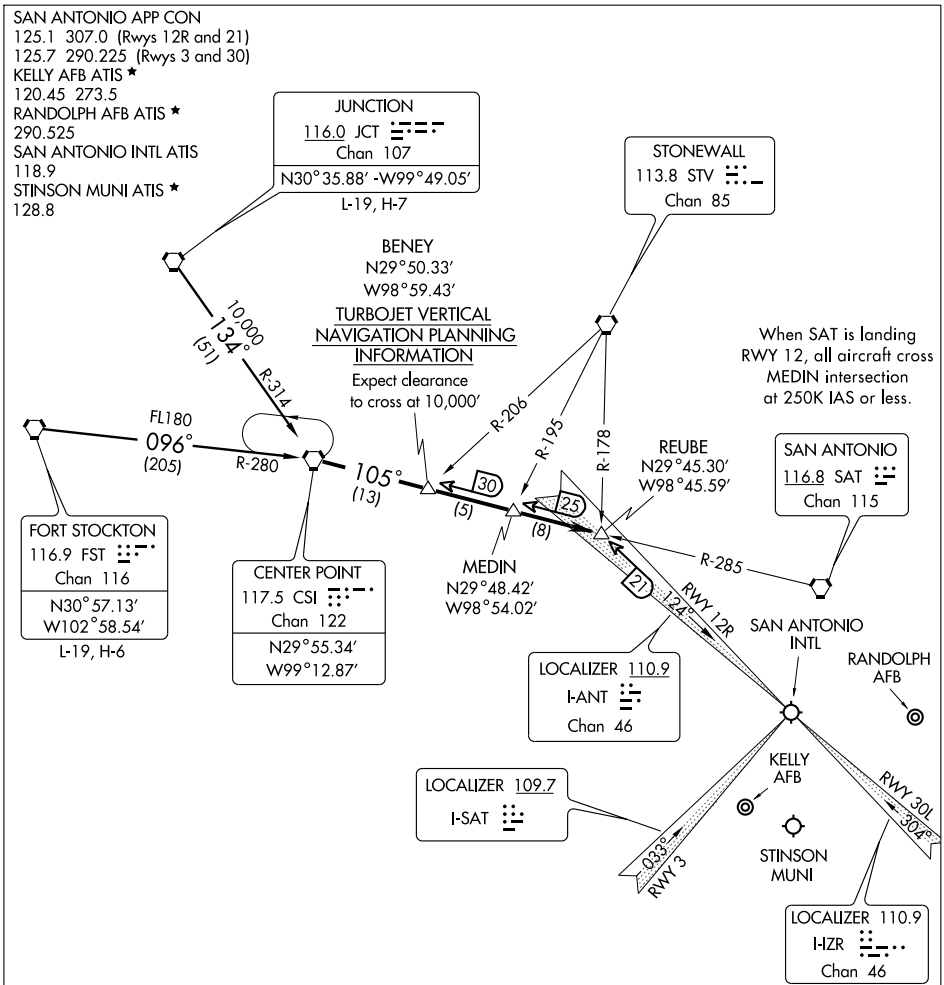
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LACKLAND AFB KELLY FLD ANNEX (SKF)(KSKF) AF (ANG AFRC) 4 SW UTC−6(−5DT) **SAN ANTONIO**
N29°23.05′ W98°34.87′ **H–7B, L–19C**
691 B TPA—See Remarks AOE NOTAM FILE SJT Not insp. **DIAP, AD**
RWY 15–33: H11550X300 (PEM) PCN 48 R/B/W/T HIRL
RWY 15: ALSF1. PAPI(P4L). **RWY 33:** ALSF1. PAPI(P4L).
ARRESTING GEAR/SYSTEMS
RWY 15 BAK–14 BAK–12A(B) (1853′)
BAK–14 BAK–12A(B) (1705′) HOOK MB60 (60′ OVRN) → **RWY 33**

MILITARY SERVICE: LGT Rwy 15–33 PAPI/ILS Runway Point of Intercept not coincidental. **A–GEAR** BAK–12A(B) cables raised by BAK–14 device on req to control twr.
JASU (A/M32A–86D) **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX LHNIT **OIL** O–133–148–156; SOAP—Avbl Tue–Thu 2000–0600Z‡, Fri 1230–2230Z†. **TRAN ALERT** Opr Mon–Fri 1200–0400Z‡; Sat–Sun 1400–0400Z‡, clsd Federal holiday, other times 2 hr prior notice rqr ctc Base OPS. 1 hr prior notice rqr for all acft servicing; ctc Base OPS DSN 945–6802, C210–925–6802 or PTD to avoid delays. All acft—no acft repair capability avbl. Limited svc and inspection capability, refuel assistant only on commercial and large acft. Limited aerial port svc—human waste and trash removal, potable water and air stair support only.
MILITARY REMARKS: Opr Mon–Thu 1300–0830Z‡, Fri–Sun 1300–0500Z‡. CLOSED Federal holidays and associated weekends. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Quiet hrs 0500–1200Z‡ daily departure and full–stop ldg only. Tran acft expect 1 apch, home station acft have priority. Expect 1 apch to full stop ldg only Fri 1455–1545Z‡ during Basic Military Training graduation. Acft over 110′ wingspan prohibited from taxiing on Twy B or Twy F when acft are parked in arm/dearm pads. Acft with wingspan larger than 93′ not authorized in Arm/DeArm Pads. Acft prohibited in south arm/dearm pad when visibility less than 2 miles and ceiling less than 800′. PPR (48 hr prior notice for acft rqr Customs/Agriculture svc) ctc Base OPS DSN 945–6802, C210–925–6802. Civilian ops managed by Port San Antonio 0700–2300Z‡. User fee. Flight plan required for all civilian flights operating into/out of Kelly Field Annex. File Port Authority San Antonio in remarks section of flight plan. Only acft 12,500 lbs or more due to high density/velocity military traffic. Ask for military and civilian NOTAMS. Civilian ramp located northeast of rwy. Atlantic Aviation GA ramp access via Twy A1 (See military remarks for additional information). For general aviation ctc FBO 210–921–6100 for svc, JP–8, ARINC 129.725 call 1 hr prior to departure on weekends. Cargo parking ctc port ops 210–362–7838 or 210–362–7848. **CAUTION** Probability of hydroplaning at all speeds entire rwy. **TFC PAT** TPA—Rectangular 1700(1009) for lgt acft, 2200(1509) for conventional, 2700(2009) for jet fighters. Overhead 2700(2009). Air Education and Training Command acft expect reduced runway separation day. VFR—3000′ between similar acft, 6000′ between dissimilar acft. Variations exist for different type opr. Transient fighter acft must notify twr on initial ctc if reduced separation is not desired. **NS ABTMT** Expect to execute clsd tfc no later than dep end rwy. Extended pattern not authorized unless directed. Expect VFR tfc pattern to the W when tfc is lgt. Acft arriving between 0500–1200Z‡ expect full stop ldg. No after burner tkf during these times without prior coordination and approval. **CSTMS/AG/IMG** CSTMS, plant quarantine and IMG avbl, ctc Base OPS by phone patch or PTD radio 2 hr before arrival. All personnel, excluding active US mil, must clear IMG inbound. **MISC** Acft with Code 6 and abv ctc Base OPS phone patch/PTD with block time at least 1 hr before ldg. Lackland Comd Post (37 TRW), DSN 473–4225, C210–671–4225. User fee. Cargo parking ctc PORT OPS C210–362–7838/7848. Official point of obsn does not allow a clear unobstructed view of rwy. WX technician view from N to SE is partially obstructed by trees, buildings, and hangars. Technician relies on cooperative WX Watch with twr. High ints security lgts hinder ability to determine sky conditiion at night. **AFRC** PPR for use of AFRC ramp, DSN 945–4330, C210–925–4330. **ANG** Opr Tue–Sat 1345–2230Z‡. PPR for use of ANG ramp, DSN 945–5934, C210–925–5934.
COMMUNICATIONS: ATIS 120.45 273.5 (1300–0500Z‡) **PTD** 130.65 372.2
Ⓡ **SAN ANTONIO APP CON** 118.05 125.1 127.1 289.2 307.0 353.5
KELLY TOWER 124.3 322.35 **GND CON** 121.8 289.4
Ⓡ **SAN ANTONIO DEP CON** 125.7 290.225
AFRC COMD POST 143.8 252.1 (433 AW. Not for transient acft use.) **PMSV METRO** 239.8 (Full svc Mon–Fri during afld hr, limited svc other times. Weekend WX opr may vary with local flying schedule WX DSN 945–5709. Afld WX is monitored by AN/FMQ–19 ASOS. ASOS obsn avbl at DSN 945–0935, C210–925–0935. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781–4775, C318–456–4775, Toll Free 1–866–223–9328.
LACKLAND COMD POST (37 TRW) DSN 473–4225, C210–671–4225.
RADIO AIDS TO NAVIGATION: NOTAM FILE SKF.
KELLY (L) TACAN Chan 57 KSY (112.0) N29°23.49′ W98°34.86′ at fld. 687/7E. Unmonitored when twr clsd. No NOTAM MP every fourth Wed 1100–1300Z‡.
ILS 110.1 I–SKF Rwy 15. Class IE. No NOTAM MP Tue 1100–1300Z‡.
ILS 110.7 I–OSQ Rwy 33. Class IT. No NOTAM MP Tue 1100–1300Z‡.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550
110.1	155°	TDZE 691
		Arpt Elev 691

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

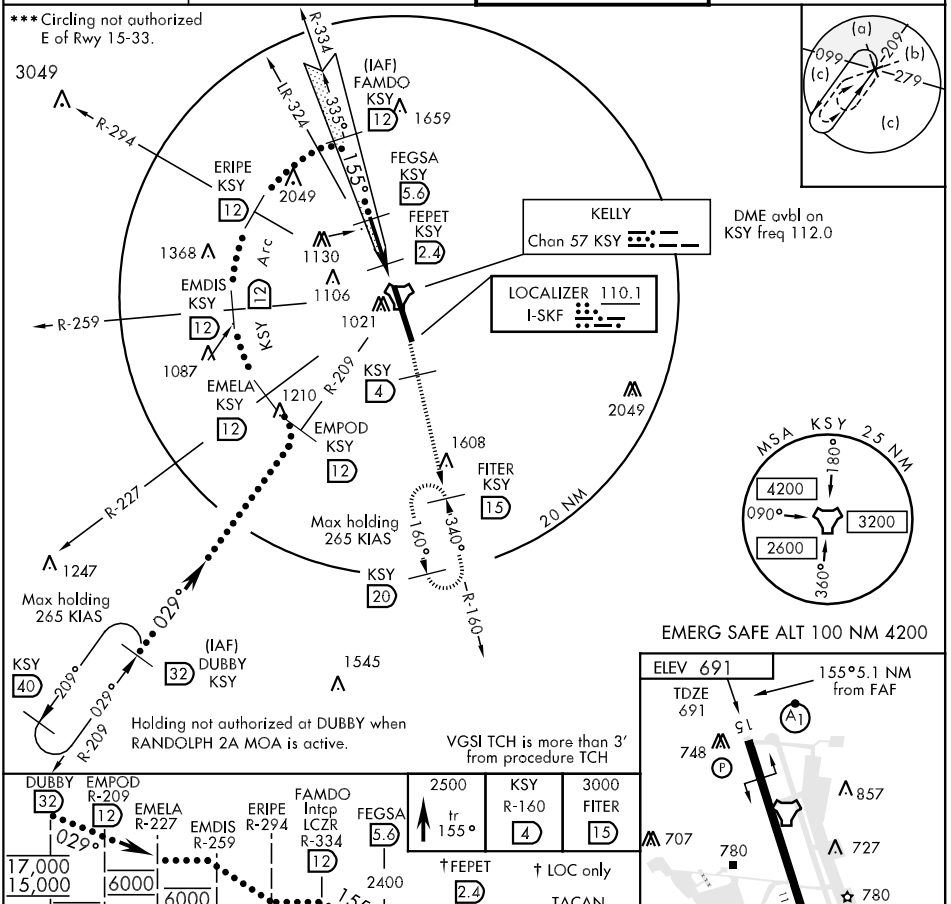
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR vis to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

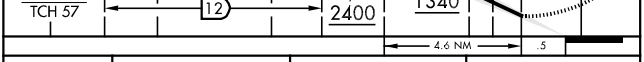
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

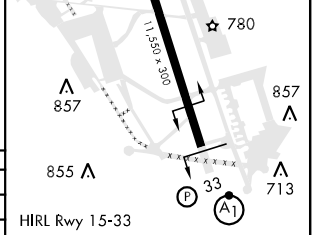
*** Circling not authorized E of Rwy 15-33.



VGSI TCH is more than 3° from procedure TCH



2500	KSY	3000
tr 155°	R-160	FITER
	4	15



CATEGORY	C	D	E
S-ILS 15 *	891/24	200	(200-½)
S-LOC/ ** DME 15	1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg 11,550 / TDZE 667 / Arpt Elev 691
110.7	335°	

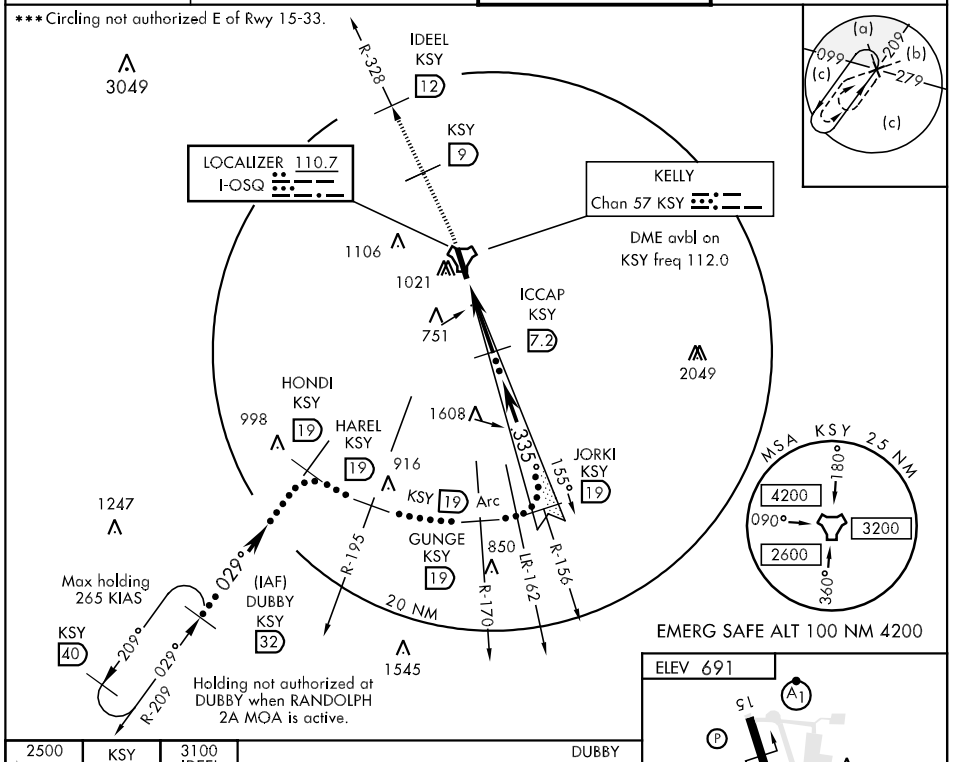
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

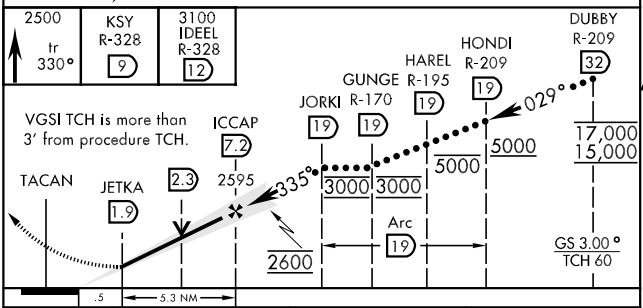
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

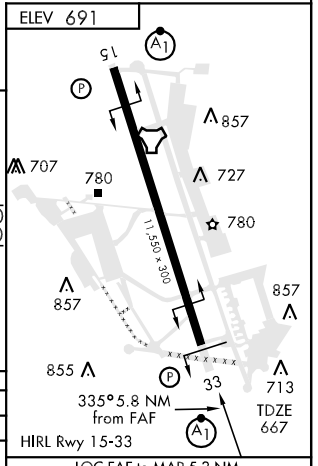
ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	C	D	E
S-ILS 33 *	867/24 200 (200-½)		
S-LOC/ DME 33 **	1040/40 373 (400-¾)		
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

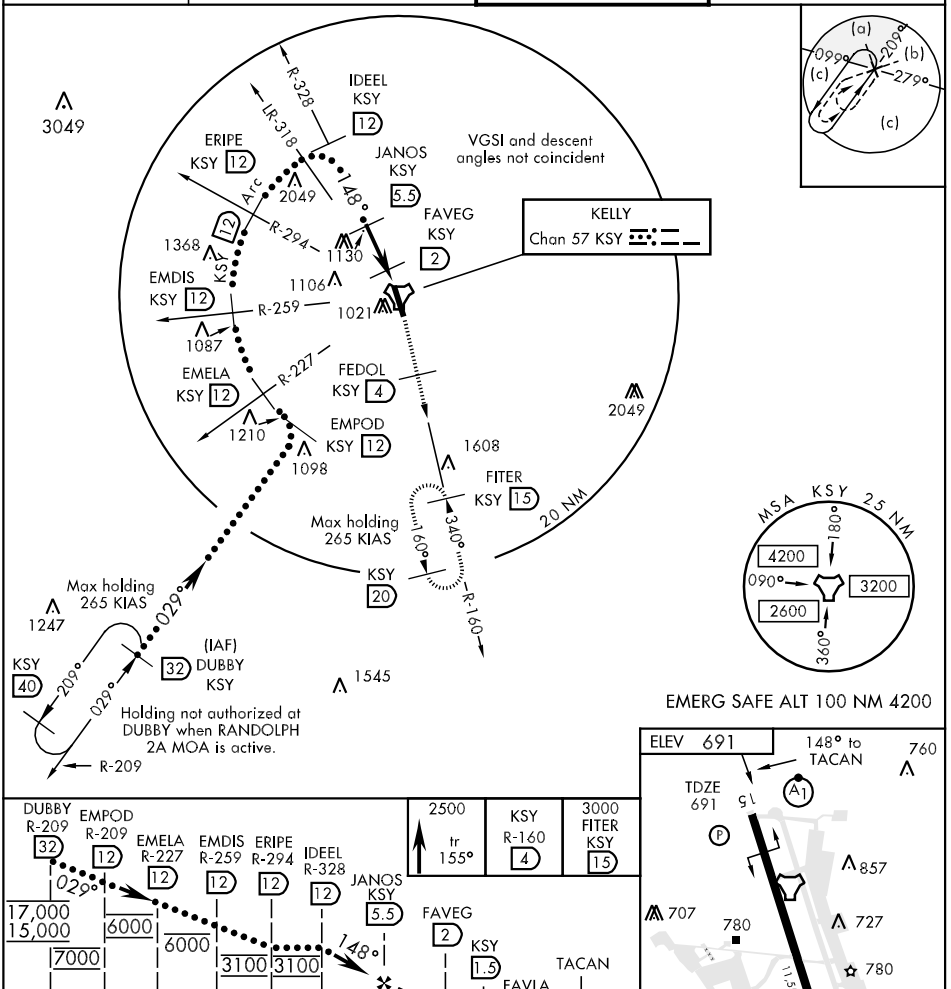
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

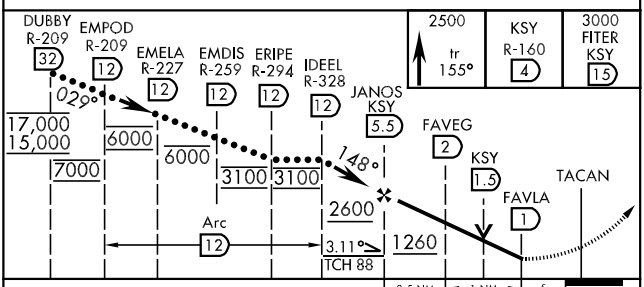
* When ALS inop, increase vis CAT CD RVR to 60 and vis to 1¼ mile, CAT E to 1½ miles.
** Circling not authorized E of Rwy 15-33.

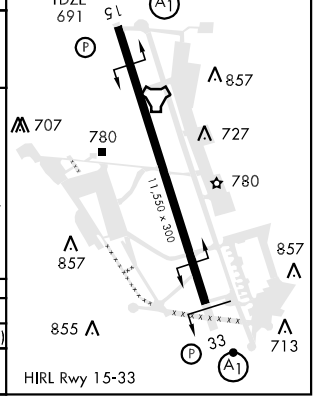
ALSF-1 (A1)

MISSED APPROACH: Climb on track 155° until intercepting KSY TACAN R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	C	D	E
S-15 *	1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING * *	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	11,550
KSY Chan 57	340°	TDZE	667
		Arpt Elev	691

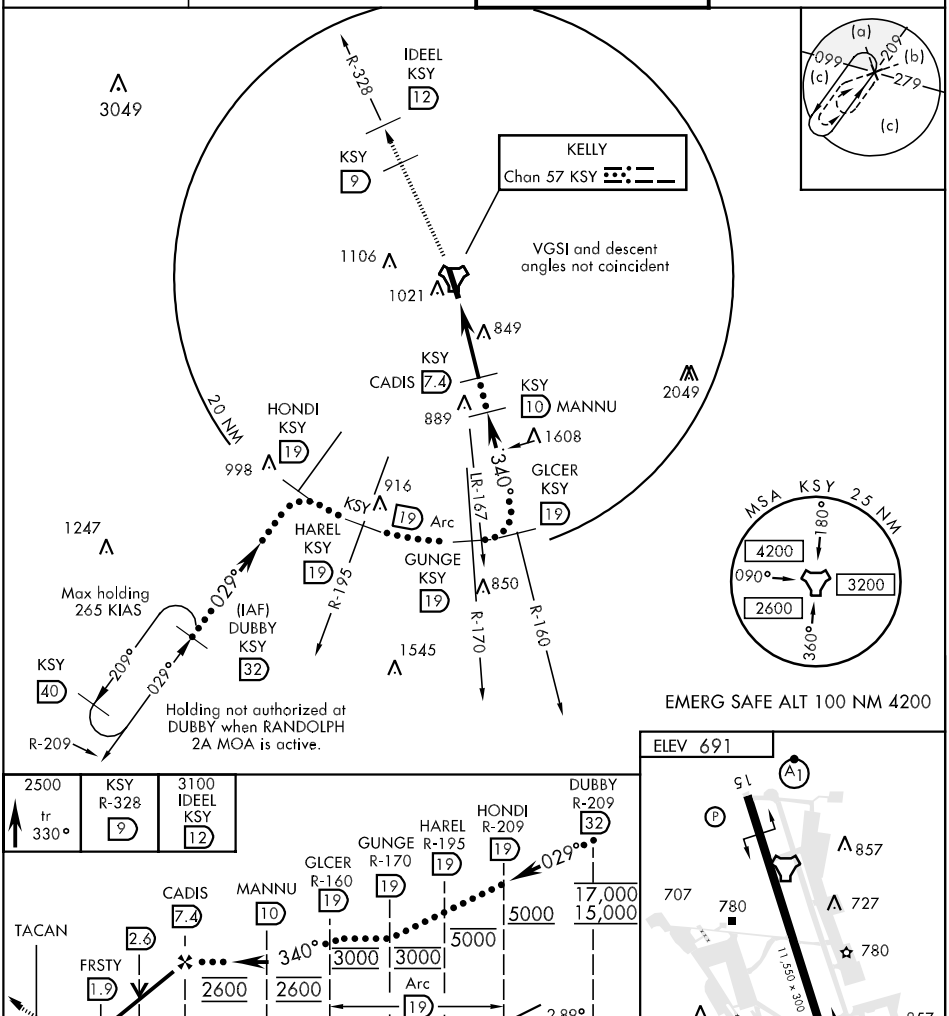
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

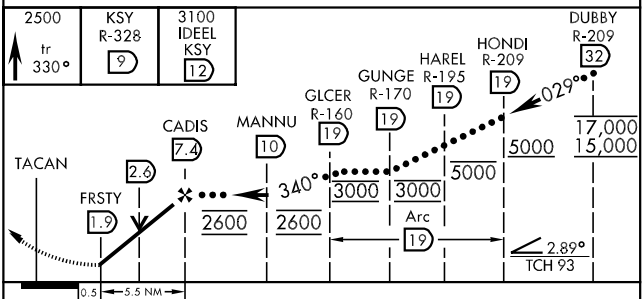
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

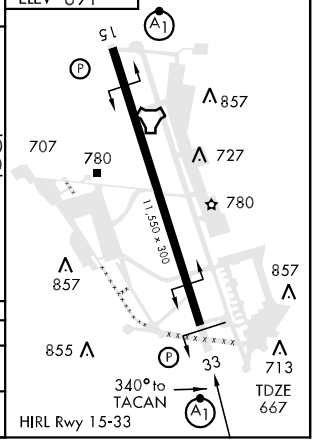
ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4







CATEGORY	C	D	E
S-33 *	1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 15

LOC I-SKF 110.1	APCH CRS 155°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase ALL CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

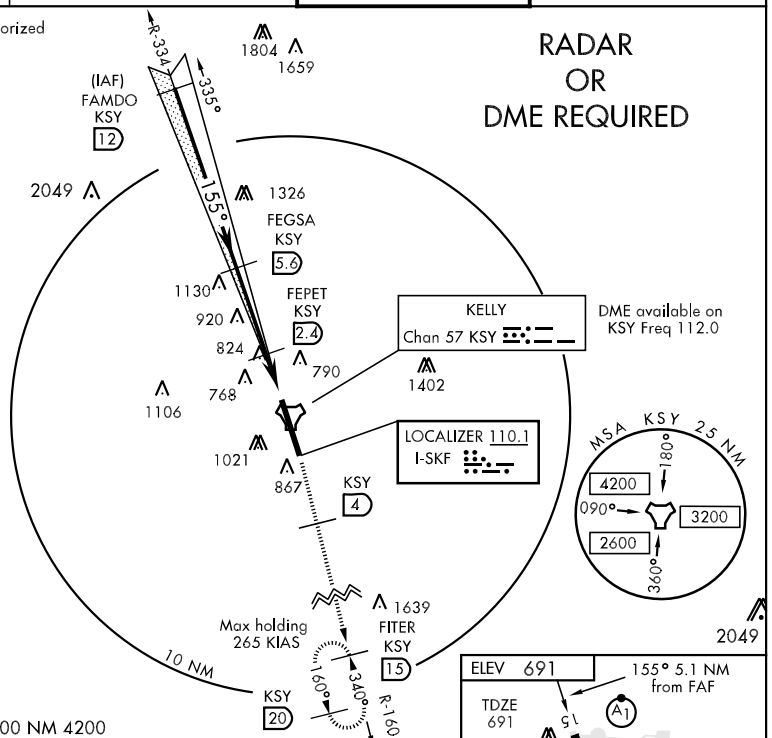
ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

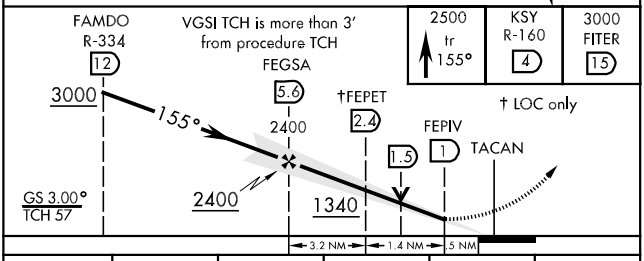
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.

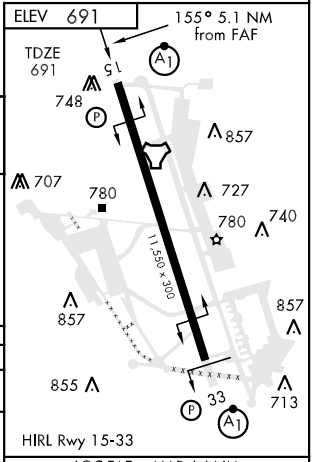
RADAR OR DME REQUIRED



EMERG SAFE ALT 100 NM 4200



2500 tr 155°	KSY R-160 4	3000 FITER 15



CATEGORY	A	B	C	D	E
S-ILS 15 *	891/24		200	(200-½)	
S-LOC/DME 15 **	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 26 AUG 2010 to 23 SEP 2010

SAN ANTONIO, TEXAS

ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg 11,550
110.7	335°	TDZE 667
		Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

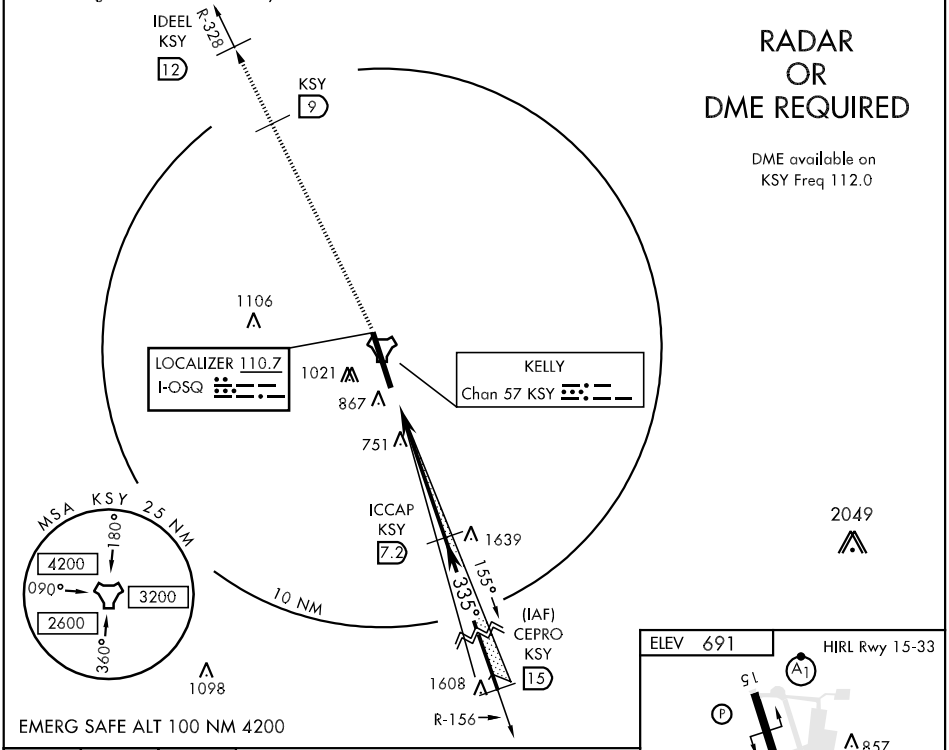
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

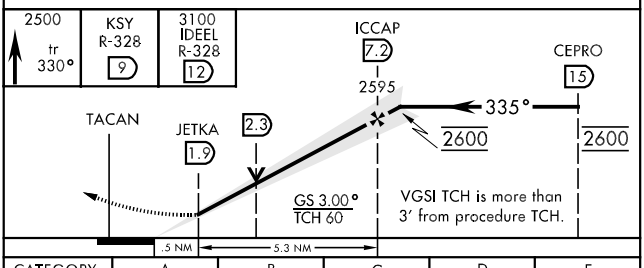
ALSF-1

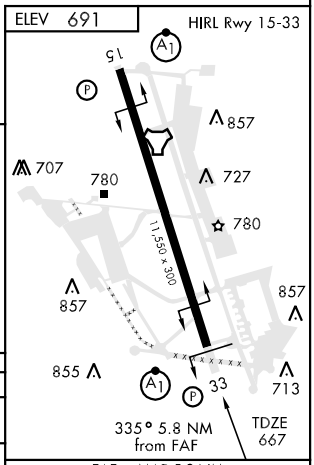
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct (IDEEL). Expect ATC instuctions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-ILS 33 *	867/24	200 (200-½)			
S-LOC/DME 33 **	1040/24 373 (400-½)		1040/40 373 (400-¾)		
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SAN ANTONIO, TEXAS 29°23'N-98°35'W LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

Amdt 2 09127

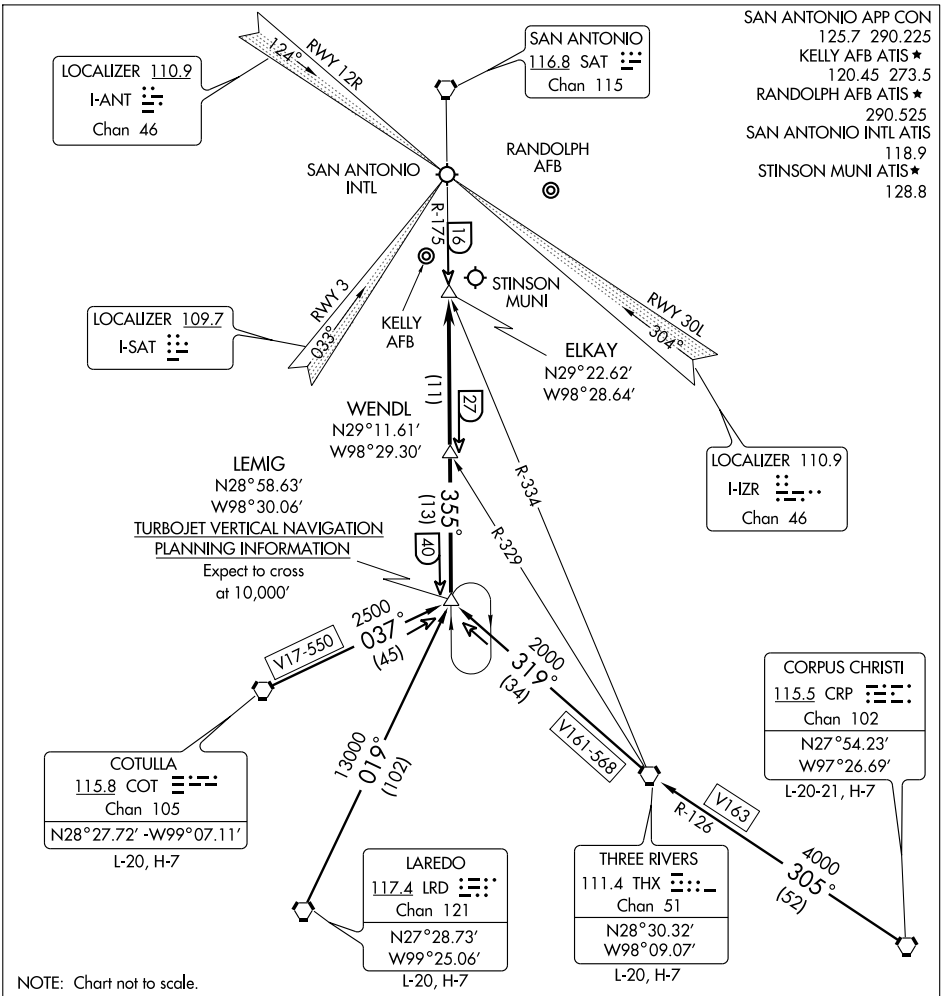
ILS or LOC/DME RWY 33

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

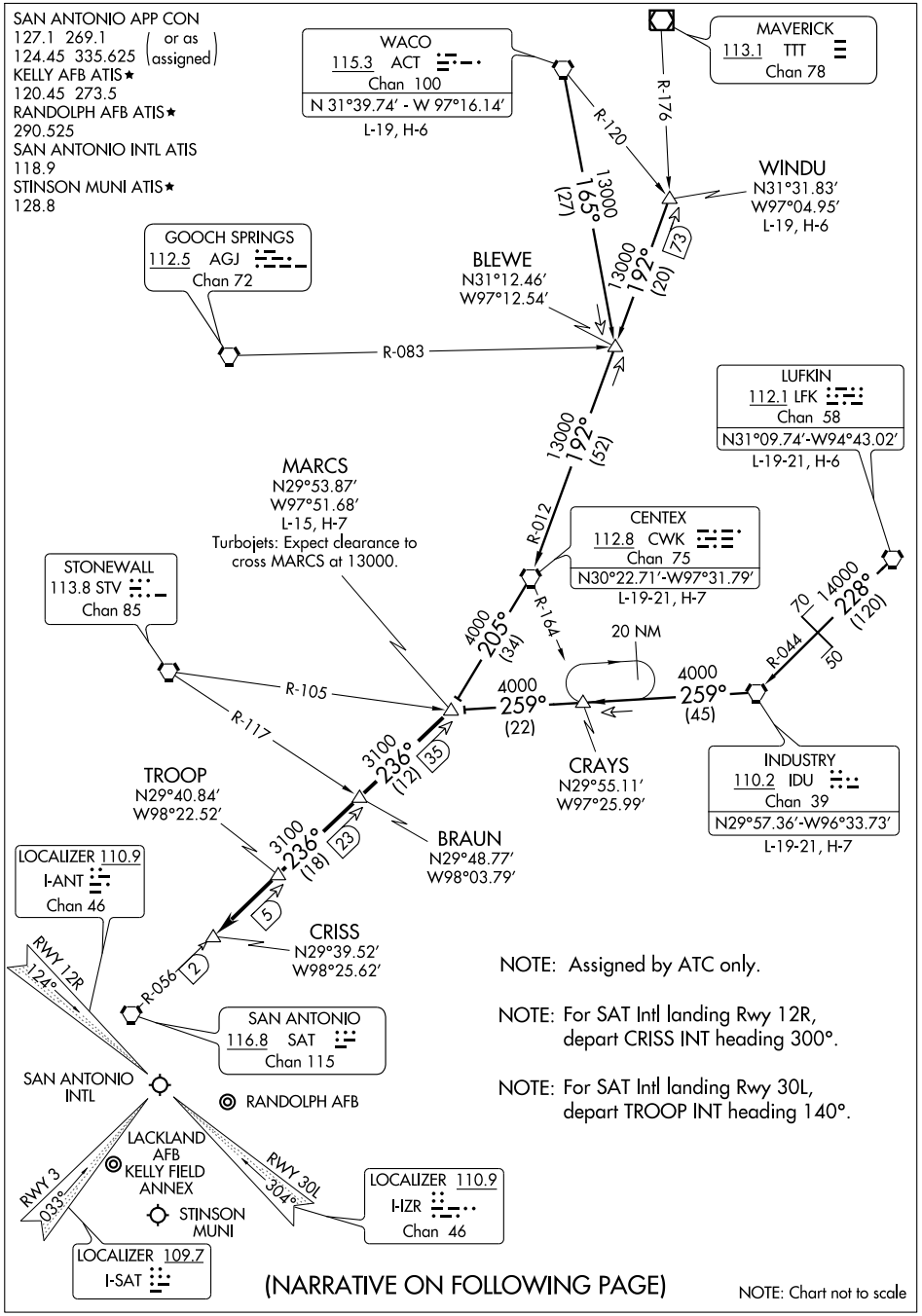
SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 26 AUG 2010 to 23 SEP 2010

APCH CRS	Rwy ldg	11,550
155°	TDZE	691
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

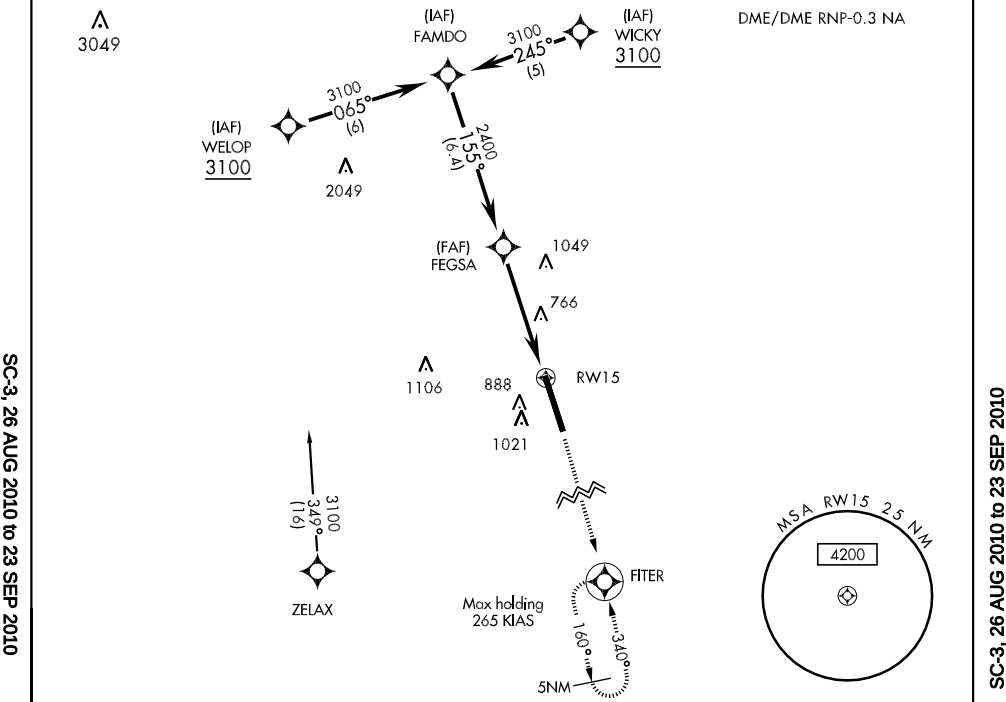
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

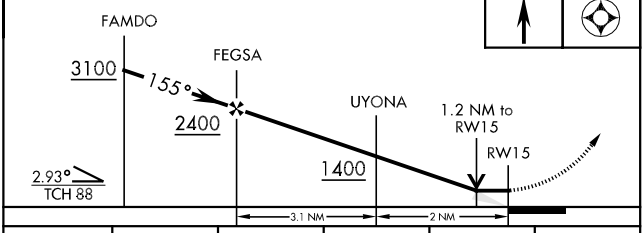
DME/DME RNP-0.3 NA

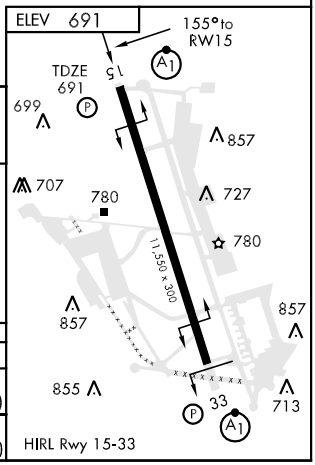


EMERG SAFE ALT 100 NM 4200 FROM RW15

VGSI and descent angles not coincident

3000 FITER





CATEGORY	A	B	C	D	E
LNAV MDA *	1160/24 469 (500-½)		1160/40 469 (500-¾)	1160/50 469 (500-1)	1160/60 469 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33

APCH CRS	Rwy Idg	11,550
335°	TDZE	667
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

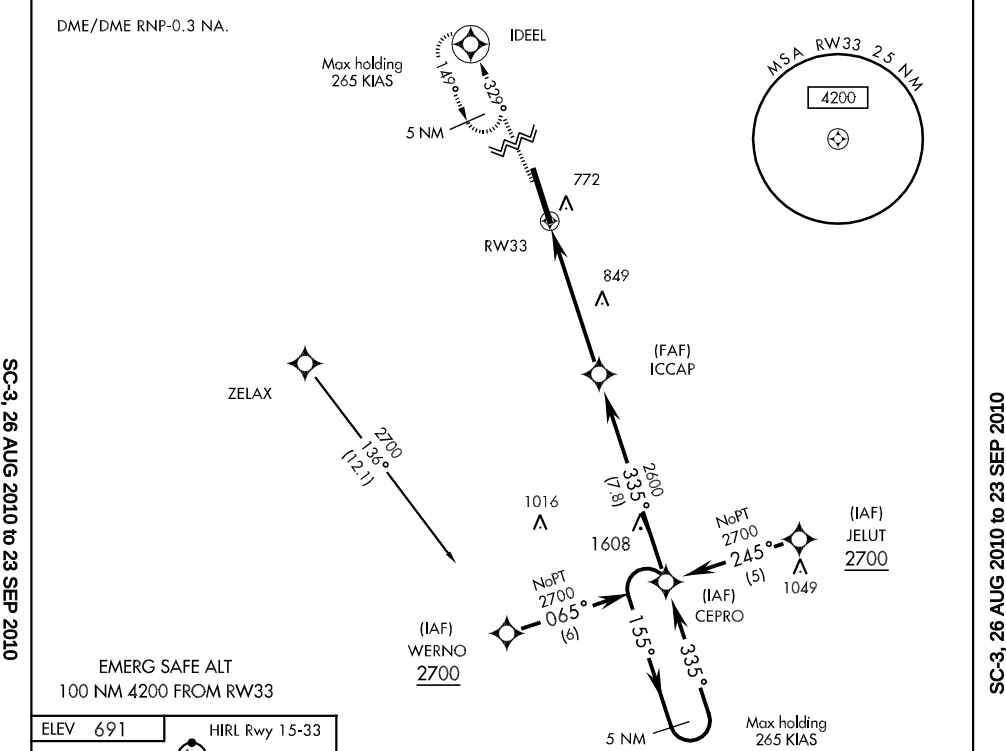
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

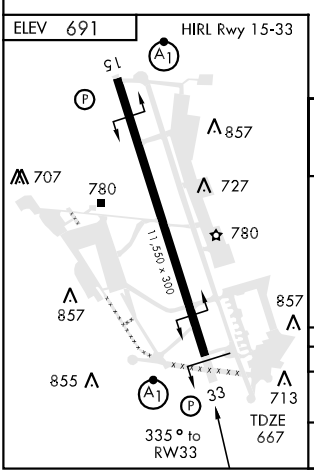
MISSED APPROACH: Climb to 3100 direct IDEEL and hold.

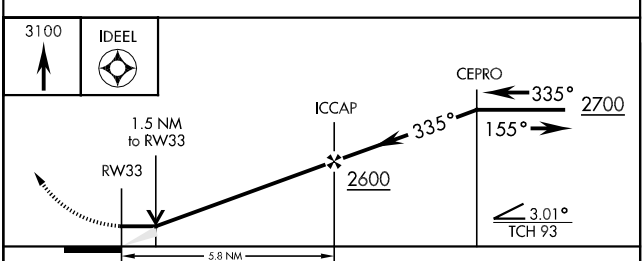
ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

DME/DME RNP-0.3 NA.



EMERG SAFE ALT
100 NM 4200 FROM RW33



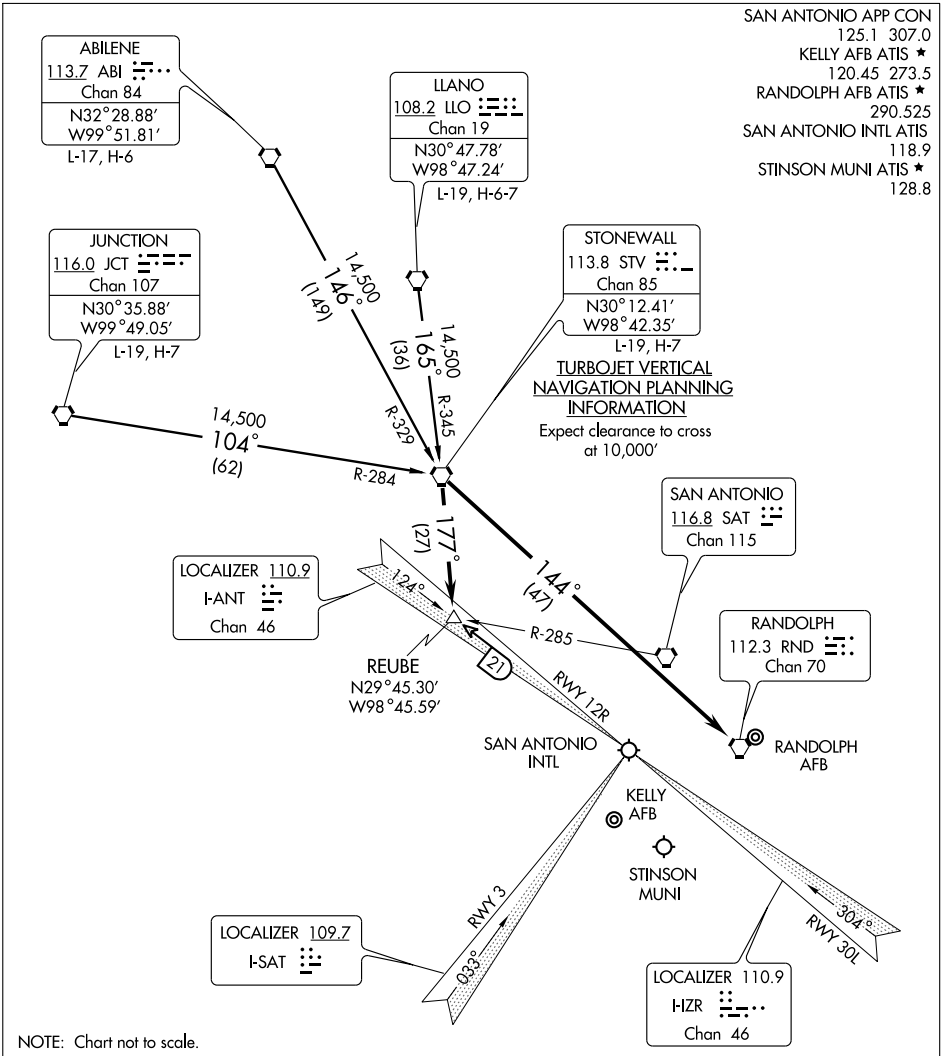


CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 573 (600-½)		1240/50 573 (600-1)	1240/60 573 (600-1¼)	1240-1½ 573 (600-1½)
CIRCLING **	1240-1 549 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

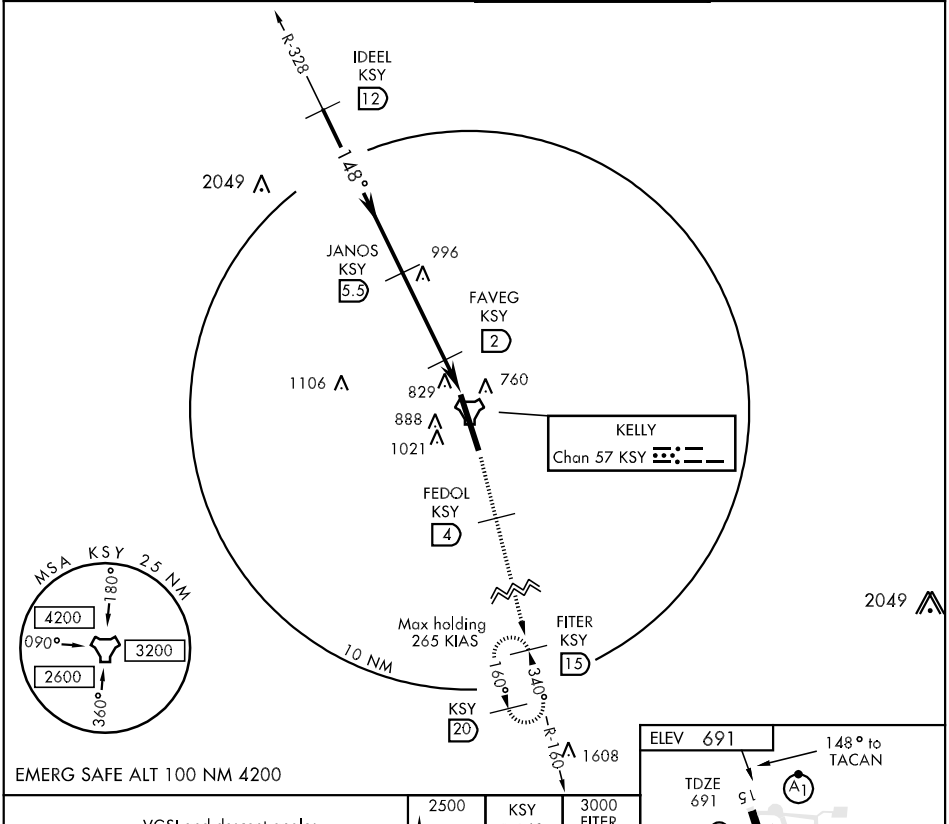
AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

*When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
**Circling not authorized E of Rwy 15-33.

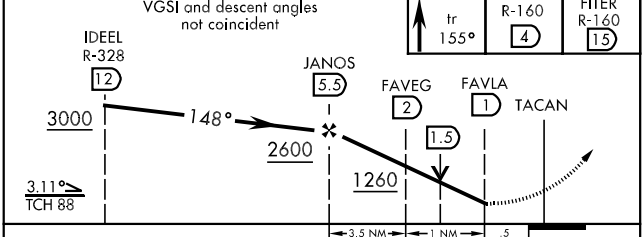
ALSF-1 (A1)

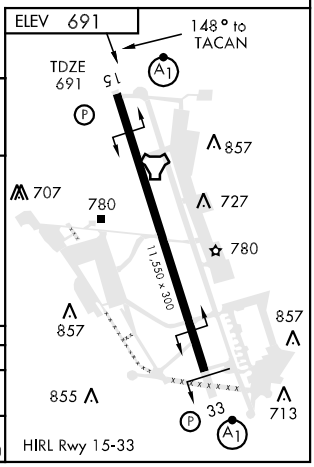
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

ATIS *	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4



2500 tr 155°	KSY R-160 4	3000 FITER R-160 15





CATEGORY	A	B	C	D	E
S-15 *	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 33

TACAN KSY	APCH CRS	Rwy ldg 11,550
Chan 57	340°	TDZE 667
		Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

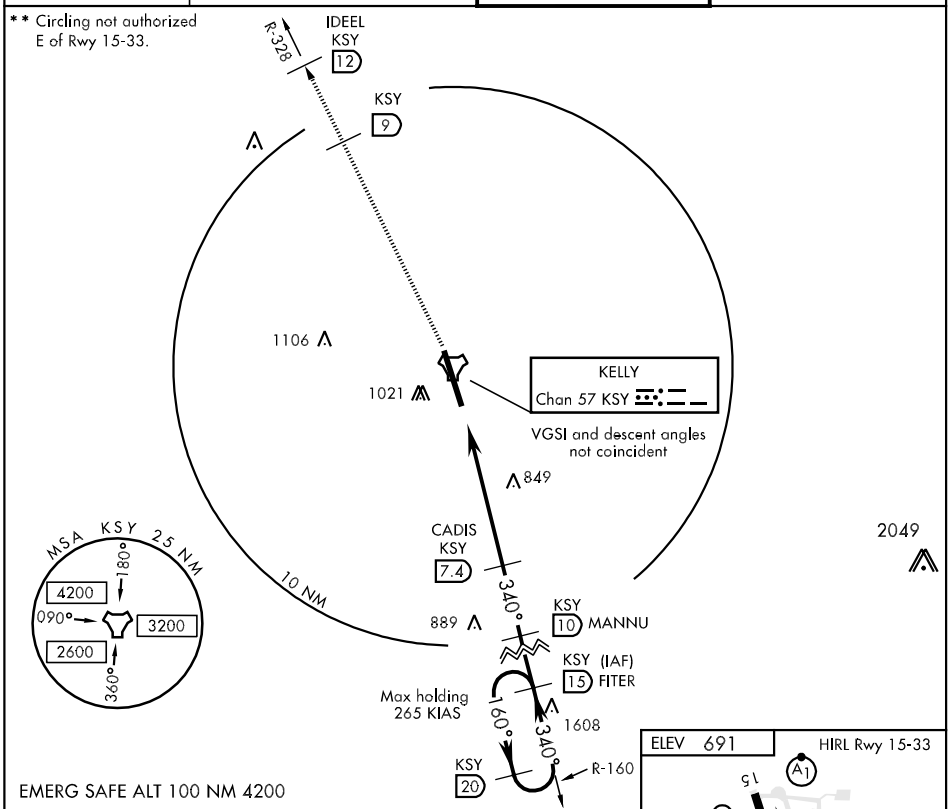
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

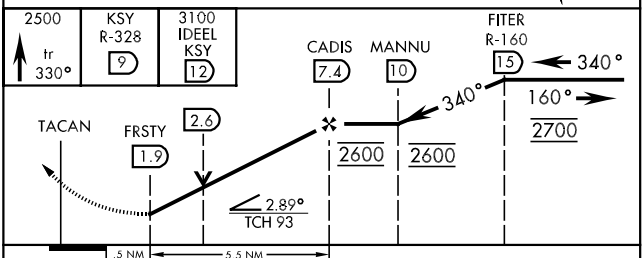
ALSF-1

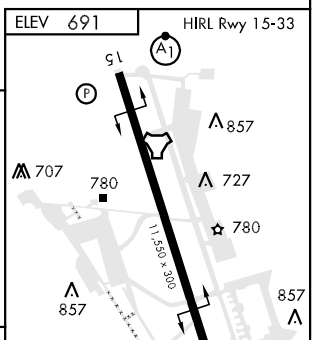
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-33 *	1140/24 473 (500-½)		1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

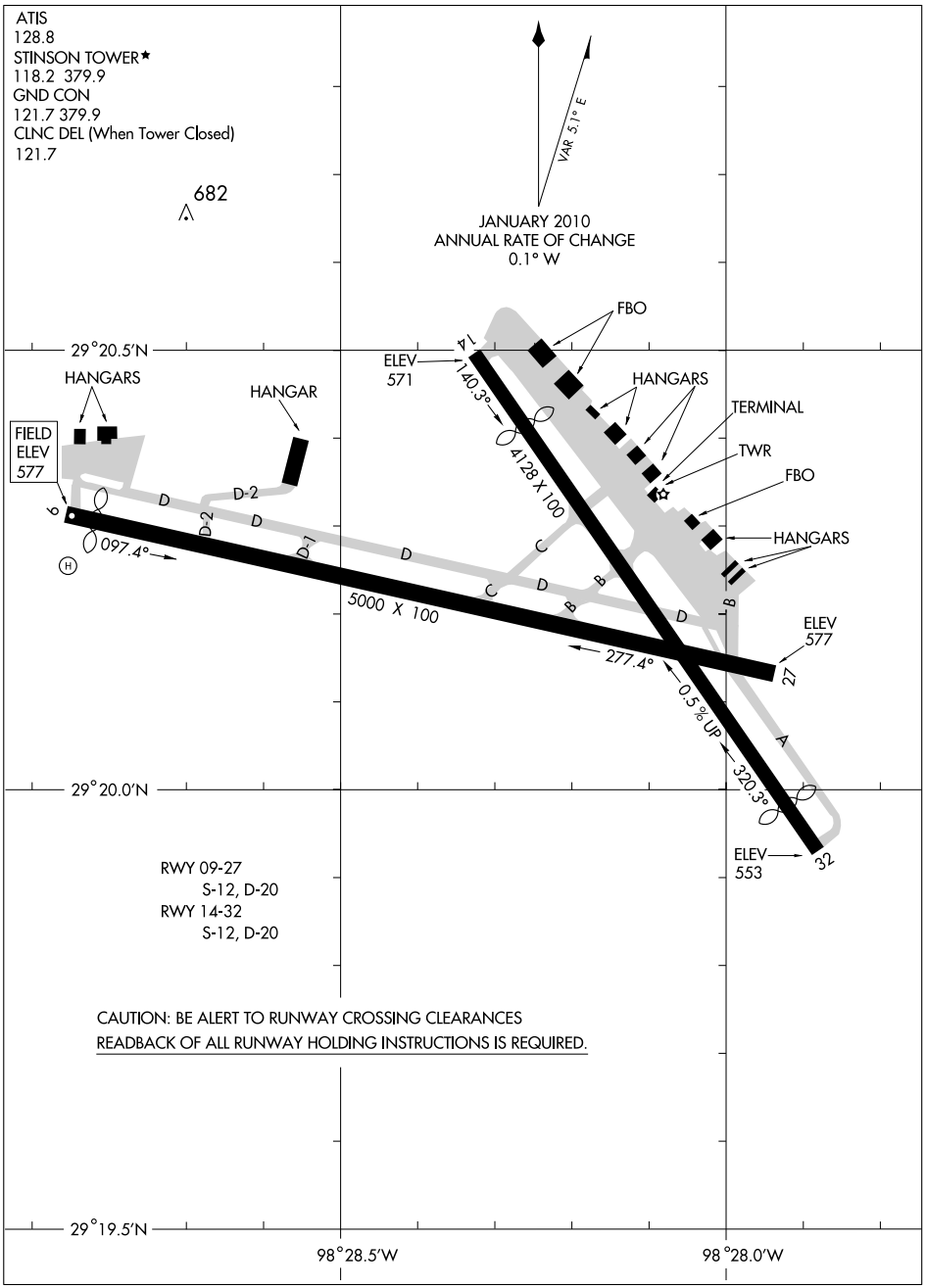
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)

SAN ANTONIO, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

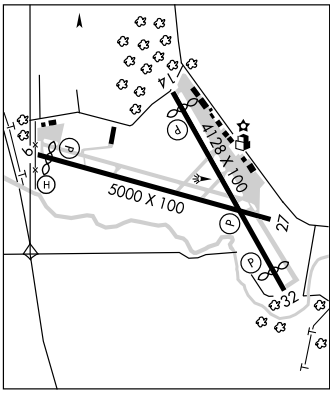
AIRPORT DIAGRAM

SAN ANTONIO, TEXAS

SAN ANTONIO/ STINSON MUNI (SSF)

10210

STINSON MUNI (SSF) 6 S UTC−6(−5DT) N29°20.22′ W98°28.26′ **SAN ANTONIO**
577 B S4 **FUEL** 100LL, JET A NOTAM FILE SSF **H–7B, L–19C**
RWY 09–27: H5000X100 (ASPH) S–12, D–20 MIRL (NSTD) **IAP, AD**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 206′. P–line.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 14–32: H4128X100 (ASPH) S–12, D–20 MIRL 0.5% up NW
RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 35′. Thld dsplcd 584′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 372′. Trees.
AIRPORT REMARKS: Attended 1300–0400Z‡. Numerous acft operating at or above 2,500′ MSL in the Stinson Class D airspace under the control of San Antonio approach. PAEW adjacent all twys and ramp areas Mon–Fri 1300–2359Z‡. Rwy 09–27 NSTD MIRL; thld lgts located 30′ in from dsplcd thld. Rwy 09 REIL located 30′ in from dsplcd thld. Rwy 14 REIL OTS indef. MIRL Rwy 09–27 and Rwy 14–32 preset medium intensity when twr closed. ACTIVATE VASI Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS (210) 927–9391. LAWRS.
COMMUNICATIONS: CTAF 118.2 **UNICOM** 122.95 **ATIS** 128.8
Ⓡ **SAN ANTONIO APP/DEP CON** 125.7 **CLNC DEL** 121.7
TOWER 118.2 (1300–0400Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 174° 18.4 NM to fld. 1160/8E.
HIWAS.
(L) VORW 108.4 SSF N29°15.50′ W98°26.61′ 334° 4.9 NM to fld. NOTAM FILE SSF.
VOR unusable:
111°–149° byd 10 NM 160°–170° all altitudes
150°–159° byd 7 NM 205°–235° all altitudes
HELIPAD H1: H35X35 (CONC)



TWIN–OAKS (T94) 3 N UTC−6(−5DT) N29°34.21′ W98°28.10′ **SAN ANTONIO**
873 S2 **FUEL** 100LL NOTAM FILE SJT
RWY 12–30: H2225X30 (ASPH) S–4
RWY 12: Trees. **RWY 30:** Fence.
AIRPORT REMARKS: Attended continuously. For fuel availability call 210–494–3928. Arpt CLOSED at ngt to tran acft. Wooden fence located approximately 70′ east of rwy entire length of rwy.
COMMUNICATIONS: CTAF 122.9

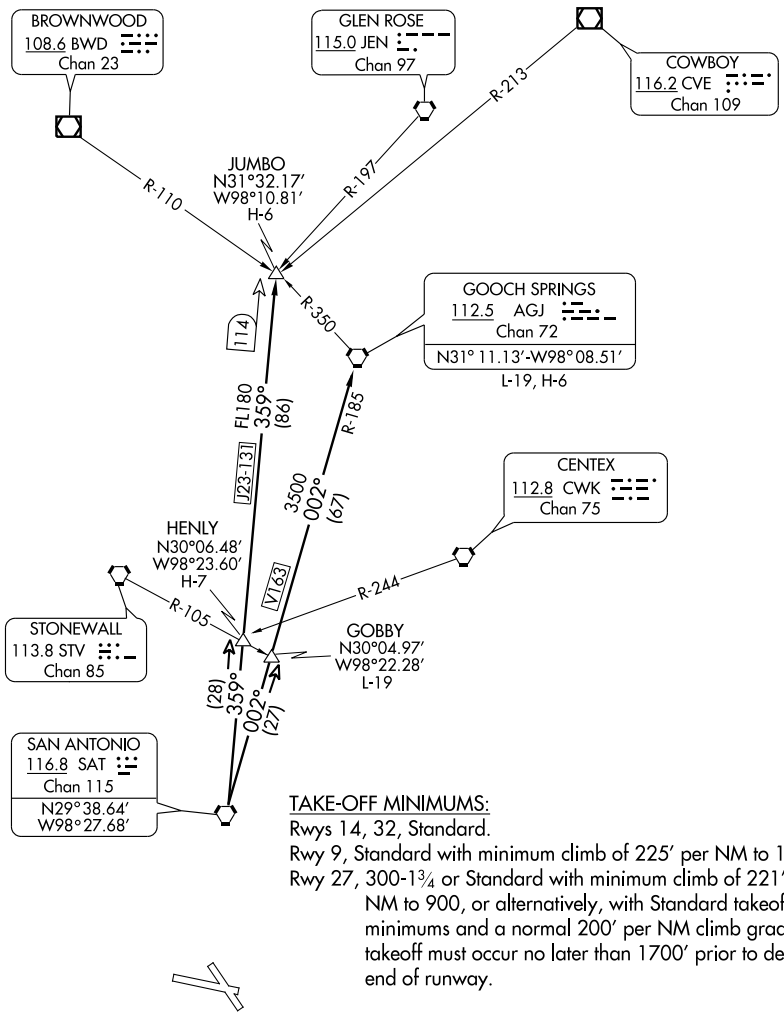
SAN AUGUSTINE CO (78R) 3 W UTC−6(−5DT) N31°32.38′ W94°10.23′ **HOUSTON**
443 B NOTAM FILE CXO **L–19E, 21A**
RWY 17–35: H3800X50 (ASPH) S–12 MIRL
RWY 17: Thld dsplcd 124′. Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Rwy 17–35 has 3′–4′ grass within 10′ from edge of rwy. ACTIVATE rotating bcn—CTAF. MIRL Rwy 17–35 preset low ints, to incr ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 046° 36.0 NM to fld. 200/5E.
HIWAS.

SAN GERONIMO AIRPARK (See SAN ANTONIO)

SANGER

FLYING C (T87) 5 SW UTC−6(−5DT) N33°20.53′ W97°16.20′ **DALLAS–FT. WORTH**
775 NOTAM FILE FTW
RWY 09–27: 1650X90 (TURF)
Rwy 09: Fence. **Rwy 27:** Tree.
RWY 17–35: 1400X140 (TURF) **RWY 17:** Fence.
AIRPORT REMARKS: Unattended. Occasional livestock on fld.
COMMUNICATIONS: CTAF 122.9

ATIS 128.8
GND CON
121.7 379.9
STINSON TOWER★
118.2 (CTAF) 379.9
SAN ANTONIO DEP CON
125.1 307.0
127.1 269.1



TAKE-OFF MINIMUMS:
Rwys 14, 32, Standard.
Rwy 9, Standard with minimum climb of 225′ per NM to 1900.
Rwy 27, 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to departure end of runway.

NOTE: RADAR Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO8.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
GOOCH SPRINGS TRANSITION (ALAMO8.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via SAT R-002 and AGJ R-185 to AGJ VORTAC.
HENLY TRANSITION (ALAMO8.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
JUMBO TRANSITION (ALAMO8.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.

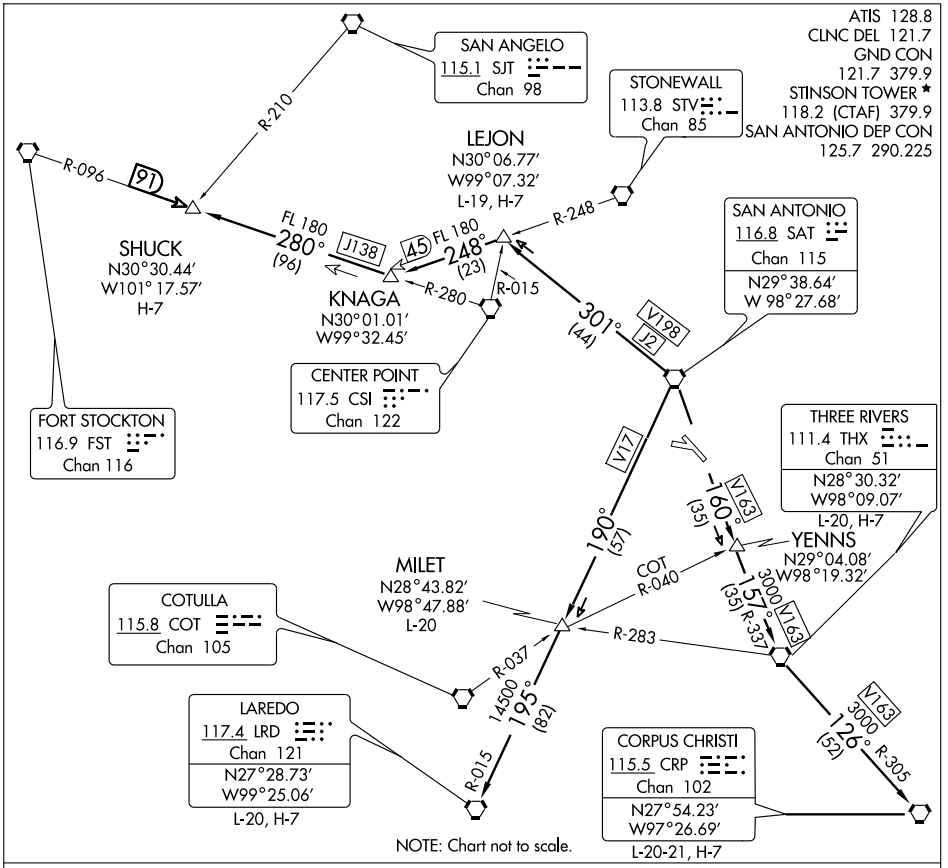
TAKE-OFF OBSTACLES:

Rwy 9: Vehicle on road, 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32:: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

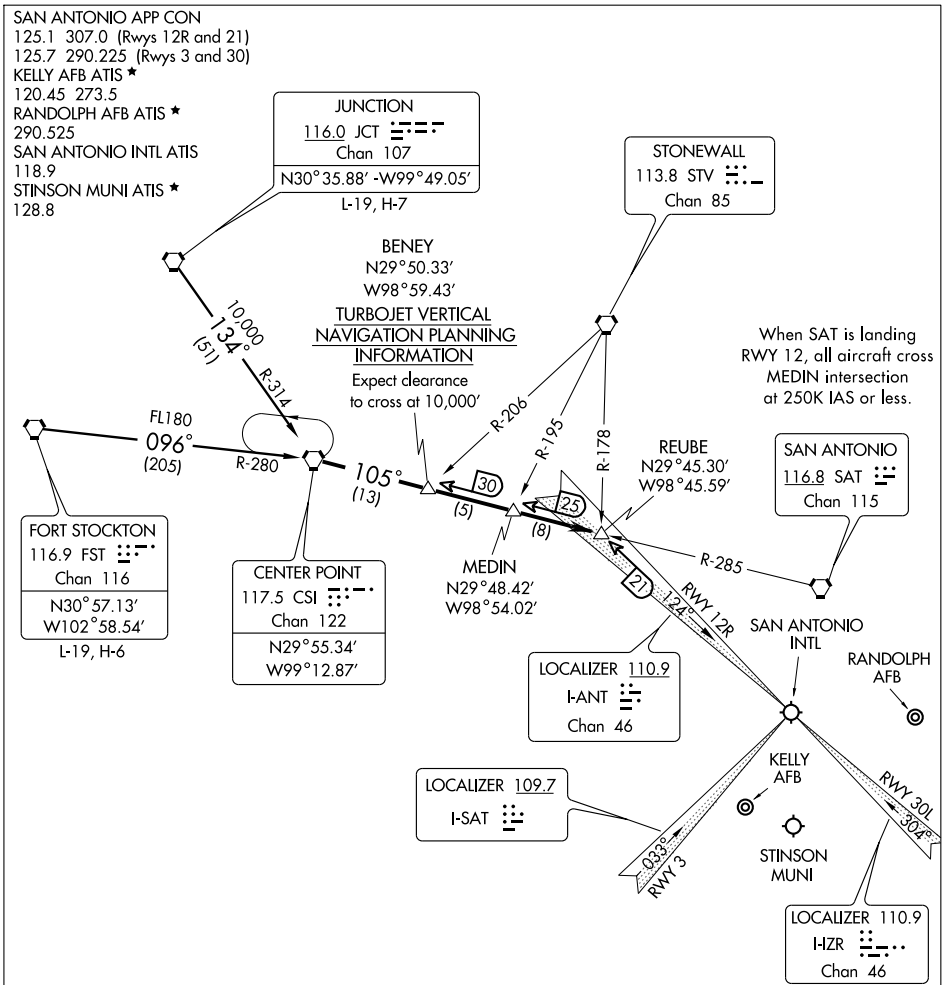
SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

SC-3, 26 AUG 2010 to 23 SEP 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

HUBEE ONE DEPARTURE (RNAV)

(HUBEE1.HUBEE) 10210

ATIS 128.8
GND CON
121.7 379.9
STINSON TOWER★
118.2 (CTAF) 379.9
SAN ANTONIO DEP CON
128.05 318.1
127.1 269.1

N

TAKE-OFF MINIMUMS:
Rwy 14, 32, Standard.
Rwy 9, Standard with minimum climb of 225′ per NM to 1900.
Rwy 27, 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.

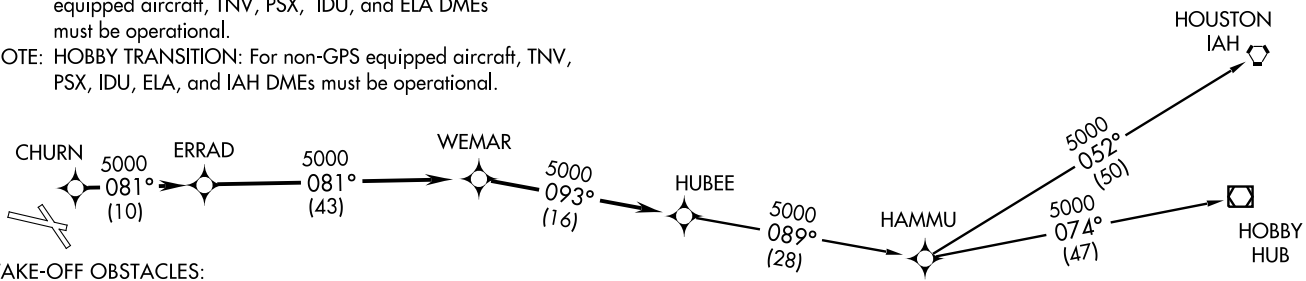
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to CHURN, then via depicted route to HUBEE, Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HAMMU TRANSITION (HUBEE1.HAMMU)
HOBBY TRANSITION (HUBEE1.HUB)
HUMBLE TRANSITION (HUBEE1.IAH)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: HAMMU and HUMBLE TRANSITIONS: For non-GPS equipped aircraft, TNV, PSX, IDU, and ELA DMEs must be operational.
NOTE: HOBBY TRANSITION: For non-GPS equipped aircraft, TNV, PSX, IDU, ELA, and IAH DMEs must be operational.



TAKE-OFF OBSTACLES:

Rwy 9: Vehicle on Road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on Road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission Line Tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on Road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on Road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Tree and Poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and Poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.32 NM from DER, 1338′ right of centerline, 179′ AGL/ 799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on Road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and Poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

Note: Chart not to scale.

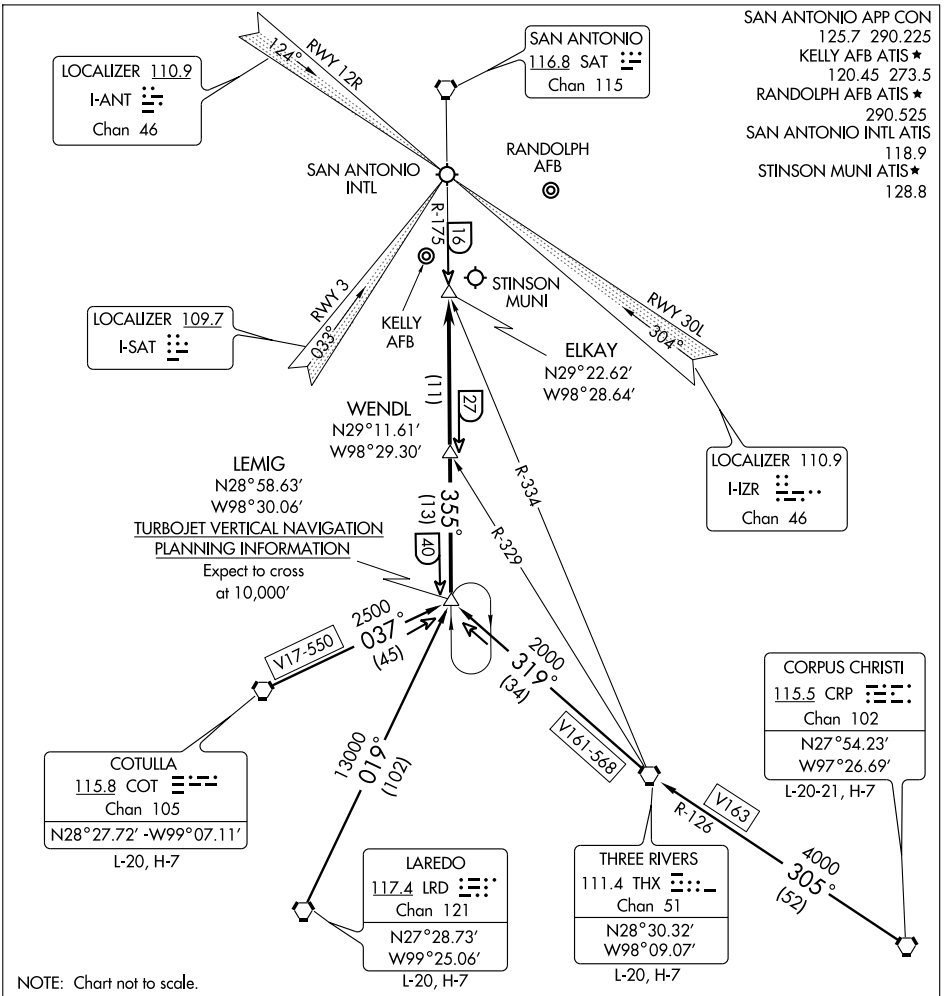
SAN ANTONIO, TEXAS
STINSON MUNI (SSF)

SL-372 (FAA)

HUBEE ONE DEPARTURE (RNAV)
(HUBEE1.HUBEE) 10210
STINSON MUNI (SSF)
SAN ANTONIO, TEXAS

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

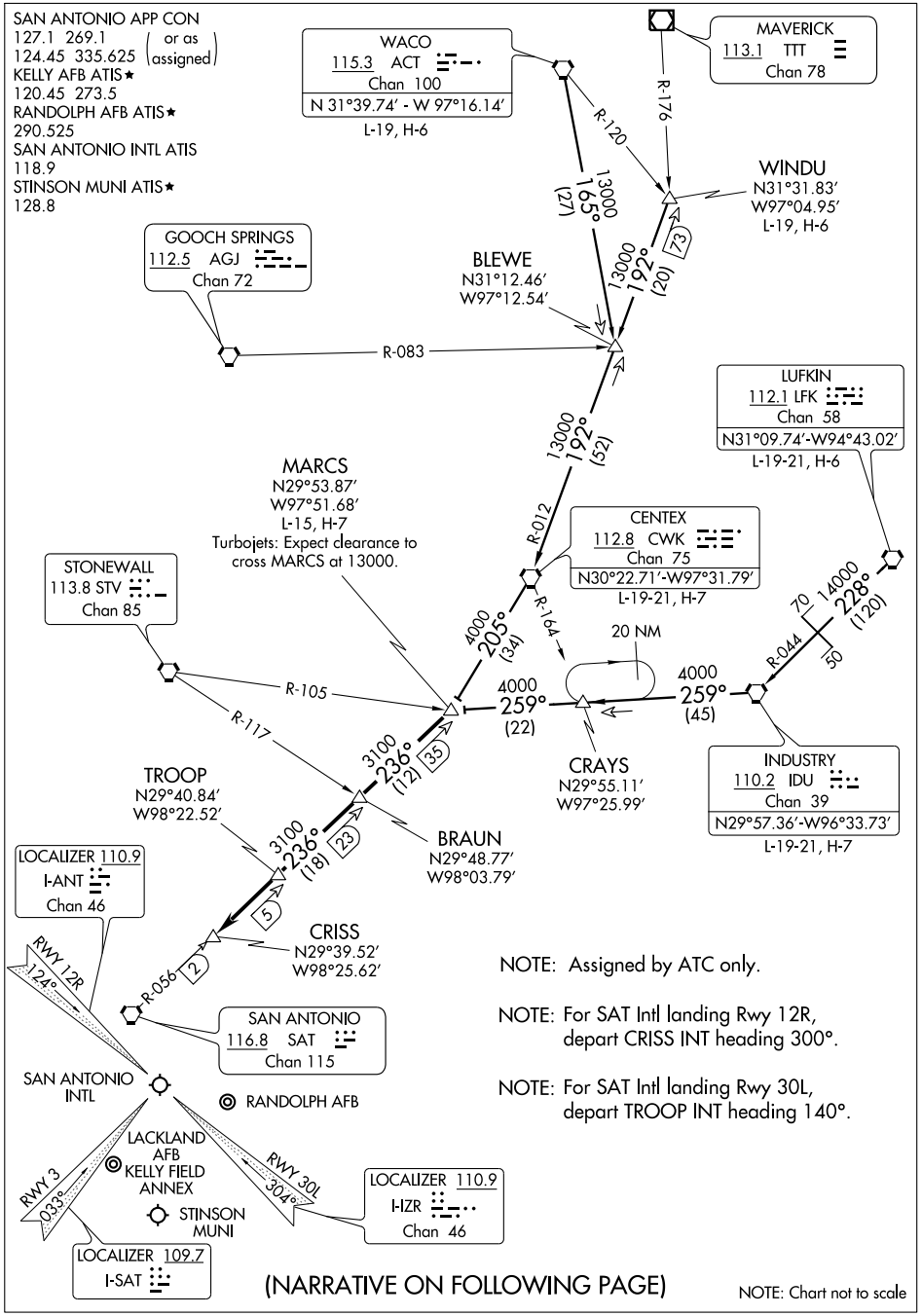
SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

(MARCS.MARCS9) 09351

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32

SAN ANTONIO/STINSON MUNI (SSF)

APP CRS	Rwy ldg	3756
332°	TDZE	571
	Apt Elev	577

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct KONLE and via 289° track to KICED and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER★	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) L 379.9	121.7 379.9	121.7	122.95

Procedure NA for arrivals at LEMIG via V-550-568 south bound and at BRAUN via V68 northeast bound.

MISSED APCH FIX

4 NM 138° 318° KICED

289° 1140 1201 1379 KONLE 980 1105± 972 770 709 823 799 693 635 RW32 794 663 704 769± (FAF) FELMA

BRAUN 3100 190° (39.9)

1546 2043 2049

2500 332° (6.1)

(IAF) JABLO 2500 NoPT 242° (5)

SOMER 3000 098° (8.8) (IAF) HALKE 2500 NoPT 062° (5)

1633

(IF/IAF) GANLE 332° 152° 4 NM

MSA RW32 25 NM 4100

LEMIG 3000 360° (8.7)

ELEV 577

682 646± 618± TWR 631 14 32 5000 X 100 4128 X 100 9 27 0.5% UP TDZE 571

332° to RW32

4100	KONLE	289° TRK	KICED

VGSI and descent angles not coincident.

4 NM Holding Pattern

FELMA GANLE 332° 152° 332° 2500 2500

RW32 3.22° TCH 40

5.6 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

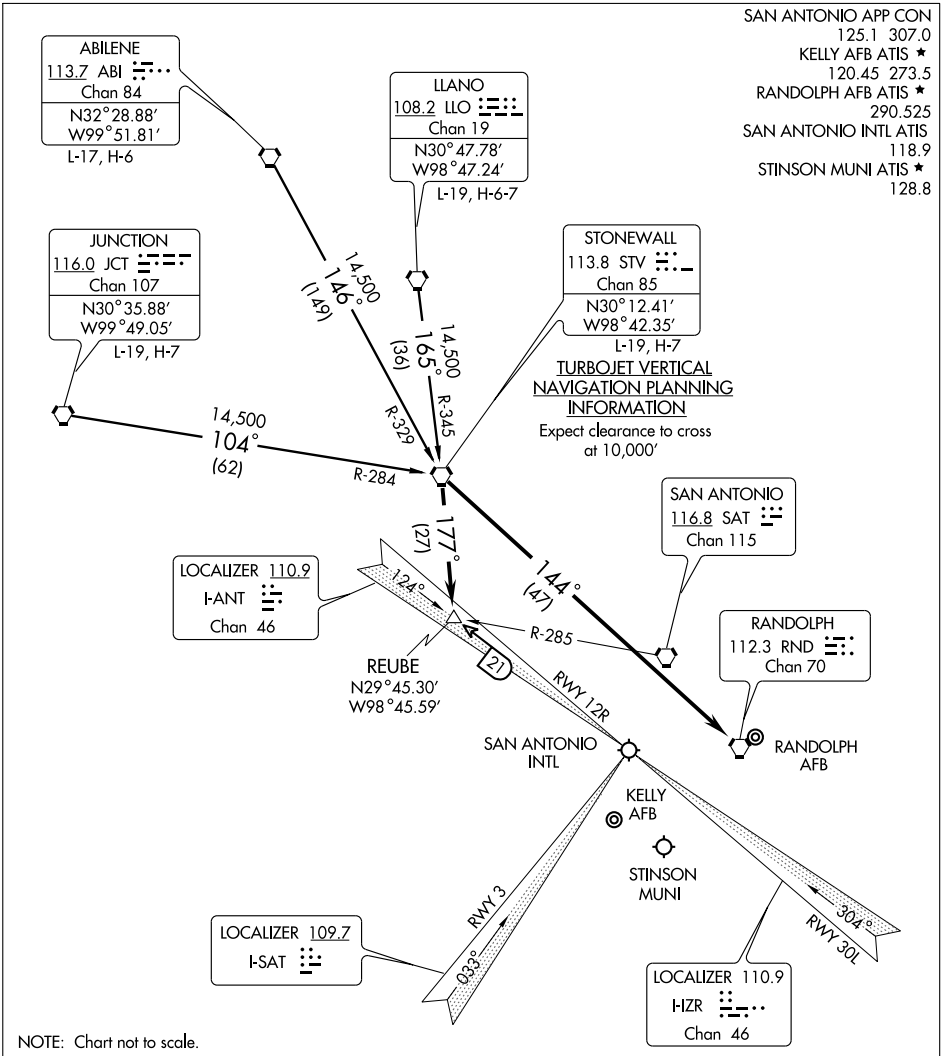
REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR SSF 108.4	APP CRS 337°	Rwy Idg 3756 TDZE 571 Apt Elev 577

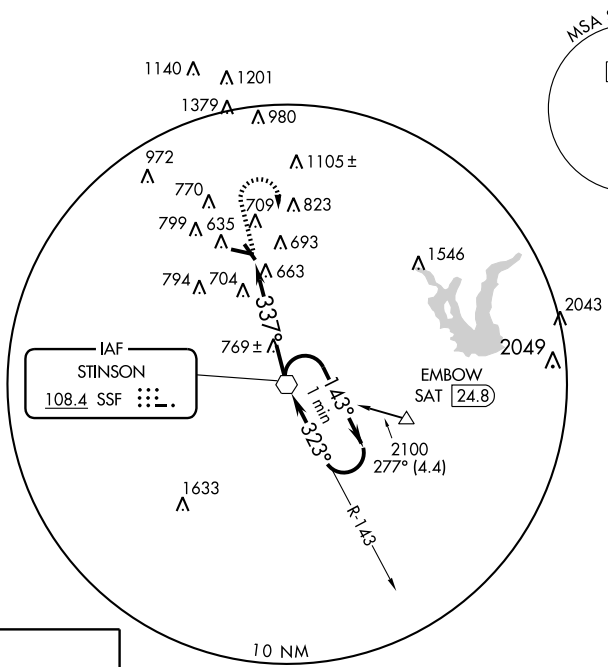
VOR RWY 32

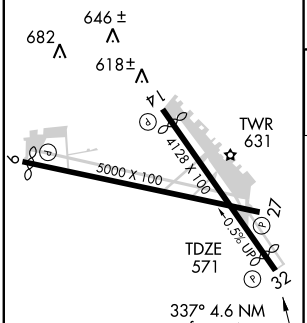
SAN ANTONIO/STINSON MUNI (SSF)

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER★	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) L 379.9	121.7 379.9	121.7	122.95





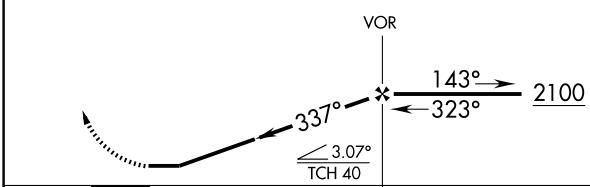
REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1400	2500	SSF 108.4

VGSI and descent angles not coincident.

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-32	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

IRONHEAD (T58) 3 SW UTC−6(−5DT) N33°19.91′ W97°13.82′ **DALLAS–FT. WORTH**

715 NOTAM FILE FTW

RWY 18–36: 2500X200 (TURF)

RWY 18: Fence. **RWY 36:** Road.

AIRPORT REMARKS: Unattended. Wildlife on and invof of arpt. 6′ metal pole 60′ from AER 18. Rwy 18–36 thld and edges marked with white tires.

COMMUNICATIONS: CTAF 122.9

LANE FLD (58F) 2 E UTC−6(−5DT) N33°21.92′ W97°08.77′ **DALLAS–FT. WORTH**

700 NOTAM FILE FTW

RWY 17–35: 3340X130 (TURF)

RWY 17: Road. **RWY 35:** Fence.

AIRPORT REMARKS: Unattended. Rough terrain and 2′ mesquite shrubs along rwy. Livestock on and in vicinity of arpt. North end of rwy rises 20′. South half of rwy soft after rain. Rwy 17–35 has no thld markings.

COMMUNICATIONS: CTAF 122.9

VULTURES ROW (6X8) 7 E UTC−6(−5DT) N33°20.40′ W97°06.18′ **DALLAS–FT. WORTH**

RWY 18–36: 2700X50 (TURF)

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

SANJAC N29°40.11′ W95°04.19′ NOTAM FILE CXO. **HOUSTON COPTER L–19E, 21A, 60MW**

NDB (MHW) 347 JPA at La Porte Muni.

SAN MARCOS MUNI (HYI) 4 E UTC−6(−5DT) N29°53.56′ W97°51.78′ **SAN ANTONIO H–7C, L–19C, 21A IAP**

597 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE HYI

RWY 08–26: H6330X100 (ASPH) S–80 MIRL

RWY 08: REIL. Road. **RWY 26:** REIL.

RWY 13–31: H5603X150 (ASPH) S–60 MIRL 0.3% up NW

RWY 13: MALSR.

RWY 31: VASI(V4L)—GA 3.0° TCH 56′.

RWY 17–35: H5213X100 (ASPH) S–20 MIRL 0.4% up N

AIRPORT REMARKS: Attended sunrise–sunset. Equivalent ARFF Index A available on request. Expect extensive practice instrument approach traffic to Rwy 13 at any time. Rwy 08 10′ svc road at thld. Rwy 08 REIL OTS indef. Rwy 26 REIL OTS indef. MIRL Rwy 08–26, Rwy 13–31 and Rwy 17–35 preset low ints, to increase ints and ACTIVATE MALSR Rwy 13, VASI Rwy 31 and REIL Rwy 08 and Rwy 26—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.825 (512) 353–8005.

COMMUNICATIONS: CTAF/UNICOM 123.05

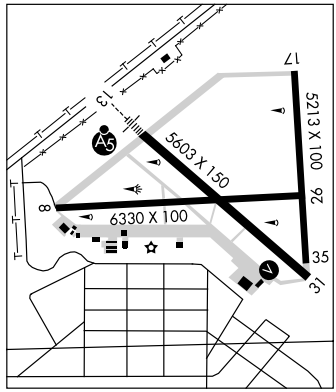
Ⓡ **AUSTIN APP/DEP CON** 119.0 **CLNC DEL** 121.35

RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.

CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 205° 33.8 NM to fld. 593/6E.

GARYS NDB (LOM) 272 RU N29°57.53′ W97°56.94′ 124° 5.9 NM to fld. NOTAM FILE HYI. Unmonitored.

ILS 108.7 I–RUM Rwy 13. LOM GARYS NDB. LOM unmonitored.



SAN SABA CO MUNI (81R) 3 N UTC−6(−5DT) N31°14.11′ W98°43.02′ **SAN ANTONIO L–19C**

1249 B **FUEL** 100LL NOTAM FILE SJT

RWY 13–31: H3800X60 (ASPH) S–12.5 LIRL

RWY 13: TRCV(TRIL)—GA 4.75° TCH 74′. Berm. **RWY 31:** TRCV(TRIL)—GA 6.0° TCH 31′.

AIRPORT REMARKS: Attended irregularly. For fuel call 325–372–6034/3380. Jet A fuel available for helicopters only. Green bcn lens OTS indef. Rwy 13 TRCV OTS indef. Rwy 31 TRCV OTS indef. ACTIVATE LIRL Rwy 13–31—CTAF.

WEATHER DATA SOURCES: AWOS–3 (325) 372–6027. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AQO.

LLANO (L) VORTACW 108.2 LLO Chan 19 N30°47.78′ W98°47.24′ 360° 26.5 NM to fld. 1200/8E. **HIWAS.**

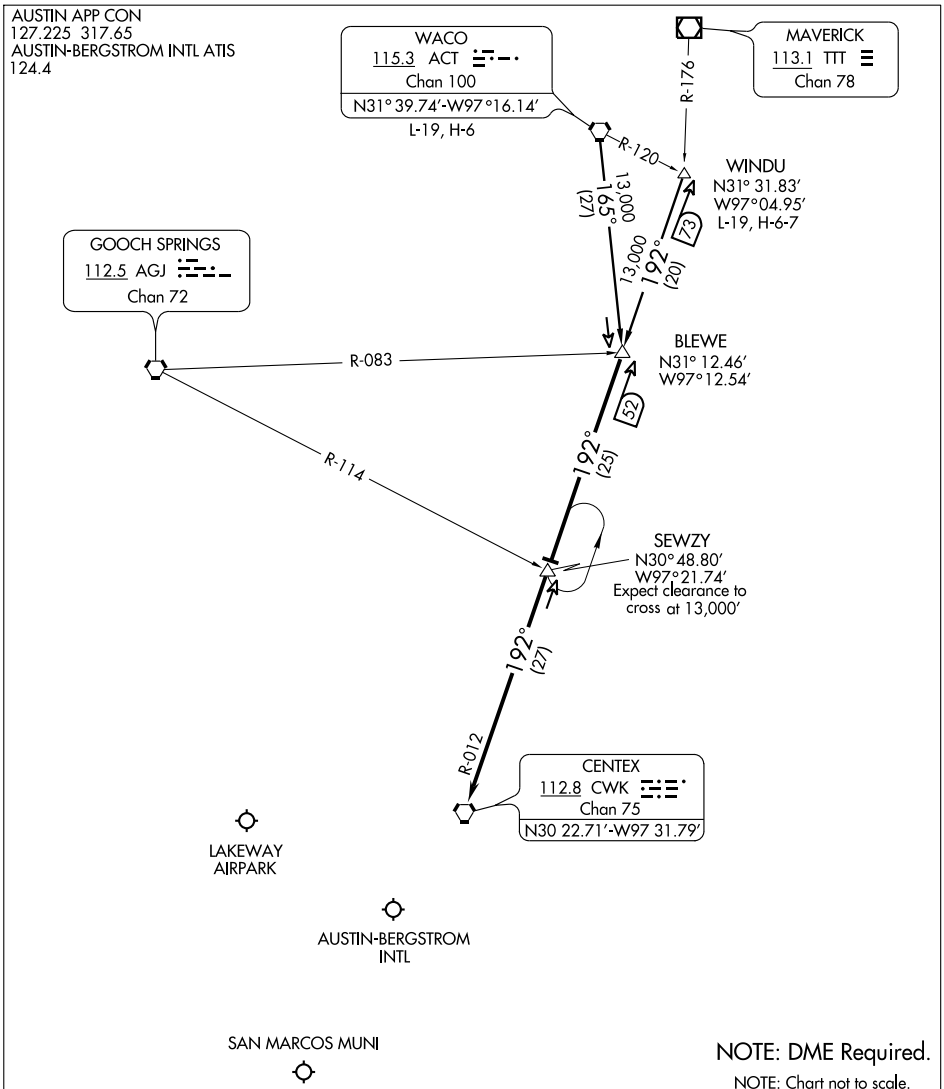
SCHOLES N29°16.16′ W94°52.06′ NOTAM FILE GLS. **HOUSTON COPTER H–7C, L–19E, 21A, 60MW**

(L) VORTACW 113.0 VUH Chan 77 at Scholes Intl at Galveston 4/6E

VOR portion unusable 165°–205° byd 15 NM blo 2500′. Unmonitored.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



SC-3, 26 AUG 2010 to 23 SEP 2010

WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS

LOC I-RUM	APP CRS	Rwy Idg	5603
108.7	126°	TDZE	593
		Apt Elev	597

ILS or LOC RWY 13
SAN MARCOS MUNI (HYI)

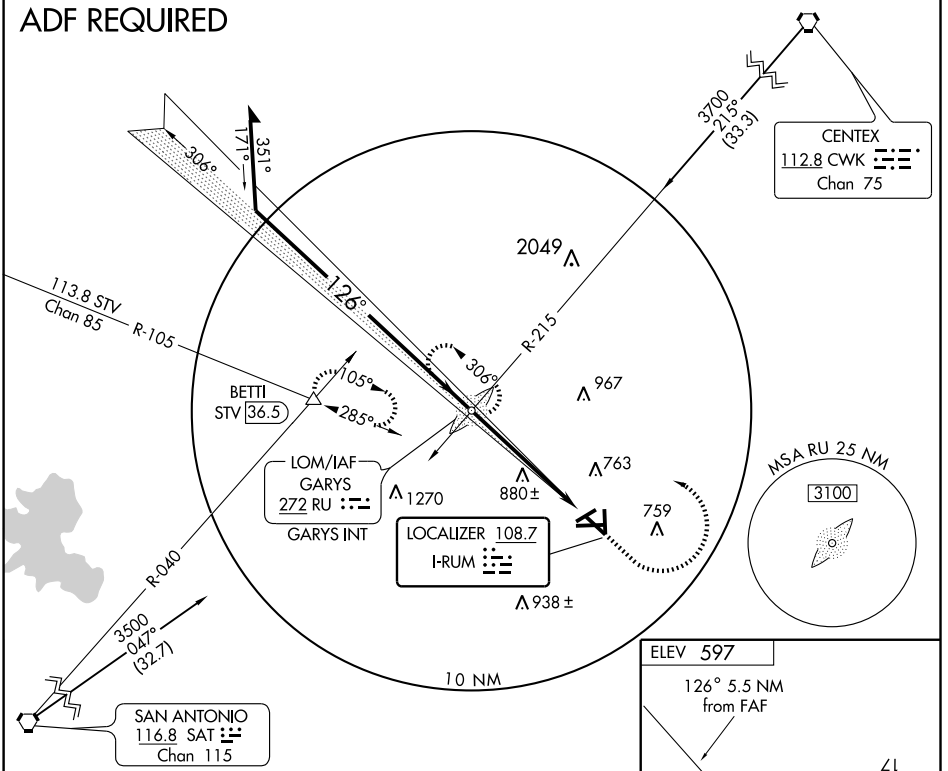
T NA — Circling Cat E not authorized southwest of Rwy 13-31. For inoperative MALSR, increase S-ILS 13 Cat E visibilty ¼ mile, and S-LOC 13 Cat E ½ mile

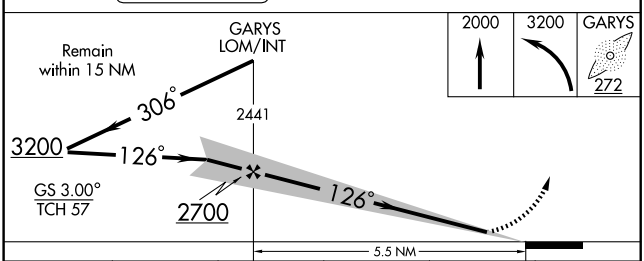
MALSR

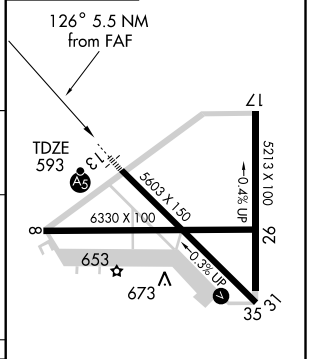
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS-13	793-½ 200 (200-½)				
S-LOC-13	1260-½ 667 (700-½)		1260-1¼ 667 (700-1¼)	1260-1½ 667 (700-1½)	1260-2 667 (700-2)
CIRCLING	1260-1 663 (700-1)		1260-1¾ 663 (700-1¾)	1260-2 663 (700-2)	1280-2½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOM RU	APP CRS	Rwy Idg	5603
272	125°	TDZE	593
		Apt Elev	597

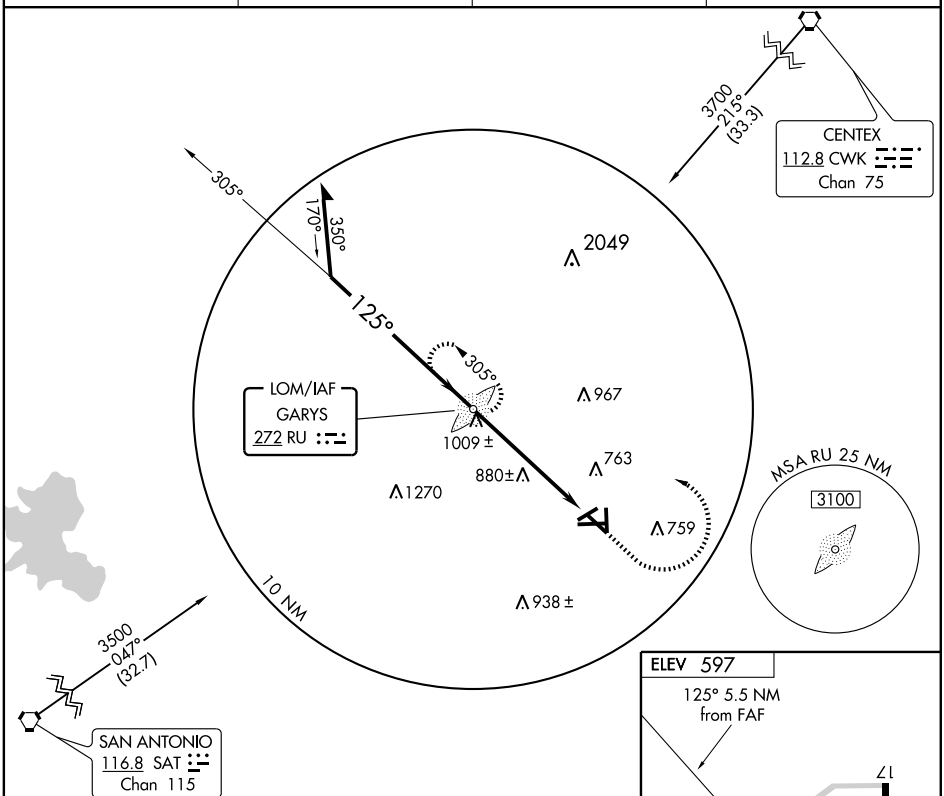
NDB RWY 13
SAN MARCOS MUNI (HYI)

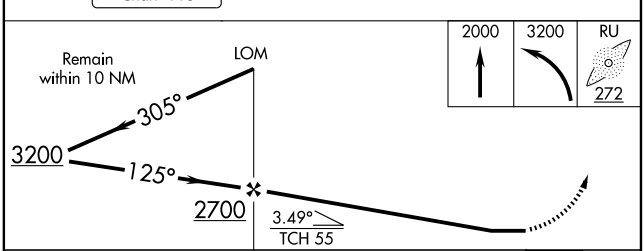
NA

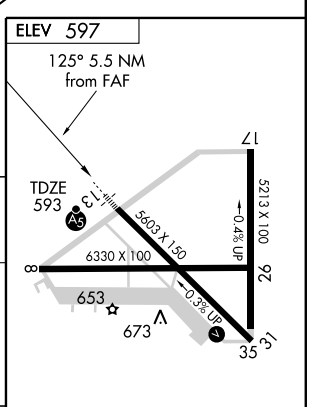
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct RU LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-¾ 647 (700-¾)		1240-1 ¼ 647 (700-1 ¼)	1240-1¾ 647 (700-1¾)
CIRCLING	1240-1 643 (700-1)		1240-1 ¾ 643 (700-1¾)	1240-2 643 (700-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 13

SAN MARCOS MUNI (HYI)

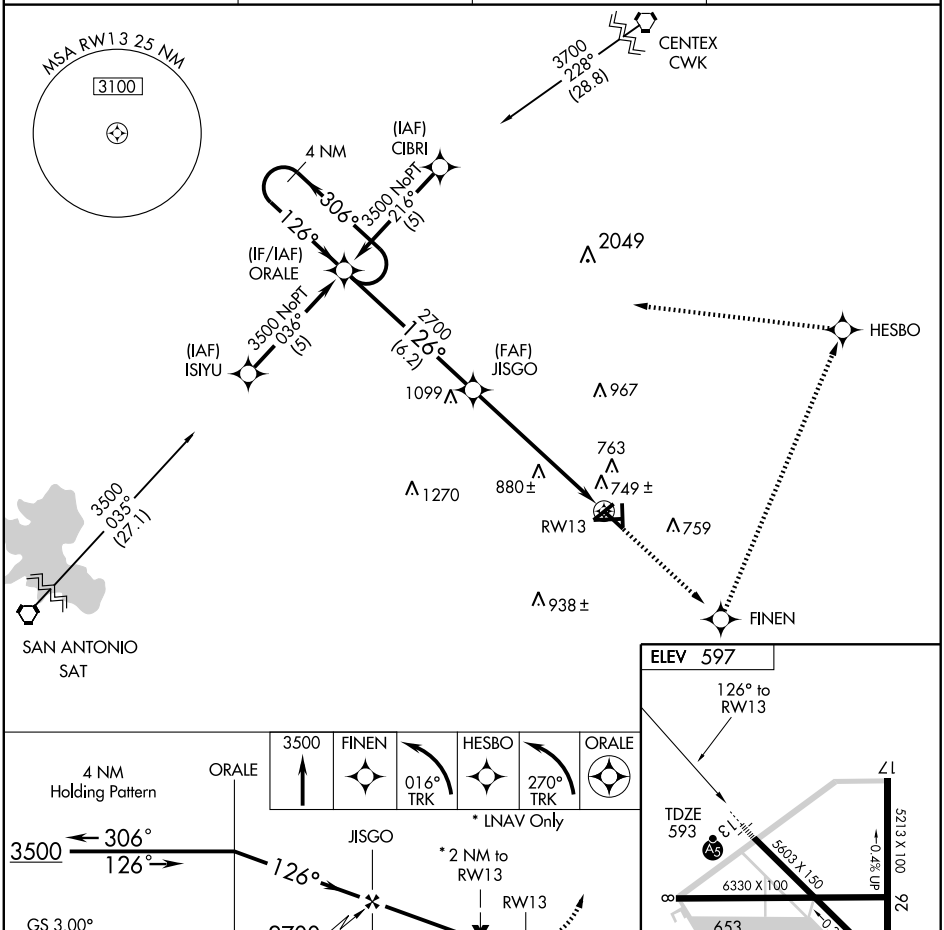
APP CRS	Rwy Idg	5603
126°	TDZE	593
	Apt Elev	597

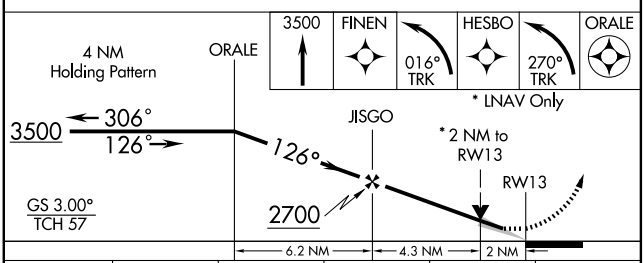
T NA W — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). For inoperative MALSR, increase LNAV/VNAV and LNAV Cat E visibility ½ mile. Circling Cat E not authorized southwest of Rwy 13-31.

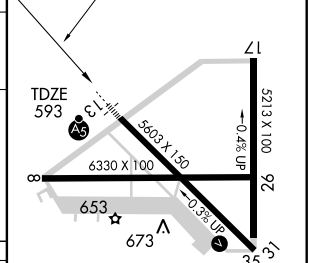
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct FINEN WP and left turn via 016° track to HESBO and left turn via 270° track to ORALE and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	1060-1 467 (500-1)				1060-1¼ 467 (500-1¼)
LNAV MDA	1280-½ 687 (700-½)		1280-1½ 687 (700-1½)	1280-1¾ 687 (700-1¾)	1280-2 687 (700-2)
CIRCLING	1280-1½ 683 (700-1½)		1280-2 683 (700-2)	1280-2¼ 683 (700-2¼)	1280-2½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

SCHOLES INTL AT GALVESTON (See GALVESTON)

SCOTLAND N33°46.94′ W98°29.29′ NOTAM FILE SPS. DALLAS–FT. WORTH
NDB (MHW) 344 SKB 359° 4.7 NM to Kickapoo Downtown. Unmonitored 0200–1200Z‡. L–17B

SEAGRAVES (F97) 1 NE UTC−6(−5DT) N32°57.27′ W102°32.45′ ALBUQUERQUE
3366 NOTAM FILE FTW L–6H
RWY 04–22: H4010X70 (ASPH) LIRL (NSTD)
RWY 04: Railroad. **RWY 22:** Railroad.
RWY 17–35: H2445X37 (ASPH)
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Attended irregularly. Rwy 17–35 loose rocks and vegetation in rwy. Rwy 04–22 and Rwy 17–35 unmarked. NSTD LIRL Rwy 04–22 due to incorrect spacing.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 052° 41.4 NM to fld. 3660/11E.

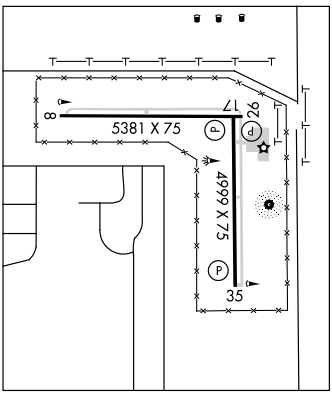
SEBAS N26°18.31′ W97°39.47′ NOTAM FILE HRL. BROWNSVILLE
NDB (LOM) 338 HR 173° 4.6 NM to Valley Intl. L–20H, 21A

SEGUIN

HUBER AIRPARK CIVIC CLUB LLC (E70) 20 N UTC−6(−5DT) N29°36.14′ W97°59.43′ SAN ANTONIO
556 **FUEL** 100LL NOTAM FILE SJT L–19C
RWY 16–34: H3415X50 (ASPH) LIRL
RWY 16: Bldg.
AIRPORT REMARKS: Unattended. Fuel self serve. Rwy 16–34 only center 3285′ lighted. Landing fee. ACTIVATE LIRL Rwy 16–34—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 088° 24.7 NM to fld. 1160/8E. **HIWAS.**

SEMINOLE

GAINES CO (GNC) 3 S UTC−6(−5DT) N32°40.52′ W102°39.16′ ALBUQUERQUE
3315 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—4332(1017) NOTAM FILE GNC H–6G, L–6H
RWY 08–26: H5381X75 (ASPH) S–12.5 MIRL 0.6% up W IAP
RWY 08: Rgt tfc. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 18′. P–line.
RWY 17–35: H4999X75 (ASPH) S–12.5 MIRL 0.4% up N
RWY 17: PAPI(P2L)—GA 3.0° TCH 23′. P-line. Rgt tfc.
RWY 35: PAPI(P2L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Attended Mon–Sat 1430–0000Z‡. Services on call after hours 432–758–6455. MIRL Rwy 08–26 and Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (432) 758–3102.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 075° 31.3 NM to fld. 3660/11E.
NDB (MHW) 344 GNC N32°40.30′ W102°38.74′ at fld. NOTAM FILE GNC. Unmonitored.



SEYMOUR MUNI (6ØF) 3 N UTC−6(−5DT) N33°38.92′ W99°15.64′ DALLAS–FT. WORTH
1344 B NOTAM FILE FTW L–17B
RWY 17–35: H4300X50 (ASPH) S–4 MIRL IAP
RWY 17: Fence. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD nonprecision instrument markings. Numbers 50′ tall.
COMMUNICATIONS: CTAF 122.9
FORT WORTH CENTER APP/DEP CON 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 229° 39.0 NM to fld. 1100/10E.

APP CRS	Rwy Idg	4999
359°	TDZE	3278
	Apt Elev	3315

NDB RWY 35

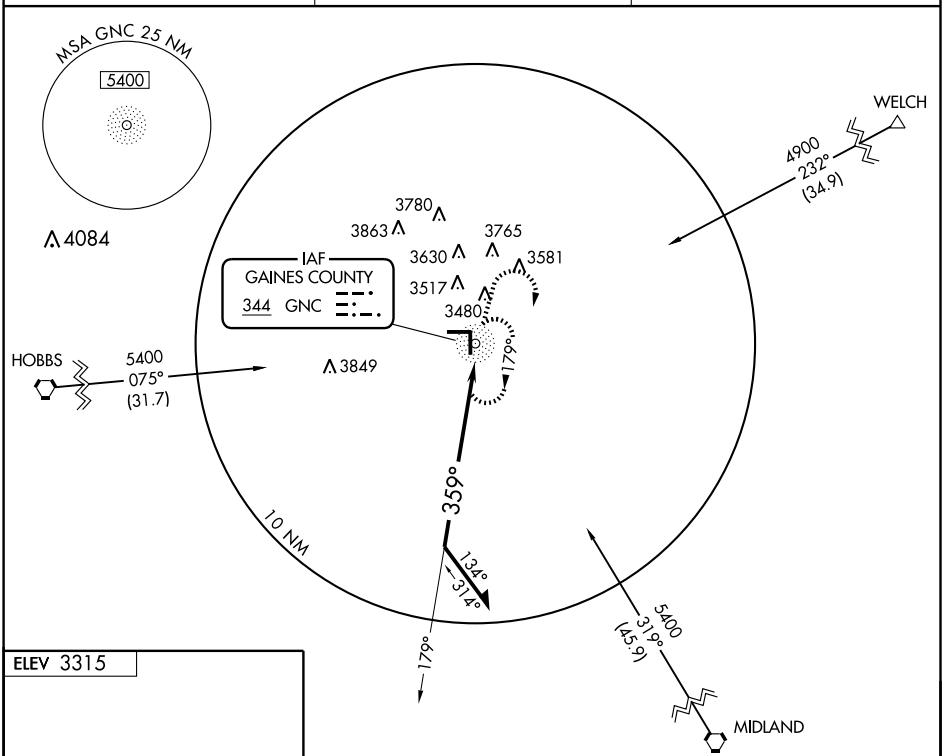
SEMINOLE/GAINES COUNTY (GNC)

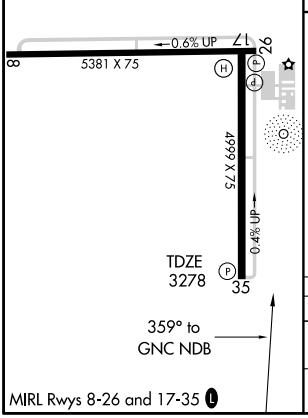
Use Midland Intl altimeter setting.

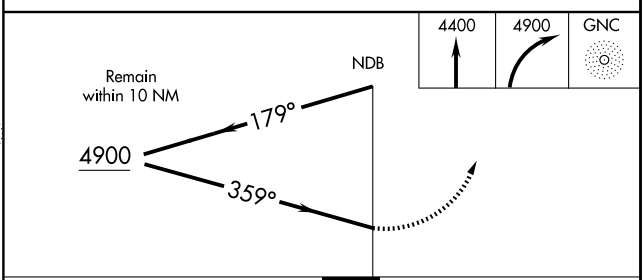
NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 4900 direct GNC NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3940-1 662 (700-1)		3940-1¾ 662 (700-1¾)	NA
CIRCLING	3960-1 645 (700-1)		4060-2¼ 745 (800-2¼)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4999
CH 72918	350°	TDZE	3278
W35A		Apt Elev	3315

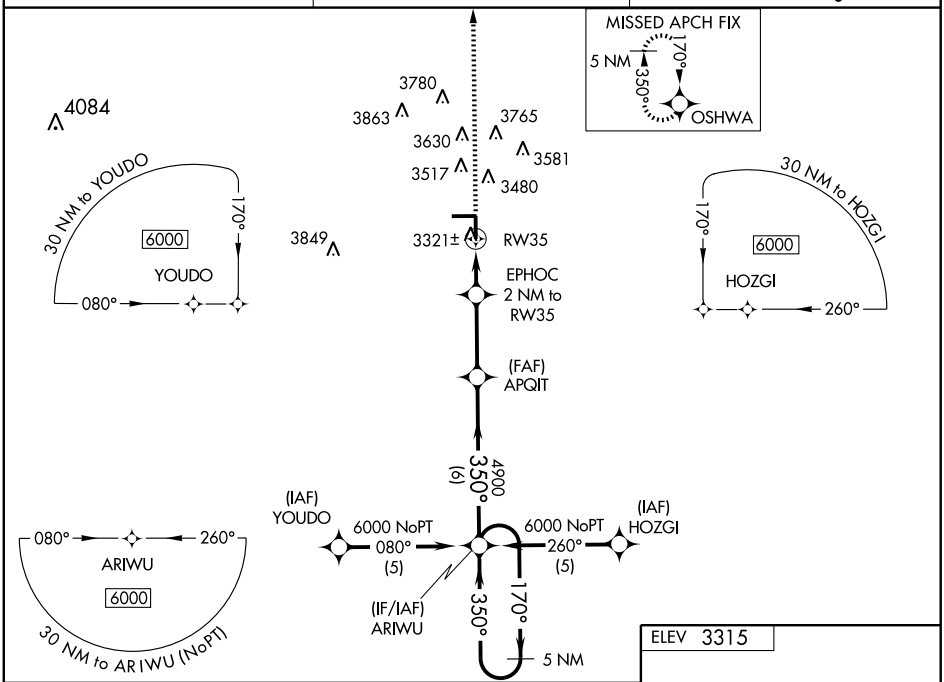
RNAV (GPS) RWY 35

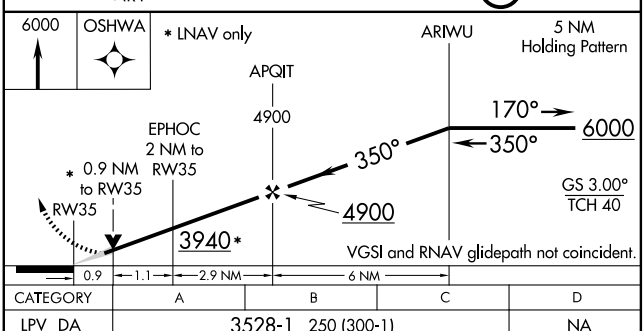
SEMINOLE/GAINES COUNTY (GNC)

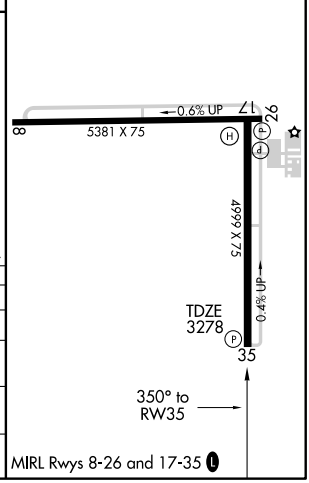
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 177 feet, all MDA 180 feet, increase LPV all Cats and LNAV Cat C visibility ½ mile, LNAV/VNAV all Cats and Circling Cat C visibility ¾ mile. Baro-VNAV and VDP NA when using Midland Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct OSHWA and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3528-1 250 (300-1)			NA
LNAV/VNAV DA	3591-1¼ 313 (300-1¼)			NA
LNAV MDA	3580-1 302 (300-1)			NA
CIRCLING	3840-1 525 (600-1)		3880-1½ 565 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SCHOLES INTL AT GALVESTON (See GALVESTON)

SCOTLAND N33°46.94′ W98°29.29′ NOTAM FILE SPS. DALLAS–FT. WORTH
NDB (MHW) 344 SKB 359° 4.7 NM to Kickapoo Downtown. Unmonitored 0200–1200Z‡. L–17B

SEAGRAVES (F97) 1 NE UTC−6(−5DT) N32°57.27′ W102°32.45′ ALBUQUERQUE
3366 NOTAM FILE FTW L–6H
RWY 04–22: H4010X70 (ASPH) LIRL (NSTD)
RWY 04: Railroad. **RWY 22:** Railroad.
RWY 17–35: H2445X37 (ASPH)
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Attended irregularly. Rwy 17–35 loose rocks and vegetation in rwy. Rwy 04–22 and Rwy 17–35 unmarked. NSTD LIRL Rwy 04–22 due to incorrect spacing.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 052° 41.4 NM to fld. 3660/11E.

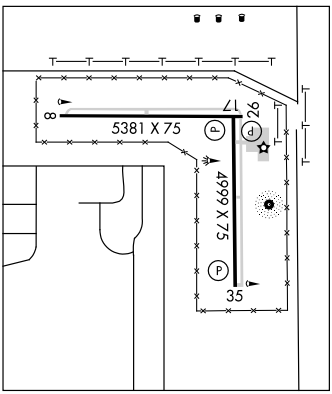
SEBAS N26°18.31′ W97°39.47′ NOTAM FILE HRL. BROWNSVILLE
NDB (LOM) 338 HR 173° 4.6 NM to Valley Intl. L–20H, 21A

SEGUIN

HUBER AIRPARK CIVIC CLUB LLC (E70) 20 N UTC−6(−5DT) N29°36.14′ W97°59.43′ SAN ANTONIO
556 **FUEL** 100LL NOTAM FILE SJT L–19C
RWY 16–34: H3415X50 (ASPH) LIRL
RWY 16: Bldg.
AIRPORT REMARKS: Unattended. Fuel self serve. Rwy 16–34 only center 3285′ lighted. Landing fee. ACTIVATE LIRL Rwy 16–34—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT
SAN ANTONIO (H) VORTACW 116.8 SAT Chan 115 N29°38.64′ W98°27.68′ 088° 24.7 NM to fld. 1160/8E. **HIWAS.**

SEMINOLE

GAINES CO (GNC) 3 S UTC−6(−5DT) N32°40.52′ W102°39.16′ ALBUQUERQUE
3315 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—4332(1017) NOTAM FILE GNC H–6G, L–6H
RWY 08–26: H5381X75 (ASPH) S–12.5 MIRL 0.6% up W IAP
RWY 08: Rgt tfc. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 18′. P–line.
RWY 17–35: H4999X75 (ASPH) S–12.5 MIRL 0.4% up N
RWY 17: PAPI(P2L)—GA 3.0° TCH 23′. P-line. Rgt tfc.
RWY 35: PAPI(P2L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Attended Mon–Sat 1430–0000Z‡. Services on call after hours 432–758–6455. MIRL Rwy 08–26 and Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (432) 758–3102.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.
HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 075° 31.3 NM to fld. 3660/11E.
NDB (MHW) 344 GNC N32°40.30′ W102°38.74′ at fld. NOTAM FILE GNC. Unmonitored.



SEYMOUR MUNI (6ØF) 3 N UTC−6(−5DT) N33°38.92′ W99°15.64′ DALLAS–FT. WORTH
1344 B NOTAM FILE FTW L–17B
RWY 17–35: H4300X50 (ASPH) S–4 MIRL IAP
RWY 17: Fence. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD nonprecision instrument markings. Numbers 50′ tall.
COMMUNICATIONS: CTAF 122.9
FORT WORTH CENTER APP/DEP CON 133.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 229° 39.0 NM to fld. 1100/10E.

GPS RWY 17

SEYMOUR MUNI (6ØF)

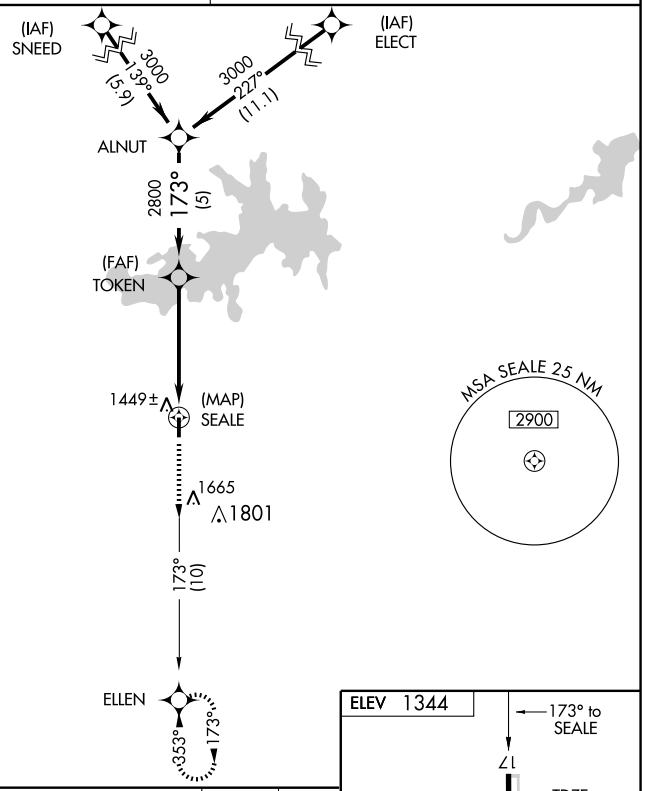
APP CRS	Rwy Idg	4300
173°	TDZE	1344
	Apt Elev	1344

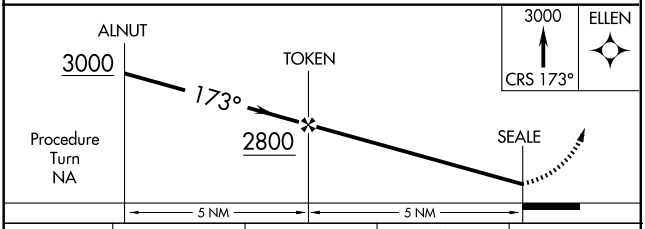
NA — Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting.

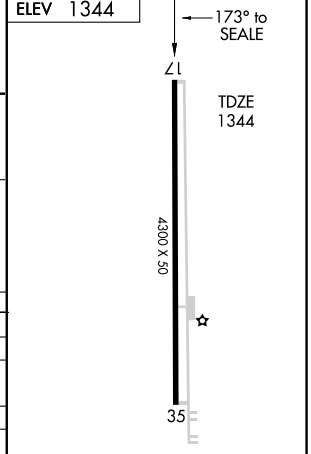
MISSED APPROACH: Climb to 3000 via 173° course to ELLEN WP and hold.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9







CATEGORY	A	B	C	D
S-17	1700-1 356 (400-1)			NA
CIRCLING	1780-1 436 (500-1)	1800-1 456 (500-1)	1800-1½ 456 (500-1½)	NA
SHEPPARD AFB/WICHITA FALLS MUNI ALTIMETER SETTING MINIMUMS				
S-17	1880-1 536 (600-1)		1880-1½ 536 (600-1½)	NA
CIRCLING	1960-1 616 (700-1)	1980-1 636 (700-1)	1980-1¾ 636 (700-1¾)	NA

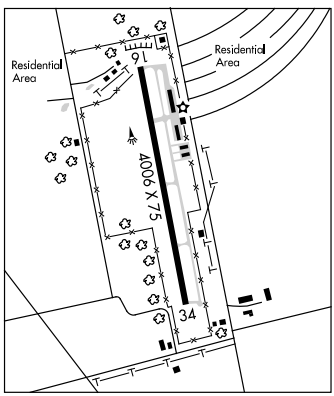
SC-2, 26 AUG 2010 to 23 SEP 2010

SHAMROCK MUNI (2F1) 3 NE UTC−6(−5DT) N35°14.17′ W100°11.09′ **DALLAS–FT WORTH**
2369 B **FUEL** 100LL, MOGAS TPA—3369(1000) NOTAM FILE FTW **L–15C**
RWY 17–35: H3600X60 (ASPH) S–15 MIRL
RWY 17: Berm. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Fuel self svc with credit card. Rwy 17–35 has loose aggregate on rwy. Arpt lgts opr dusk–0600Z‡. For MIRL Rwy 17–35 after 0600Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.
SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71′ W99°38.12′ 247° 27.8 NM to fld. 1990/10E.

SHEIN N29°54.90′ W99°00.57′ NOTAM FILE ERV. **SAN ANTONIO**
NDB (MHW/LOM) 263 ER 305° 5.4 NM to Kerrville Muni/Louis Schreiner Fld. **L–19C**

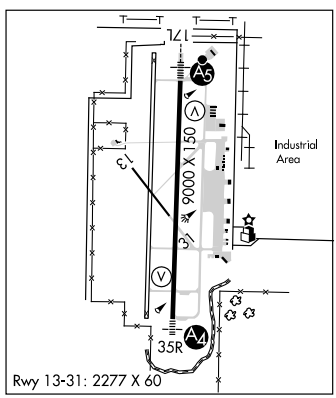
SHEPPARD AFB/WICHITA FALLS MUNI (See WICHITA FALLS)

SHERMAN MUNI (SWI) 1 SE UTC−6(−5DT) N33°37.45′ W96°35.17′ **DALLAS–FT. WORTH**
745 B S4 **FUEL** 100LL TPA—1800(1055) NOTAM FILE FTW **L–17C, A**
RWY 16–34: H4006X75 (ASPH) S–19 MIRL 0.9% up NW **IAP**
RWY 16: Tree. **RWY 34:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl with major credit card. City ordinance mandates all tkfs on Rwy 34 commence at thld markings. High speed, low level passes are prohibited.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 280° 18.4 NM to fld. 700/6E. **HIWAS.**



SHERMAN/DENISON

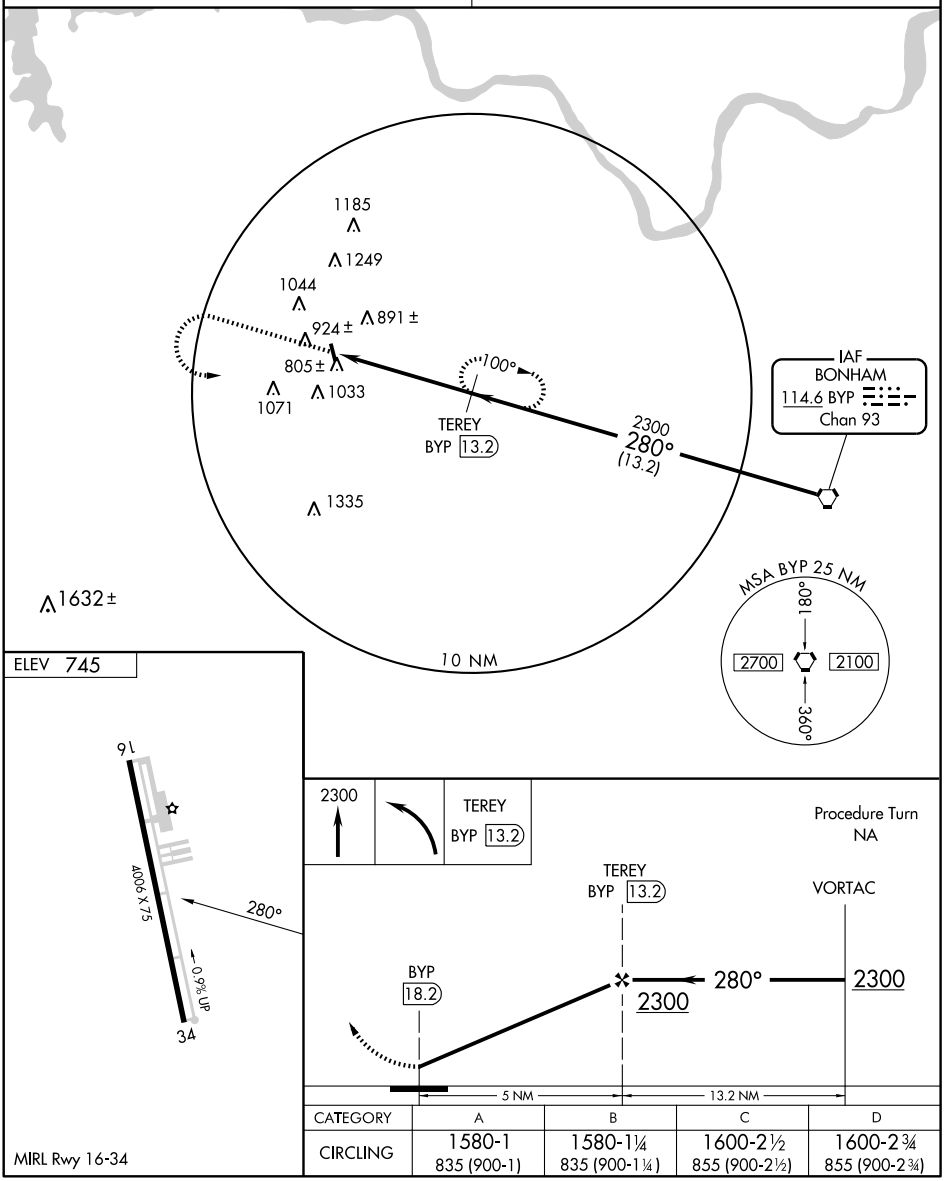
NORTH TEXAS RGNL/PERRIN FIELD (GYI) 4 W UTC−6(−5DT) N33°42.85′ W96°40.42′ **DALLAS–FT. WORTH**
749 B S4 **FUEL** 100LL, JET A OX 3 TPA—1749(1000) NOTAM FILE GYI **H–6H, L–17C, A**
RWY 17L–35R: H9000X150 (ASPH–CONC) S–75, D–100, 2S–127, 2D–160 MIRL **IAP, AD**
RWY 17L: MALSR. VASI(V4L)—GA 2.5°TCH 39′.
RWY 35R: MALS. VASI(V4L)—GA 2.5°TCH 41′.
RWY 13–31: H2277X60 (ASPH)
AIRPORT REMARKS: Attended daylight hours. For fuel after hours call 903–786–2666. For assistance after hours, call 903–786–2904, or fire department 903–786–9841. Mowing ops on arpt Mar–Nov. Rwy 17L designated calm wind rwy. Rwy 17L–35R 5′ high distance–to–go markers 150′ on east side of rwy centerline—unlgtd. MIRL Rwy 17L–35R preset low ints, to increase ints and ACTIVATE MALSR Rwy 17L and MALS Rwy 35R—CTAF. VASI Rwy 17L and Rwy 35R continuous.
NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 (903) 786–7790.
COMMUNICATIONS: CTAF 120.575 **ATIS** 118.775 **UNICOM** 122.7
SHERMAN/DENISON RCO 122.3 (FORT WORTH RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 124.75
TOWER 120.575 (1300–0100Z‡) **GND CON** 124.125
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 290° 24.4 NM to fld. 700/6E.
HIWAS.
DENISON NDB (MHW) 341 DNI N33°49.44′ W96°40.18′ 176° 6.6 NM to fld. NOTAM FILE GYI.
ILS 111.7 I–GYI Rwy 17L. LOC unusable byd 25° right of course.



VORTAC BYP 114.6 Chan 93	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 745

VOR/DME-A
SHERMAN MUNI (SWI)

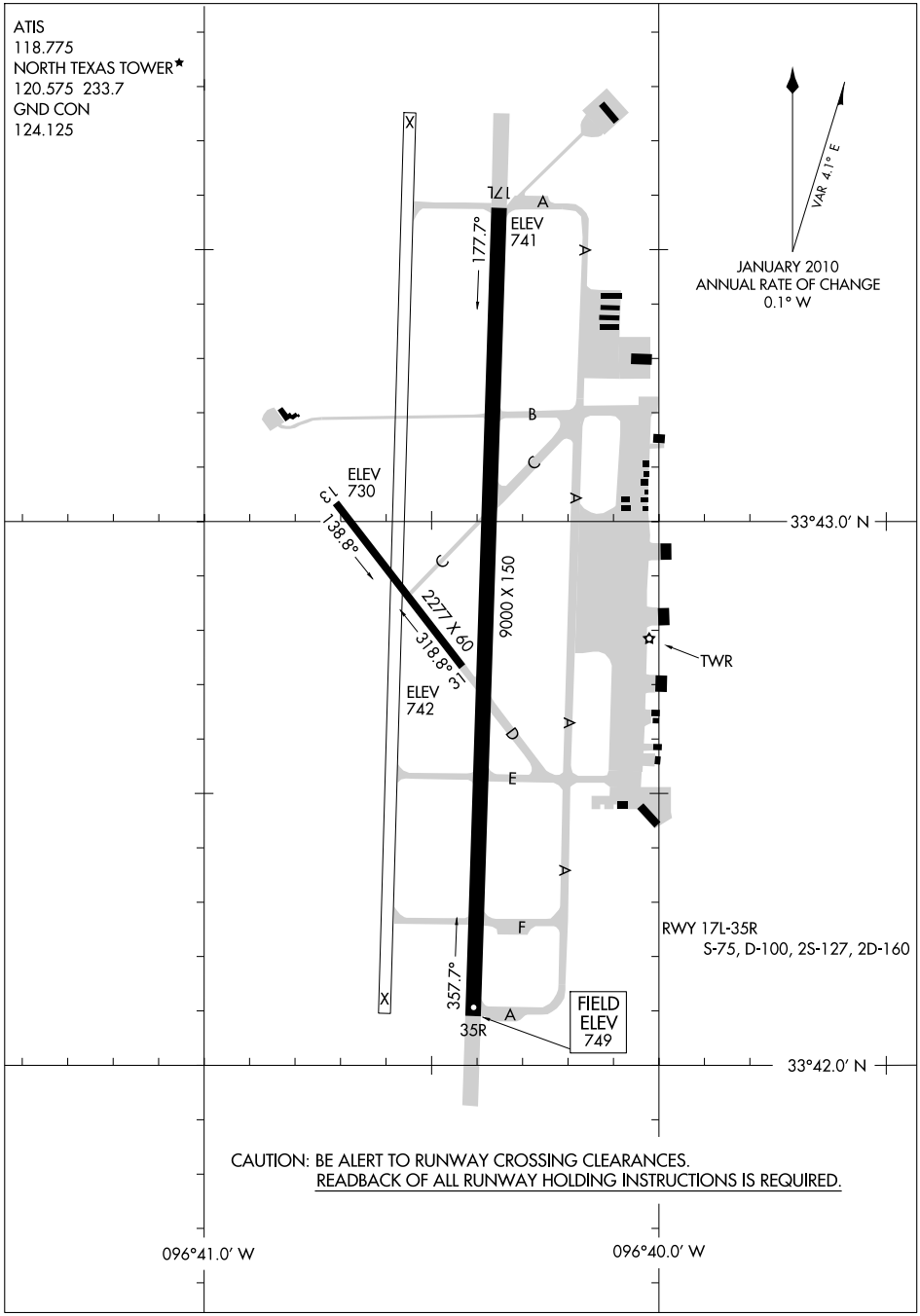
⚠ NA Use Dallas-Love Field altimeter setting.	MISSED APPROACH: Climb to 2300, then left turn direct TEREY and hold.
FORT WORTH CENTER **124.75 377.1**	UNICOM **122.8** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1580-1 835 (900-1)	1580-1¼ 835 (900-1¼)	1600-2½ 855 (900-2½)	1600-2¾ 855 (900-2¾)

SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM



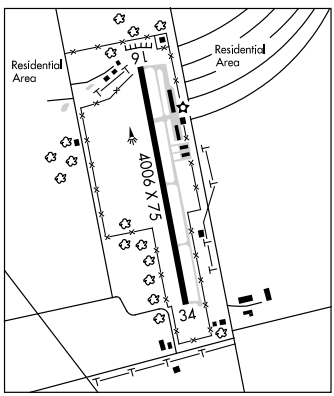
SC-2, 26 AUG 2010 to 23 SEP 2010

SHAMROCK MUNI (2F1) 3 NE UTC−6(−5DT) N35°14.17′ W100°11.09′ **DALLAS–FT WORTH**
2369 B **FUEL** 100LL, MOGAS TPA—3369(1000) NOTAM FILE FTW **L–15C**
RWY 17–35: H3600X60 (ASPH) S–15 MIRL
RWY 17: Berm. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Fuel self svc with credit card. Rwy 17–35 has loose aggregate on rwy. Arpt lgts opr dusk–0600Z‡. For MIRL Rwy 17–35 after 0600Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.
SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71′ W99°38.12′ 247° 27.8 NM to fld. 1990/10E.

SHEIN N29°54.90′ W99°00.57′ NOTAM FILE ERV. **SAN ANTONIO**
NDB (MHW/LOM) 263 ER 305° 5.4 NM to Kerrville Muni/Louis Schreiner Fld. **L–19C**

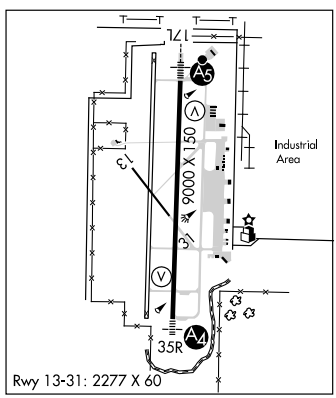
SHEPPARD AFB/WICHITA FALLS MUNI (See WICHITA FALLS)

SHERMAN MUNI (SWI) 1 SE UTC−6(−5DT) N33°37.45′ W96°35.17′ **DALLAS–FT. WORTH**
745 B S4 **FUEL** 100LL TPA—1800(1055) NOTAM FILE FTW **L–17C, A**
RWY 16–34: H4006X75 (ASPH) S–19 MIRL 0.9% up NW **IAP**
RWY 16: Tree. **RWY 34:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl with major credit card. City ordinance mandates all tkfs on Rwy 34 commence at thld markings. High speed, low level passes are prohibited.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 280° 18.4 NM to fld. 700/6E. **HIWAS.**



SHERMAN/DENISON

NORTH TEXAS RGNL/PERRIN FIELD (GYI) 4 W UTC−6(−5DT) N33°42.85′ W96°40.42′ **DALLAS–FT. WORTH**
749 B S4 **FUEL** 100LL, JET A OX 3 TPA—1749(1000) NOTAM FILE GYI **H–6H, L–17C, A**
RWY 17L–35R: H9000X150 (ASPH–CONC) S–75, D–100, 2S–127, 2D–160 MIRL **IAP, AD**
RWY 17L: MALSR. VASI(V4L)—GA 2.5°TCH 39′.
RWY 35R: MALS. VASI(V4L)—GA 2.5°TCH 41′.
RWY 13–31: H2277X60 (ASPH)
AIRPORT REMARKS: Attended daylight hours. For fuel after hours call 903–786–2666. For assistance after hours, call 903–786–2904, or fire department 903–786–9841. Mowing ops on arpt Mar–Nov. Rwy 17L designated calm wind rwy. Rwy 17L–35R 5′ high distance–to–go markers 150′ on east side of rwy centerline—unlgtd. MIRL Rwy 17L–35R preset low ints, to increase ints and ACTIVATE MALSR Rwy 17L and MALS Rwy 35R—CTAF. VASI Rwy 17L and Rwy 35R continuous.
NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 (903) 786–7790.
COMMUNICATIONS: CTAF 120.575 **ATIS** 118.775 **UNICOM** 122.7
SHERMAN/DENISON RCO 122.3 (FORT WORTH RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 124.75
TOWER 120.575 (1300–0100Z‡) **GND CON** 124.125
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
BONHAM (H) VORTACW 114.6 BYP Chan 93 N33°32.25′ W96°14.05′ 290° 24.4 NM to fld. 700/6E.
HIWAS.
DENISON NDB (MHW) 341 DNI N33°49.44′ W96°40.18′ 176° 6.6 NM to fld. NOTAM FILE GYI.
ILS 111.7 I–GYI Rwy 17L. LOC unusable byd 25° right of course.



LOC I-GYI	APP CRS	Rwy Idg	9000
111.7	176°	TDZE	741
		Apt Elev	749

ILS or LOC RWY 17L

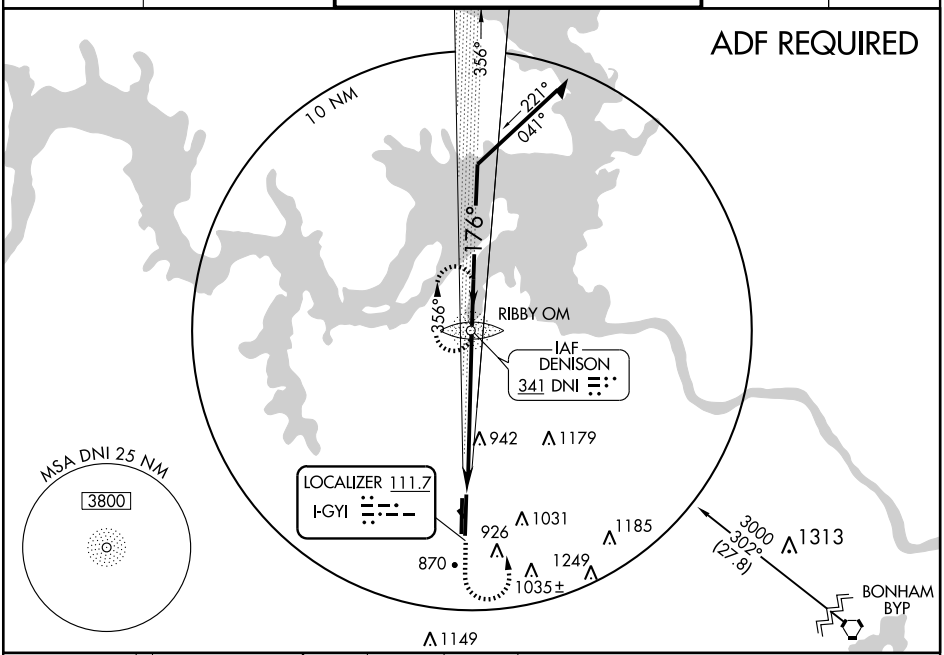
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

NA When local altimeter setting not received, use Dallas-Love Field altimeter setting. For inoperative MALSR increase S-ILS 17L visibility to 1¼.

MALSR

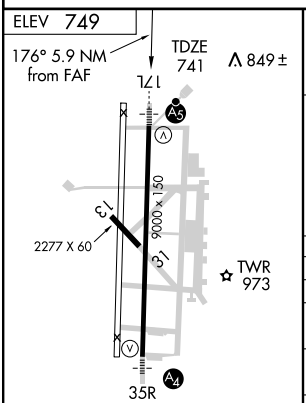
MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DNI NDB and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7



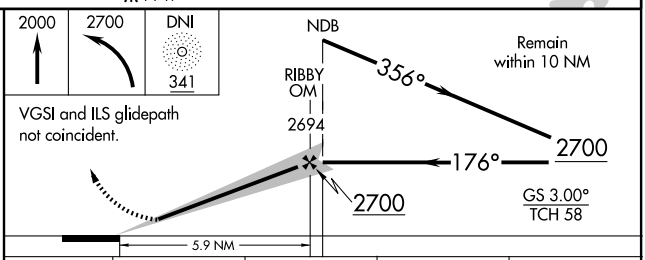
SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010



MIRL Rwy 17L-35R L

FAF to MAP	5.9 NM				
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 17L	941-½ 200 (200-½)			
S-LOC 17L	1240-½ 499 (500-½)		1240-¾ 499 (500-¾)	1240-1 499 (500-1)
CIRCLING	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17L	1099-¾ 358 (400-¾)			
S-LOC 17L	1400-½ 659 (700-½)		1400-1¼ 659 (700-1¼)	1400-1½ 659 (700-1½)
CIRCLING	1440-1¼ 691 (700-1¼)		1440-2 691 (700-2)	1540-2½ 791 (800-2½)

NDB or GPS RWY 17L

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

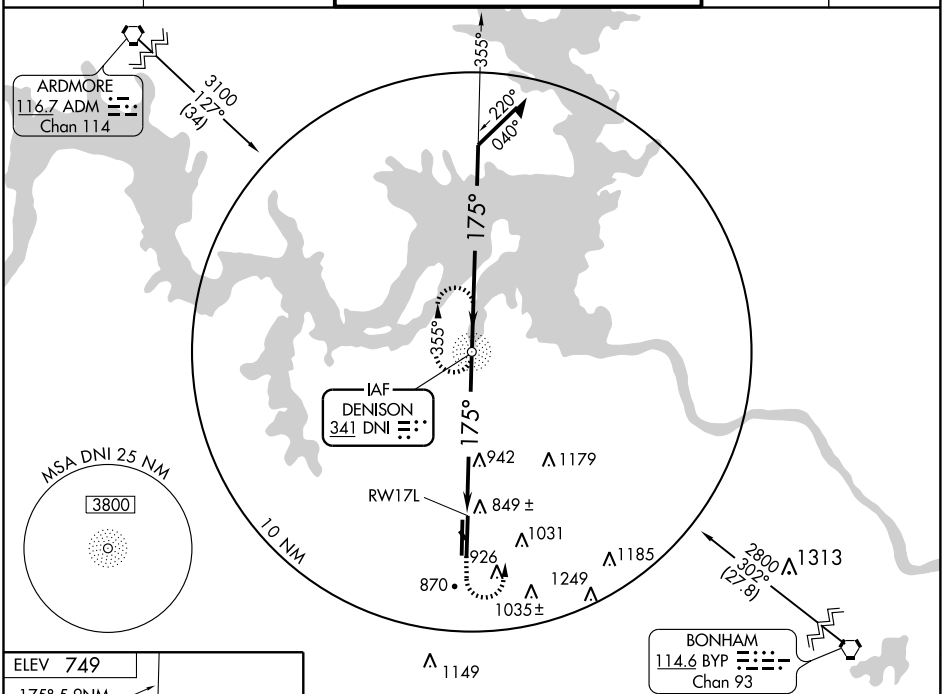
NDB DNI	APP CRS	Rwy Idg	9000
341	175°	TDZE	741
		Apt Elev	749

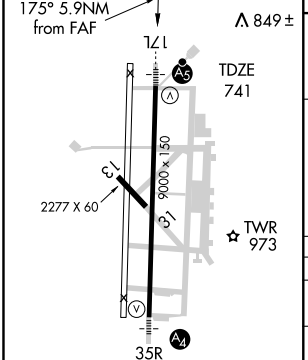
NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct DNI NDB and hold.

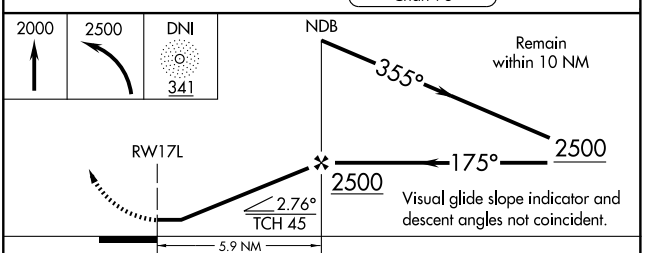
ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7





MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-17L	1300-¾ 559 (600-¾)		1300-1 559 (600-1)	1300-1½ 559 (600-1½)
CIRCLING	1300-1 551 (600-1)		1300-1½ 551 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-17L	1460-¾ 719 (800-¾)		1460-1½ 719 (800-1½)	1460-2 719 (800-2)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1540-2½ 791 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	290°	TDZE	N/A
Chan 93		Apt Elev	749

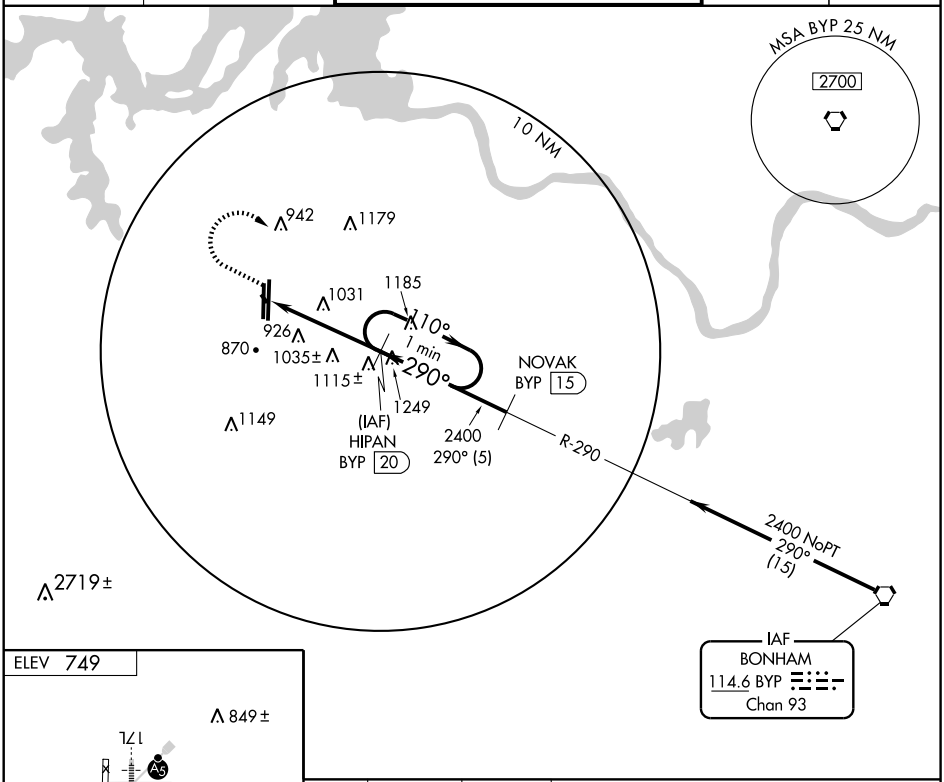
VOR/DME-A

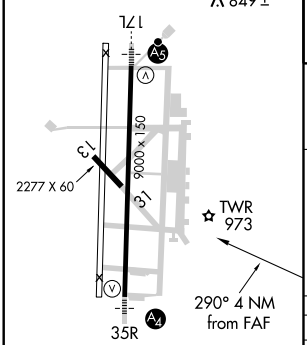
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

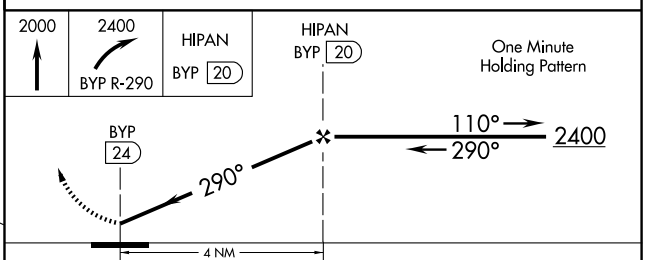
NA When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 via BYP R-290 to HIPAN/BYP 20 DME and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
CIRCLING	1380-1 631 (700-1)	1380-1¼ 631 (700-1¼)	1380-1¾ 631 (700-1¾)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1540-1 791 (800-1)	1540-1¼ 791 (800-1¼)	1540-2¼ 791 (800-2¼)	1540-2½ 791 (800-2½)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BYP	APP CRS	Rwy Idg	9000
114.6	356°	TDZE	749
Chan 93		Apt Elev	749

VOR/DME RNAV RWY 35R

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

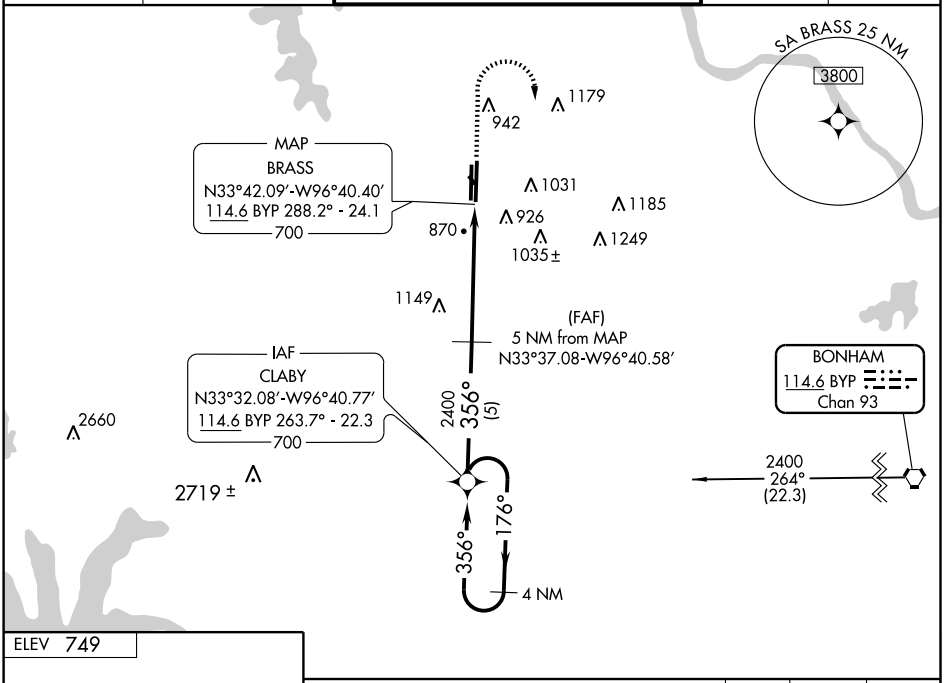
NA

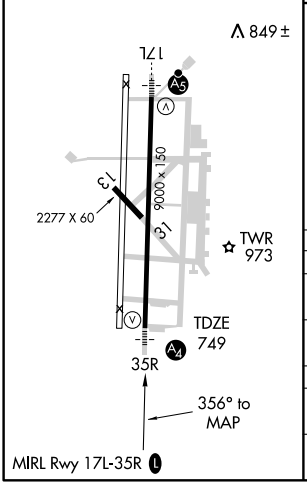
* Inoperative table does not apply to S-35R Cat C.
* * Inoperative table does not apply to S-35R Cat B/C.
When local altimeter settiing not received, use Dallas-Love Field altimeter setting. Visibility reduction by helicopters NA.

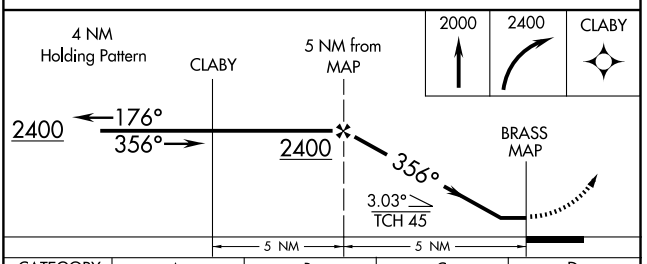
MALS

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 direct CLABY and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







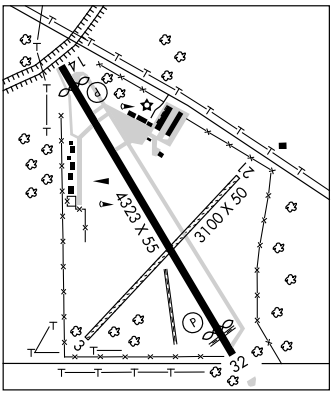
CATEGORY	A	B	C	D
S-35R *	1460-¾ 711 (800-¾)		1460-2 711 (800-2)	1460-2¼ 711 (800-2¼)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1460-2¼ 711 (700-2¼)
	DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS			
S-35R * *	1620-¾ 871 (900-¾)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)
CIRCLING	1620-1 871 (900-1)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SHERMAN/DENISON N33°42.84′ W96°40.35′ DALLAS–FT. WORTH
RCO 122.3 (FORT WORTH RADIO) L–17C, A

SINTON

ALFRED C 'BUBBA' THOMAS (T69) 2 W UTC−6(−5DT) N28°02.31′ W97°32.55′ SAN ANTONIO
48 B S4 **FUEL** 100LL, JET A NOTAM FILE SJT L–20H, 21A, 60MW
RWY 14–32: H4323X55 (ASPH) S–8 MIRL IAP
RWY 14: REIL. PAPI(P2L)–GA 3.0° TCH 19′. Thld dsplcd 250′. Trees.
RWY 32: REIL. PAPI(P2L)–GA 3.0° TCH 21′. Thld dsplcd 400′. Road.
RWY 03–21: 3100X50 (TURF)
RWY 03: P–line. **RWY 21:** P–line.
AIRPORT REMARKS: Attended 1500–0000Z‡. For fuel or svc after hours, call 361–364–5005. Rwy 03–21 not maintained, unsuitable for use. Rwy 14–32 grass encroaches on outside 2′ of rwy. Windsock lgts OTS indef. REIL Rwy 14 and Rwy 32 OTS indef. PAPI Rwy 32 OTS indef. ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
CORPUS CHRISTI RCO 122.65 (SAN ANGELO RADIO)
Ⓡ **CORPUS APP/DEP CON** 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CRP.
CORPUS CHRISTI (H) VORTACW 115.5 CRP Chan 102 N27°54.23′ W97°26.69′ 318° 9.6 NM to fld. 60/9E. **HIWAS.**



SKYDIVE HOUSTON (See WALLER)

SKYLARK FLD (See KILLEEN)

SKYWAY MANOR (See PEARLAND)

SKYWEST INC (See MIDLAND)

SLATON MUNI (F49) 2 N UTC−6(−5DT) N33°29.09′ W101°39.64′ DALLAS–FT. WORTH
3123 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW L–6H
RWY 18–36: H4245X75 (ASPH) S–20 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. **RWY 36:** PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For arpt mgr after hrs call 806–657–4454. 5′ line-of-sight not avbl between Rwy 18–36 ends. MIRL Rwy 18–36 preset low ints, to incr ints and ACTIVATE PAPI Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices Section—Aerobatic Practice Area.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 125° 18.3 NM to fld. 3310/11E. **HIWAS.**

SLIDELL

CAIN (T28) 4 W UTC−6(−5DT) N33°21.27′ W97°26.34′ DALLAS–FT. WORTH
890 TPA—1890(1000) NOTAM FILE FTW Not insp.
RWY 18–36: 1200X50 (TURF)
RWY 36: Rgt tfc.
AIRPORT REMARKS: Attended Mon–Thu irregularly and Sat–Sun 1500–2200Z‡. Recommend STOL acft ops only. Rwy 18–36 marked with tires.
COMMUNICATIONS: CTAF 122.9

SMILEY JOHNSON MUNI/ BASS FLD (See CLARENDON)

GPS RWY 14

SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

APP CRS	Rwy Idg	4073
140°	TDZE	48
	Apt Elev	48

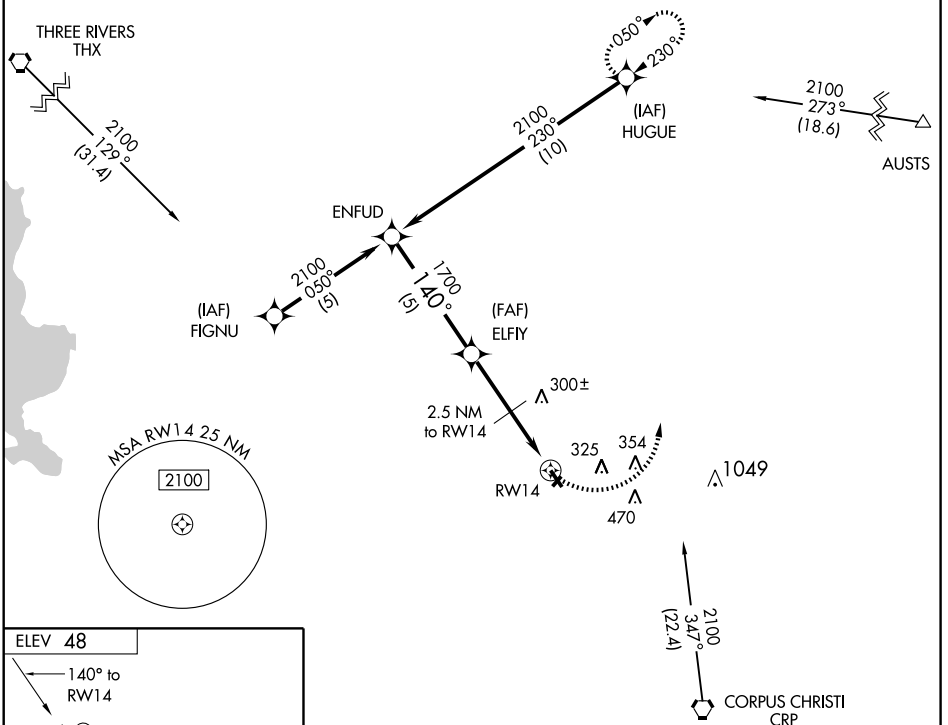
NA

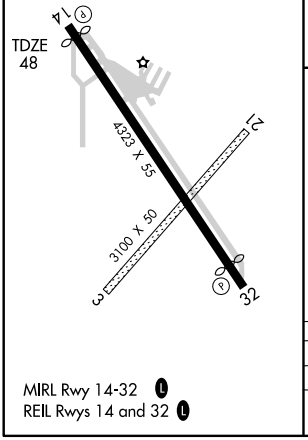
Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2100 direct HUGUE and hold.

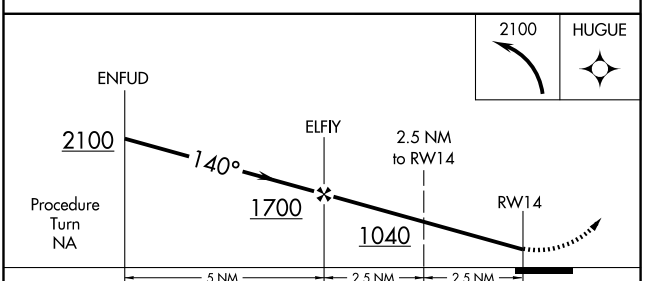
CORPUS APP CON
120.9 348.725

UNICOM
122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
S-14	460-1 412 (500-1)		NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3995
320°	TDZE	48
	Apt Elev	48

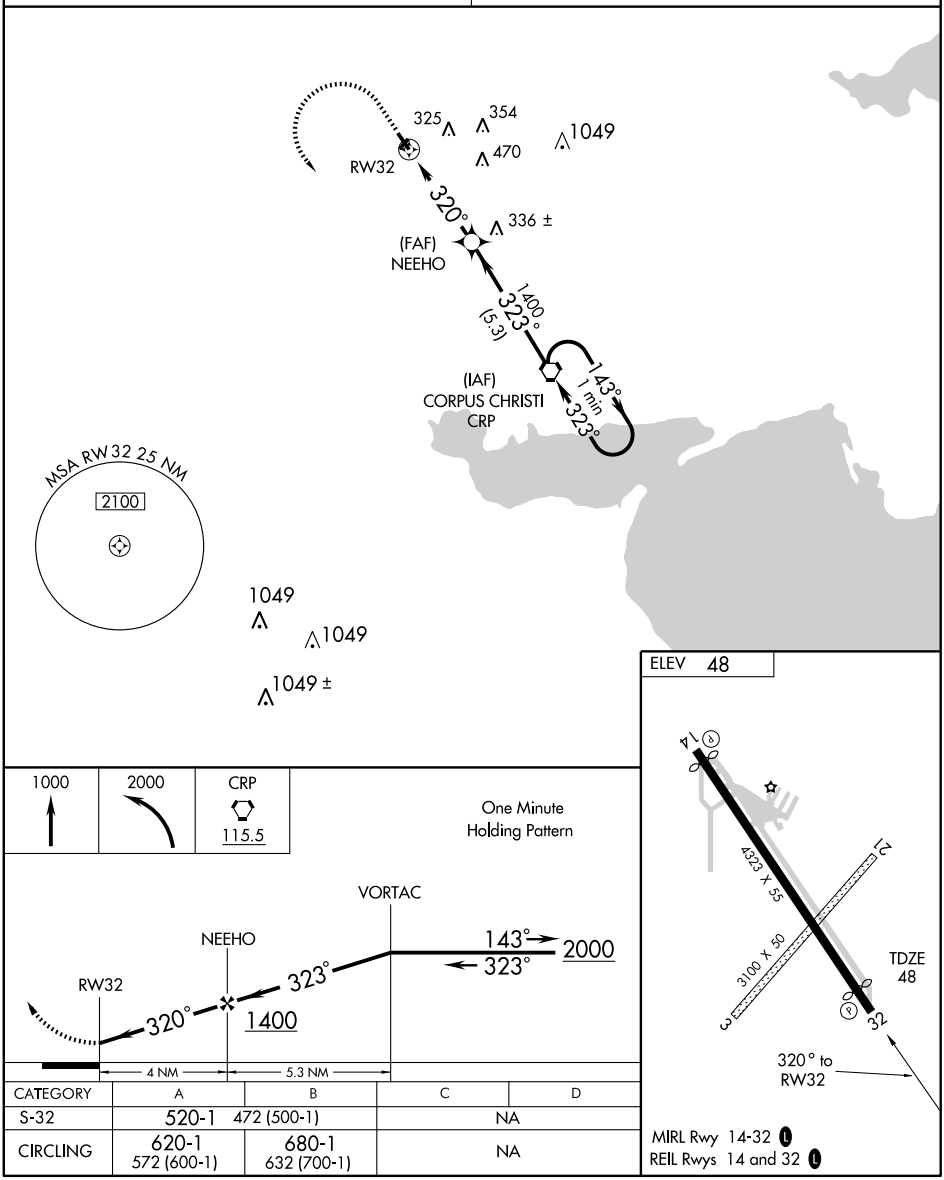
GPS RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS(T69)

T
A NA — Use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

CORPUS APP CON	UNICOM
120.9 348.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-32	520-1 472 (500-1)		NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CRP	APP CRS	Rwy Idg	4073
115.5	138°	TDZE	48
Chan 102		Apt Elev	48

VOR/DME RWY 14

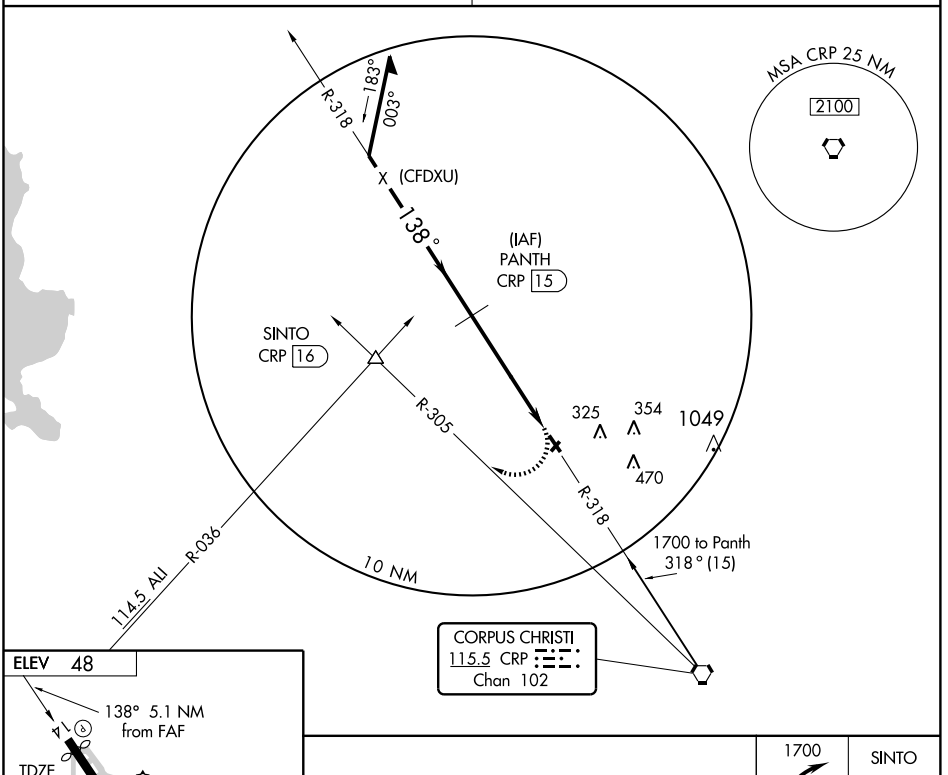
SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

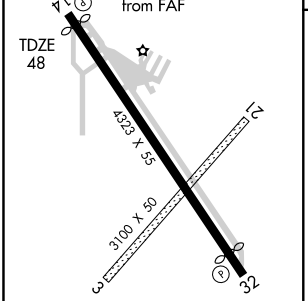
NA

Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via CRP R-305 to SINTO Int.

CORPUS APP CON	UNICOM
120.9 348.725	122.8 (CTAF) L

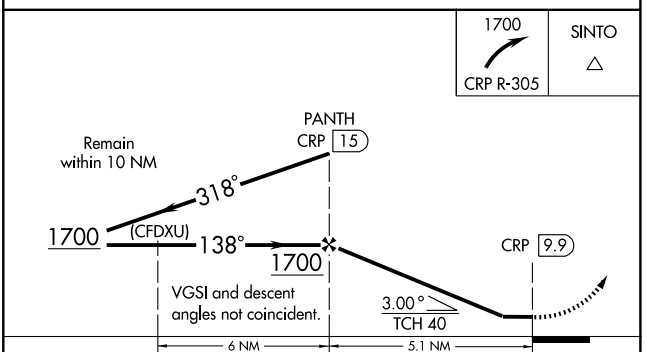




MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-14	640-1	592 (600-1)	NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC CRP 115.5 Chan 102	APP CRS 318°	Rwy Idg 3995 TDZE 48 Apt Elev 48

VOR RWY 32

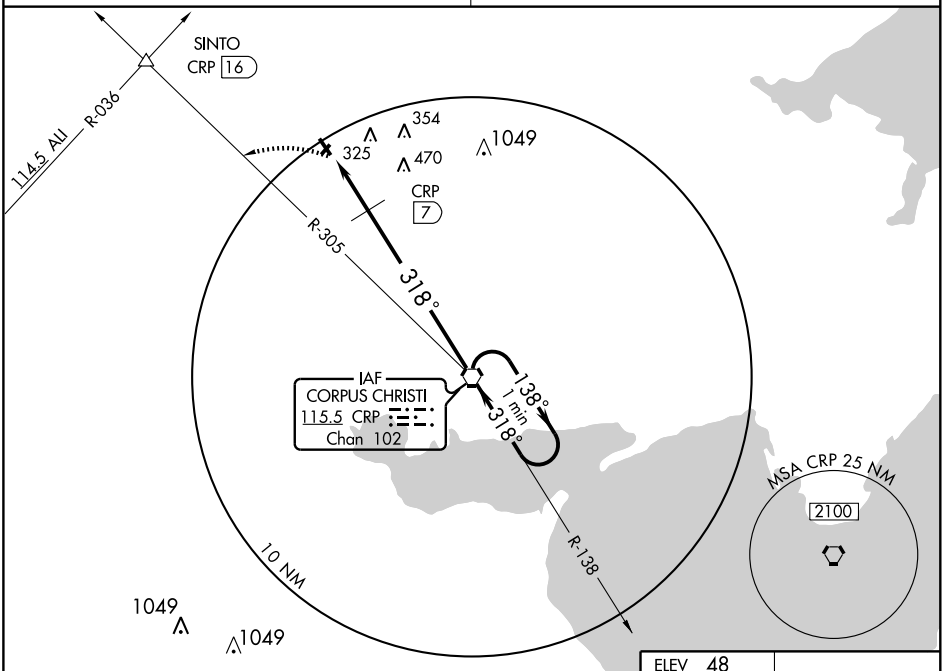
SINTON/ALFRED C 'BUBBA' THOMAS (T69)

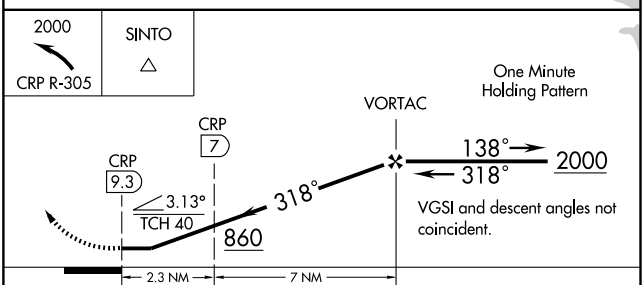
NA — Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CRP R-305 to SINTO Int.

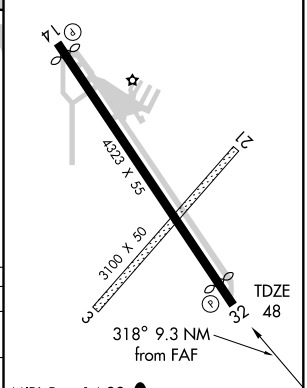
CORPUS APP CON 120.9 348.725

UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	860-1 812 (900-1)	860-1 ¼ 812 (900-1 ¼)	NA	
CIRCLING	860-1 812 (900-1)	860-1 ¼ 812 (900-1 ¼)	NA	
DME MINIMUMS				
S-32	640-1 592 (600-1)		NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	



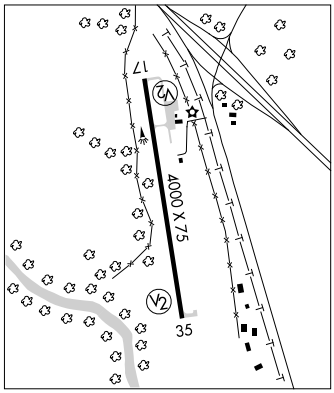
MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

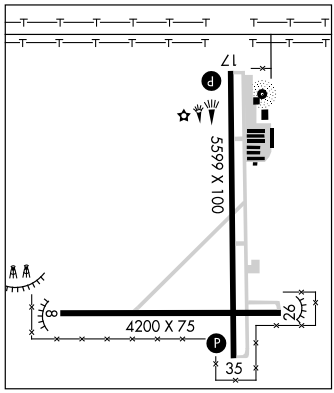
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

SMITHVILLE CRAWFORD MUNI (84R) 2 N UTC−6(−5DT) N30°01.69′ W97°10.02′ SAN ANTONIO
323 B S4 **FUEL** 100LL NOTAM FILE SJT L–19D, 21A
RWY 17–35: H4000X75 (ASPH) S–12.5 MIRL
RWY 17: PVASI(PSIL)—GA 4.0° TCH 34′. Tree.
RWY 35: PVASI(PSIL)—GA 3.0° TCH 23′. P–line.
AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. ACTIVATE MIRL Rwy 17–35—123.3.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36′ W96°33.73′ 270° 31.8 NM to fld. 419/8E.



SNYDER

WINSTON FLD (SNK) 2 SW UTC−6(−5DT) N32°41.60′ W100°57.03′ DALLAS–FT. WORTH
2430 B **FUEL** 100LL, JET A1 TPA—3430(1000) NOTAM FILE SNK H–6G, L–17A
RWY 17–35: H5599X100 (ASPH) S–24 MIRL IAP
RWY 17: REIL. PAPI(P4R)—GA 3.0° TCH 35′. Pole. Rgt tfc.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 08–26: H4200X75 (ASPH) S–24 1.3% up E
RWY 08: Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1400–0000Z‡. Arpt unattended Thanksgiving, Christmas, and Easter. For fuel after hours call 325–573–9506, fee charged. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (325) 573–5724
COMMUNICATIONS: CTAF/UNICOM 122.8
SNYDER RCO 122.45 (FORT WORTH RADIO)
FORT WORTH CENTER APP/DEP CON 127.45
RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.
BIG SPRING (L) VORTACW 114.3 BGS Chan 90 N32°23.14′ W101°29.02′ 045° 32.7 NM to fld. 2670/11E.
SNYDER NDB (MHW) 359 SDR N32°42.08′ W100°56.77′ at fld. NOTAM FILE SNK.



SNYDER N32°42.08′ W100°56.77′ NOTAM FILE SNK. DALLAS–FT WORTH
NDB (MHW) 359 SDR at Winston Fld. L–17A
RCO 122.45 (FORT WORTH RADIO)

SOMERSET

CANNON FLD (53T) 6 E UTC−6(−5DT) N29°12.96′ W98°32.97′ SAN ANTONIO
610 TPA—1610(1000) NOTAM FILE SJT Not insp.
RWY 13–31: 2880X100 (TURF)
RWY 13: Thld dsplcd 200′. **RWY 31:** Thld dsplcd 300′. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Wild animals and mowing equipment on and invof arpt. Rwy occasionally rough and may flood.
COMMUNICATIONS: CTAF/UNICOM 123.0

NDB SDR	APP CRS	Rwy Idg	5599
359	358°	TDZE	2426
		Apt Elev	2430

NDB RWY 35

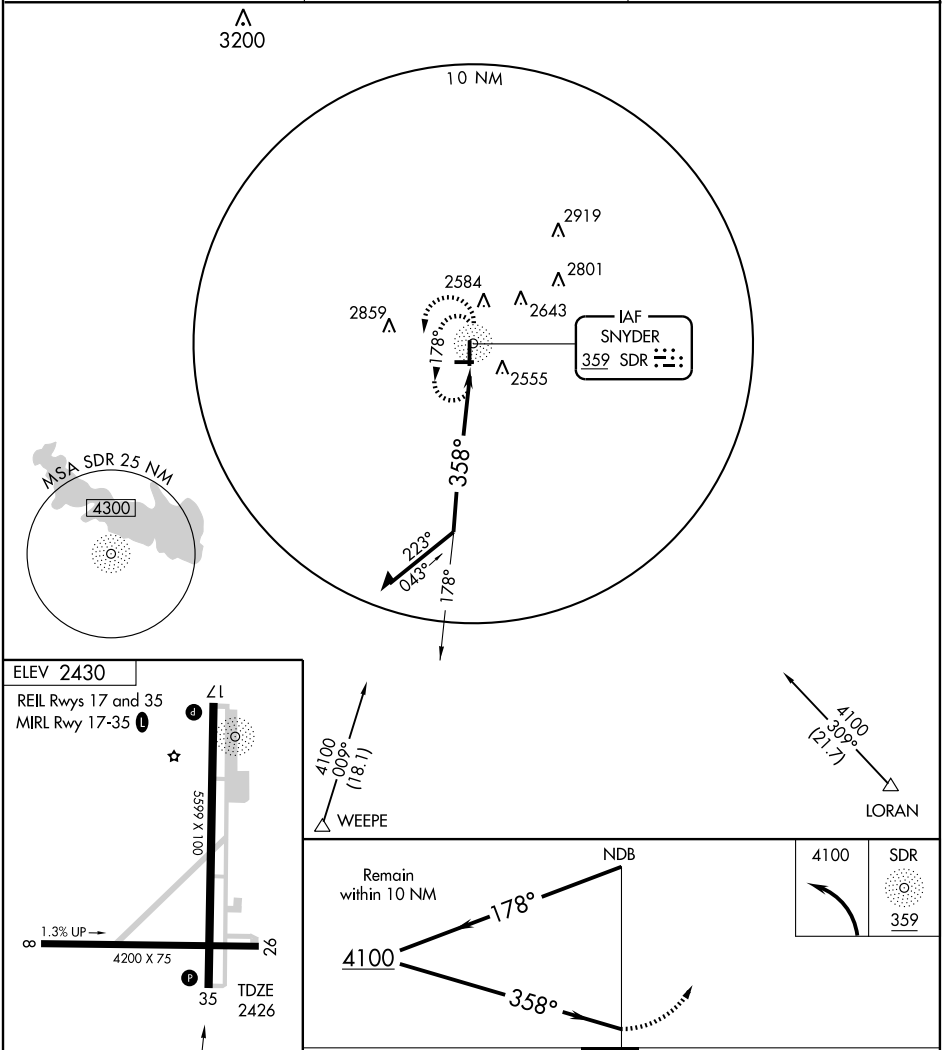
SNYDER/ WINSTON FIELD (SNK)

NA

Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	2960-1	534 (600-1)	2960-1½ 534 (600-1½)	NA
CIRCLING	2960-1	530 (600-1)	2960-1½ 530 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

SNYDER/WINSTON FIELD (SNK)

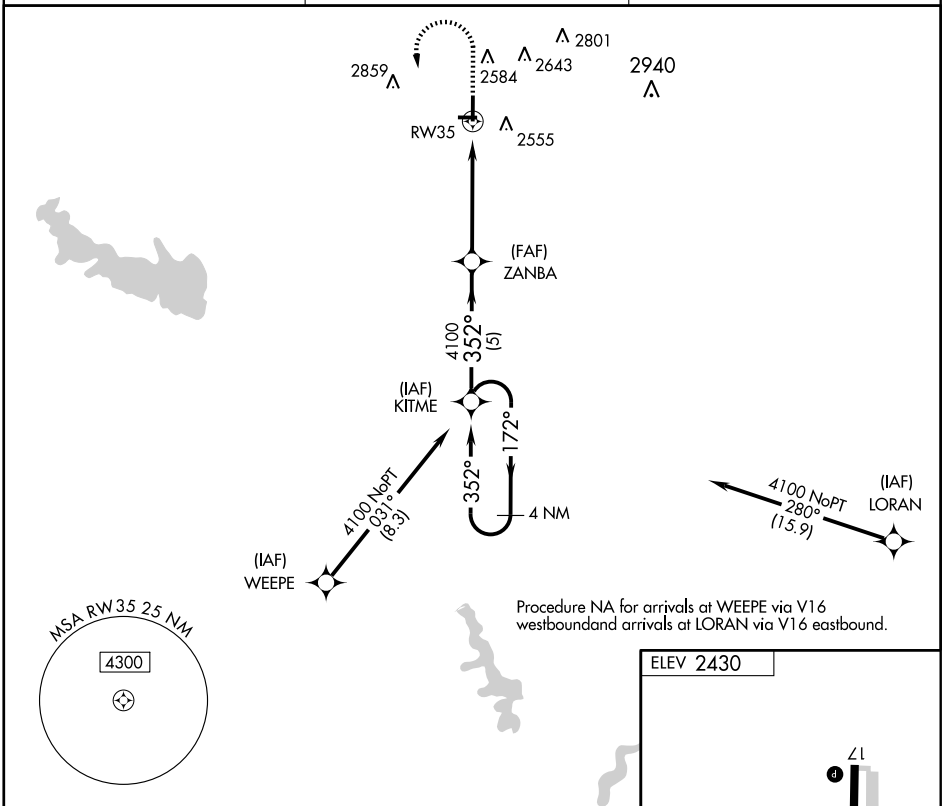
APP CRS	Rwy Idg	5599
352°	TDZE	2426
	Apt Elev	2430

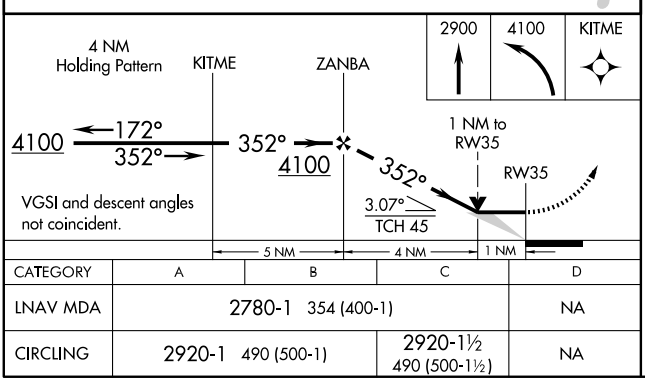
Circling NA to Rwy 8-26.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

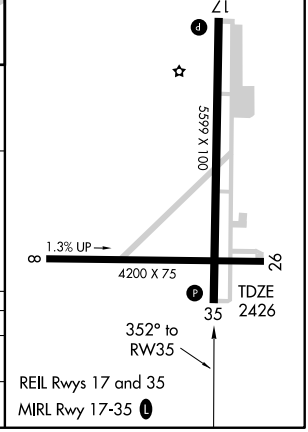
MISSED APPROACH: Climb to 2900, then climbing left turn to 4100 direct KITME WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L





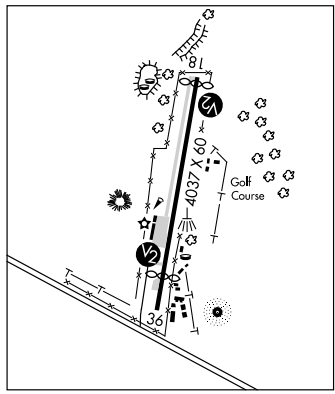
CATEGORY	A	B	C	D
LNAV MDA	2780-1 354 (400-1)			NA
CIRCLING	2920-1 490 (500-1)		2920-1½ 490 (500-1½)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

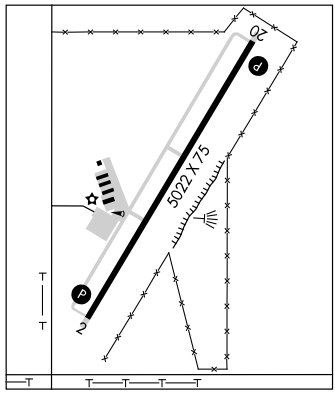
SONORA MUNI (SOA) 1 N UTC−6(−5DT) N30°35.14′ W100°38.91′ SAN ANTONIO
2140 B **FUEL** 100LL, JET A NOTAM FILE SOA L–19B
RWY 18–36: H4037X60 (ASPH) S–12.5 MIRL IAP
RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 29′. Thld dsplcd 93′. Trees.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 56′. Thld dsplcd 601′. Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to acft 12,500 lbs and over. 400′ AGL tethered balloon 25 NM southeast SR–SS. MIRL Rwy 18–36 preset med ints only, ACTIVATE PVASI Rwys 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (325) 387–3801.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ECU.
ROCKSPRINGS (L) VORTAC 111.2 RSG Chan 49 N30°00.88′ W100°17.99′ 322° 38.7 NM to fld. 2310/10E.
NDB (MHW) 371 SOA N30°34.91′ W100°38.82′ at fld. Unmonitored. NOTAM file SOA.



SOUTH TEXAS INTL AT EDINBURG (See EDINBURG)

SOUTHEAST TEXAS RGNL (See BEAUMONT/PORT ARTHUR)

SPEARMAN MUNI (E42) 1 N UTC−6(−5DT) N36°13.26′ W101°11.67′ WICHITA
3090 B **FUEL** 100LL NOTAM FILE FTW H–6G, L–15B
RWY 02–20: H5022X75 (ASPH) S–12.5 MIRL IAP
RWY 02: PAPI(P2L). Road. **RWY 20:** PAPI(P2L).
AIRPORT REMARKS: Unattended. For fuel call 806–659–2422 and hangar space 806–659–2524 Mon–Sat 1330–0100Z‡, other hours call 806–659–3707. No line of sight between rwy ends. MIRL Rwy 02–20 preset low ints, to increase ints and ACTIVATE PAPI Rwy 02 and Rwy 20—122.8.
COMMUNICATIONS: CTAF 122.9
ALBUQUERQUE CENTER APP/DEP CON 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 009° 26.4 NM to fld. 3130/11E.



SPICEWOOD (88R) 2 E UTC−6(−5DT) N30°28.68′ W98°07.27′ SAN ANTONIO
830 S6 **FUEL** 100LL, JET A TPA—1830(1000) NOTAM FILE SJT L–19C
RWY 17–35: H4185X30 (ASPH) S–12.5
RWY 17: Thld dsplcd 464′. Tree. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED nights. Arpt CLOSED to jet and turbo jet acft, except for very light jets. Arpt CLOSED to acft over 12,500 GWT. Arpt CLOSED to touch and go landings, ultralights and hang gliders. Be alert for deer on and in vicinity of arpt. No line of sight btn rwy ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 275° 31.2 NM to fld. 593/6E.

NDB SOA 371	APP CRS 175°	Rwy Idg 3944 TDZE 2139 Apt Elev 2139

NDB or GPS RWY 18

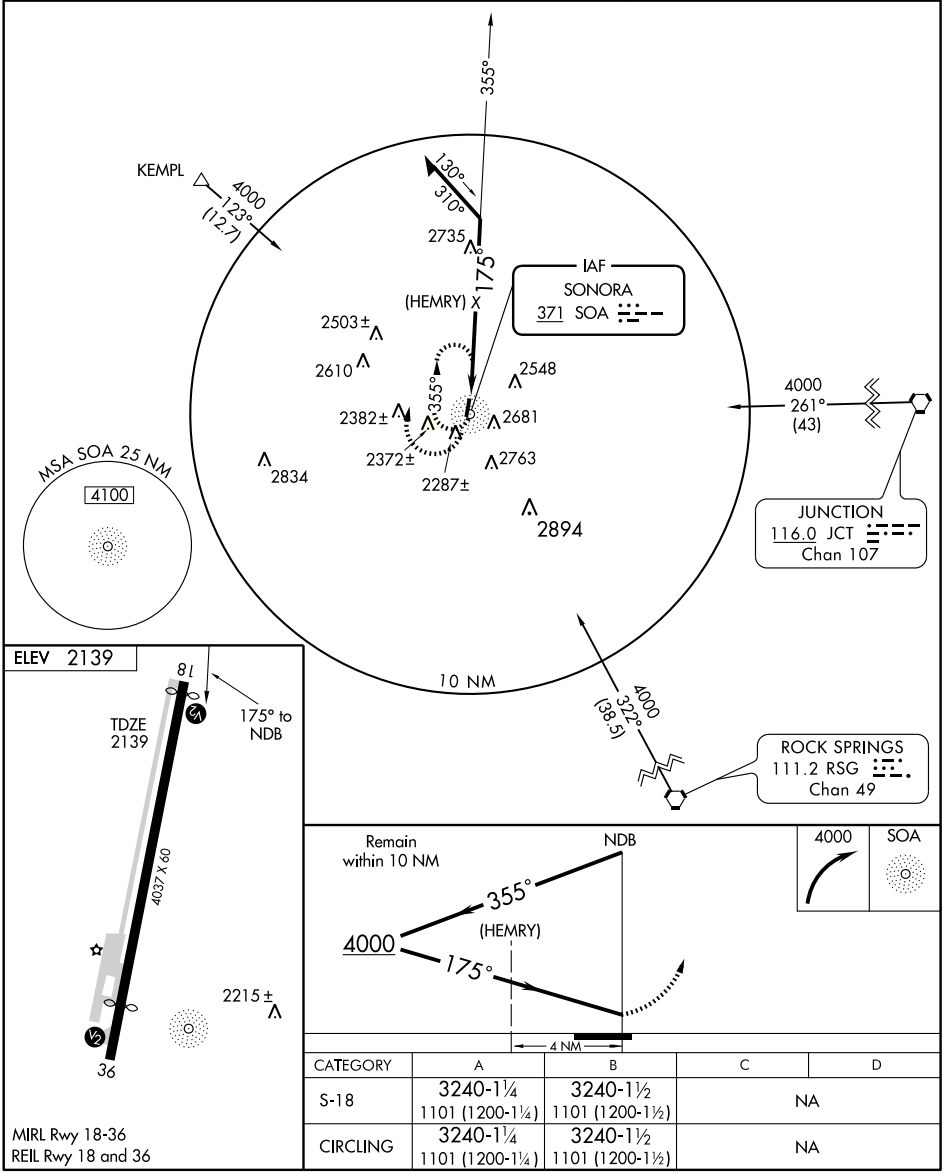
SONORA MUNI (SOA)

NA

Procedure not authorized at night.
Use San Angelo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 in SOA NDB holding pattern.

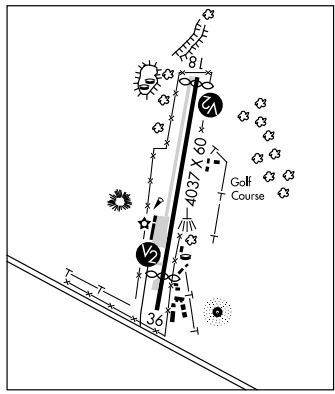
AWOS-3	HOUSTON CENTER	UNICOM
118.075	125.75 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	
CIRCLING	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

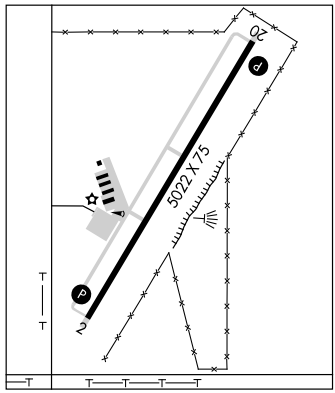
SONORA MUNI (SOA) 1 N UTC−6(−5DT) N30°35.14′ W100°38.91′ SAN ANTONIO
2140 B **FUEL** 100LL, JET A NOTAM FILE SOA L–19B
RWY 18–36: H4037X60 (ASPH) S–12.5 MIRL IAP
RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 29′. Thld dsplcd 93′. Trees.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 56′. Thld dsplcd 601′. Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to acft 12,500 lbs and over. 400′ AGL tethered balloon 25 NM southeast SR–SS. MIRL Rwy 18–36 preset med ints only, ACTIVATE PVASI Rwys 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (325) 387–3801.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HOUSTON CENTER APP/DEP CON** 125.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ECU.
ROCKSPRINGS (L) VORTAC 111.2 RSG Chan 49 N30°00.88′ W100°17.99′ 322° 38.7 NM to fld. 2310/10E.
NDB (MHW) 371 SOA N30°34.91′ W100°38.82′ at fld. Unmonitored. NOTAM file SOA.



SOUTH TEXAS INTL AT EDINBURG (See EDINBURG)

SOUTHEAST TEXAS RGNL (See BEAUMONT/PORT ARTHUR)

SPEARMAN MUNI (E42) 1 N UTC−6(−5DT) N36°13.26′ W101°11.67′ WICHITA
3090 B **FUEL** 100LL NOTAM FILE FTW H–6G, L–15B
RWY 02–20: H5022X75 (ASPH) S–12.5 MIRL IAP
RWY 02: PAPI(P2L). Road. **RWY 20:** PAPI(P2L).
AIRPORT REMARKS: Unattended. For fuel call 806–659–2422 and hangar space 806–659–2524 Mon–Sat 1330–0100Z‡, other hours call 806–659–3707. No line of sight between rwy ends. MIRL Rwy 02–20 preset low ints, to increase ints and ACTIVATE PAPI Rwy 02 and Rwy 20—122.8.
COMMUNICATIONS: CTAF 122.9
ALBUQUERQUE CENTER APP/DEP CON 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 009° 26.4 NM to fld. 3130/11E.



SPICEWOOD (88R) 2 E UTC−6(−5DT) N30°28.68′ W98°07.27′ SAN ANTONIO
830 S6 **FUEL** 100LL, JET A TPA—1830(1000) NOTAM FILE SJT L–19C
RWY 17–35: H4185X30 (ASPH) S–12.5
RWY 17: Thld dsplcd 464′. Tree. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED nights. Arpt CLOSED to jet and turbo jet acft, except for very light jets. Arpt CLOSED to acft over 12,500 GWT. Arpt CLOSED to touch and go landings, ultralights and hang gliders. Be alert for deer on and in vicinity of arpt. No line of sight btn rwy ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 275° 31.2 NM to fld. 593/6E.

APP CRS	Rwy Idg	5022
020°	TDZE	3090
	Apt Elev	3090

RNAV (GPS) RWY 2

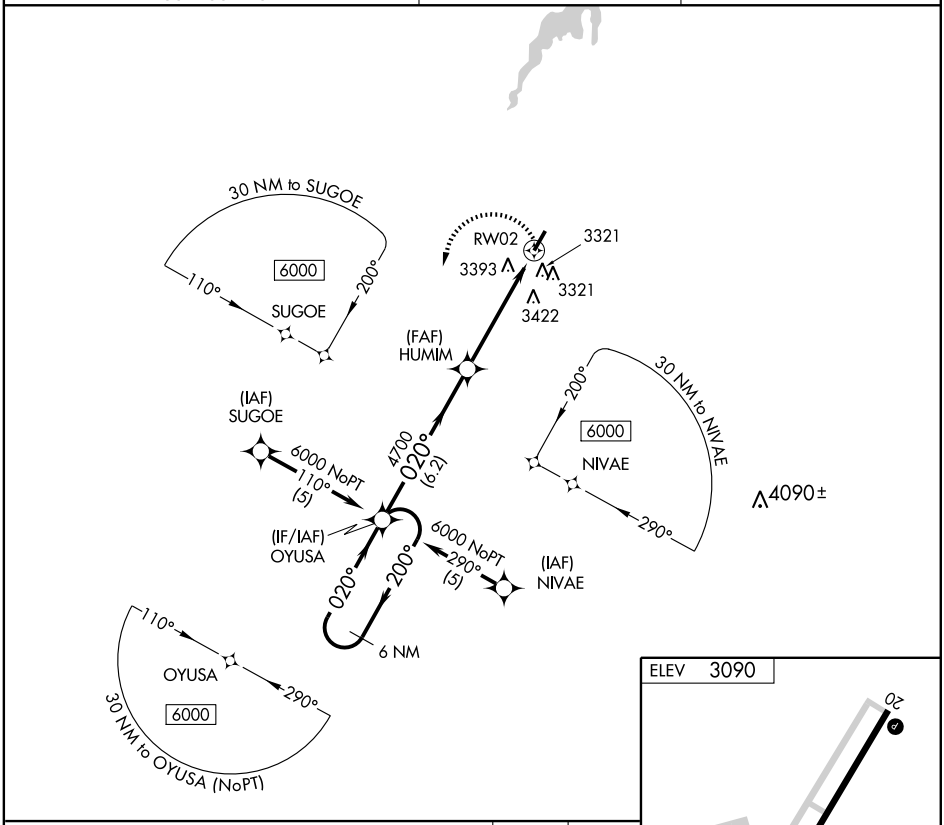
SPEARMAN MUNI (E42)

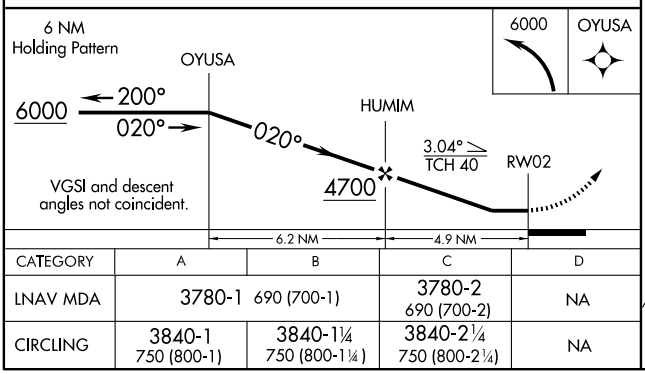
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

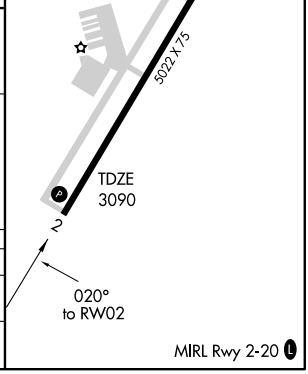
MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	





CATEGORY	A	B	C	D
LNAV MDA	3780-1 690 (700-1)		3780-2 690 (700-2)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5022
200°	TDZE	3090
	Apt Elev	3090

RNAV (GPS) RWY 20

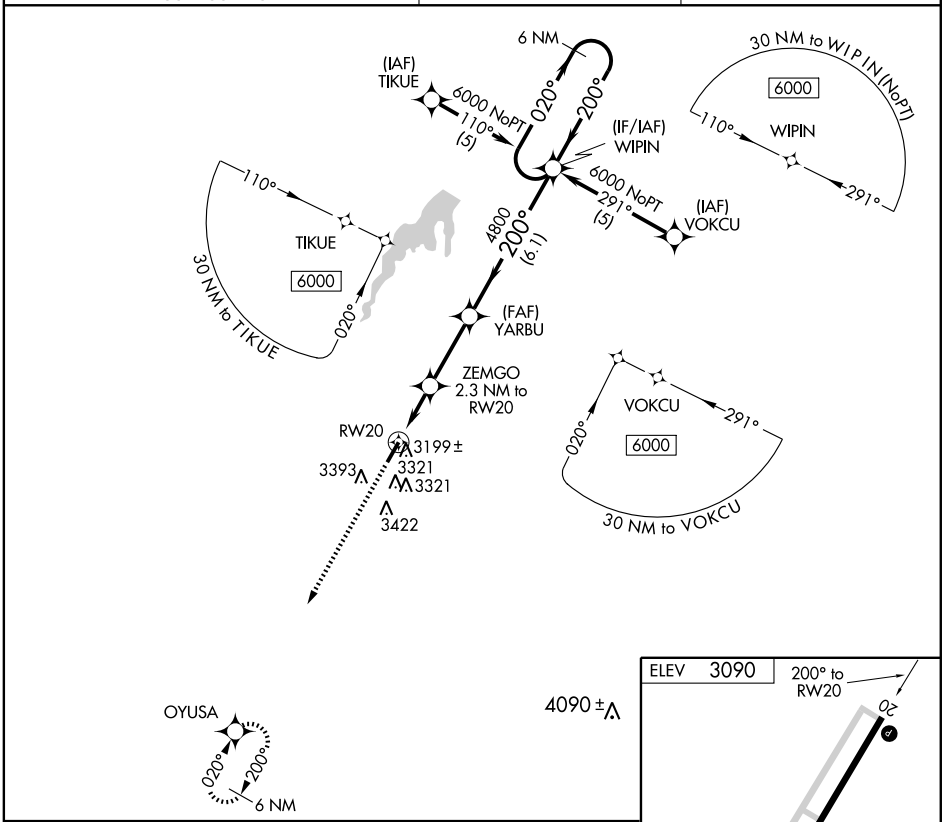
SPEARMAN MUNI (E42)

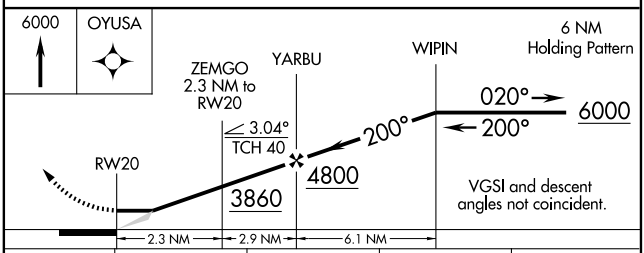
DME/DME RNP-0.3 NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ¼ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

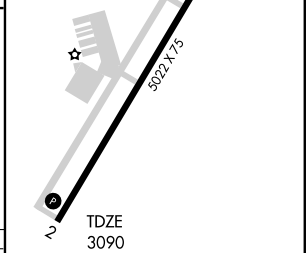
MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	





CATEGORY	A	B	C	D
LNAV MDA	3540-1 450 (500-1)		3540-1¼ 450 (500-1¼)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC BGD 108.6 Chan 23	APP CRS 009°	Rwy Idg 5022 TDZE 3090 Apt Elev 3090

VOR/DME RWY 2

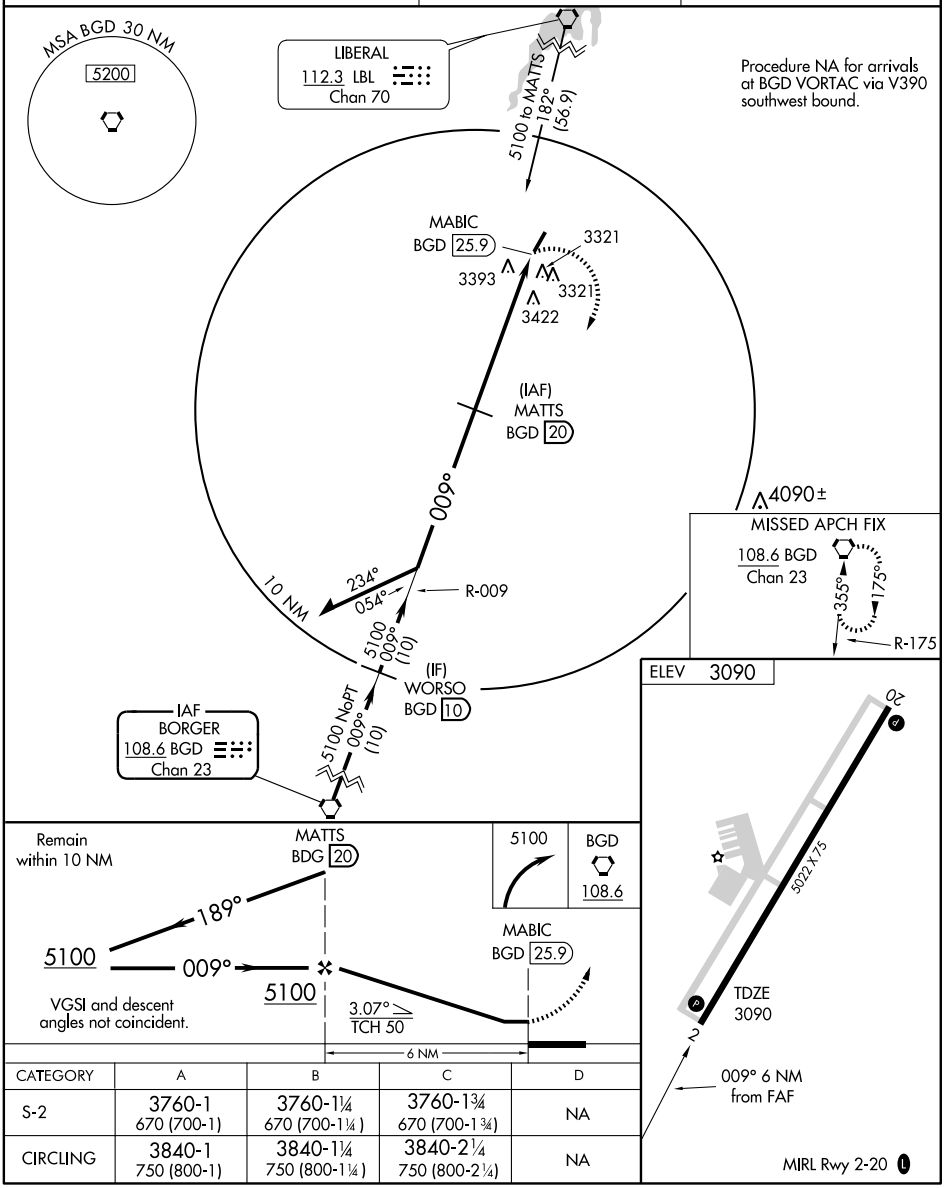
SPEARMAN MUNI (E42)

Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase S-2 Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 5100 direct BGD VORTAC and hold.

ALBUQUERQUE CENTER	CTAF	
127.85 285.475	122.9	122.8 L



CATEGORY	A	B	C	D
S-2	3760-1 670 (700-1)	3760-1¼ 670 (700-1¼)	3760-1¾ 670 (700-1¾)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

STAMFORD

ARLEDGE FLD (F56) 4 SE UTC−6(−5DT) N32°54.55′ W99°44.16′ — DALLAS–FT WORTH L–17B IAP

1561 B S4 NOTAM FILE FTW

RWY 17–35: H3705X60 (ASPH) S–4 MIRL

RWY 17: Road.

RWY 08–26: 2140X100 (TURF–GRVL)

RWY 08: Road.

RWY 13–31: 1700X80 (TURF–GRVL)

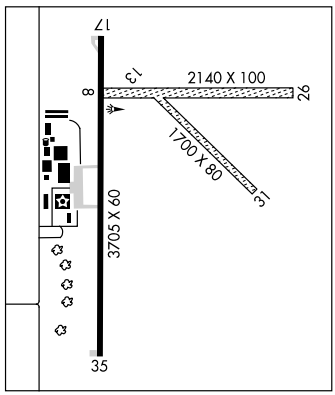
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡ and Sat 1400–1800Z‡. ACTIVATE MIRL Rwy 17–35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

ABILENE APP/DEP CON 127.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.

ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 004° 26.5 NM to fld. 1810/10E.



STANTON MUNI (63F) 3 NW UTC−6(−5DT) N32°10.42′ W101°49.35′ — DALLAS–FT. WORTH L–6H

2731 B NOTAM FILE SJT

RWY 16–34: H4200X60 (ASPH) S–14 LIRL

RWY 16: Road. **RWY 34:** Road.

AIRPORT REMARKS: Unattended. Parachute Jumping. Numerous 300′ tall windmills 1.25–3 miles NW, NE and East of arpt. Rwy 16–34 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.

MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 051° 21.2 NM to fld. 2860/11E.

STARN N31°10.07′ W97°52.69′ NOTAM FILE SJT. — SAN ANTONIO L–19C, 21A

NDB (MHW/LOM) 323 GR 150° 6.5 NM to Robert Gray AAF (Fort Hood).

STEPHENS CO (See BRECKENRIDGE)

STEPHENVILLE

CLARK FLD MUNI (SEP) 1 E UTC−6(−5DT) N32°12.92′ W98°10.66′ — DALLAS–FT WORTH L–17C IAP

1321 B S4 **FUEL** 100LL, JET A NOTAM FILE SEP

RWY 14–32: H4209X75 (ASPH) MIRL 0.8% up NW

RWY 14: PAPI(P2L). Tree. **RWY 32:** PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1500–2200Z‡. For fuel after hours call 254–965–6102 or 254–968–6445. PAEW on ramp.

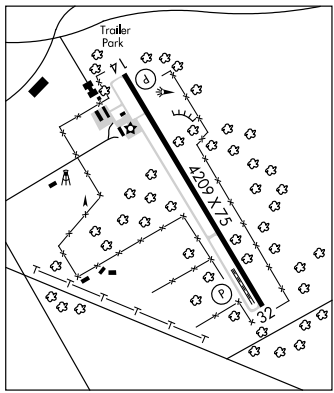
WEATHER DATA SOURCES: AWOS–3 118.075 (254) 965–8672.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.15

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

GLEN ROSE (L) VORTACW 115.0 JEN Chan 97 N32°09.58′ W97°52.65′ 276° 15.6 NM to fld. 1300/6E.



APP CRS	Rwy Idg	3705
174°	TDZE	1561
	Apt Elev	1561

RNAV (GPS) RWY 17

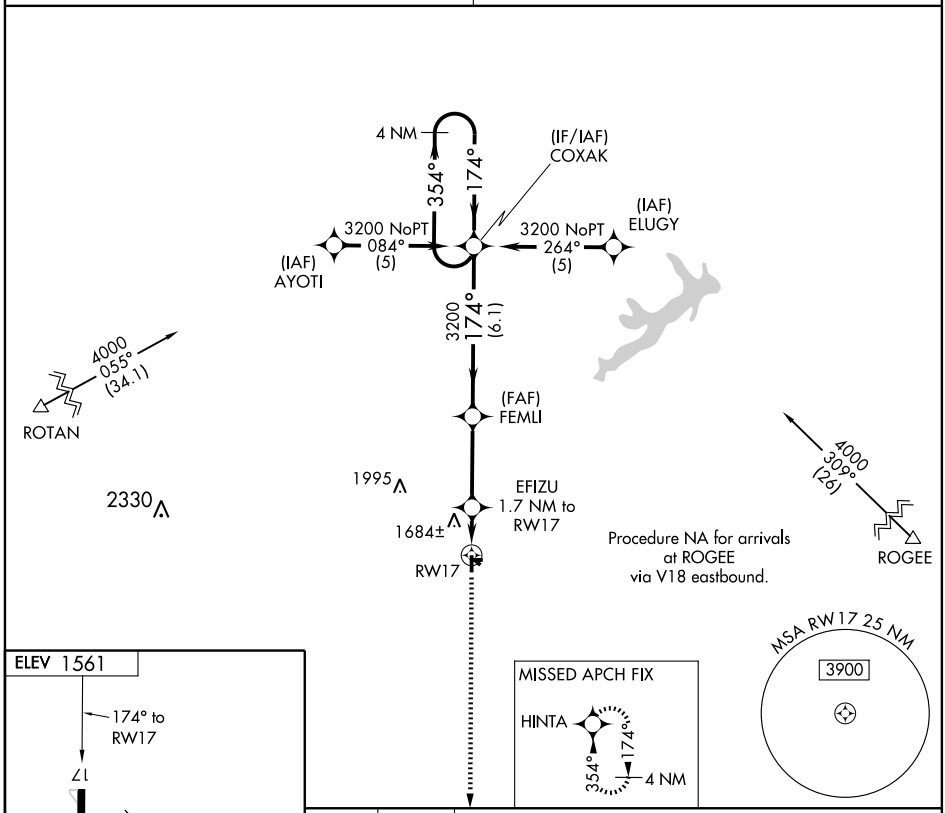
STAMFORD/ARLEDGE FIELD (F56)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2040-1	479 (500-1)	2040-1¼ 479 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3705
354°	TDZE	1560
	Apt Elev	1561

RNAV (GPS) RWY 35

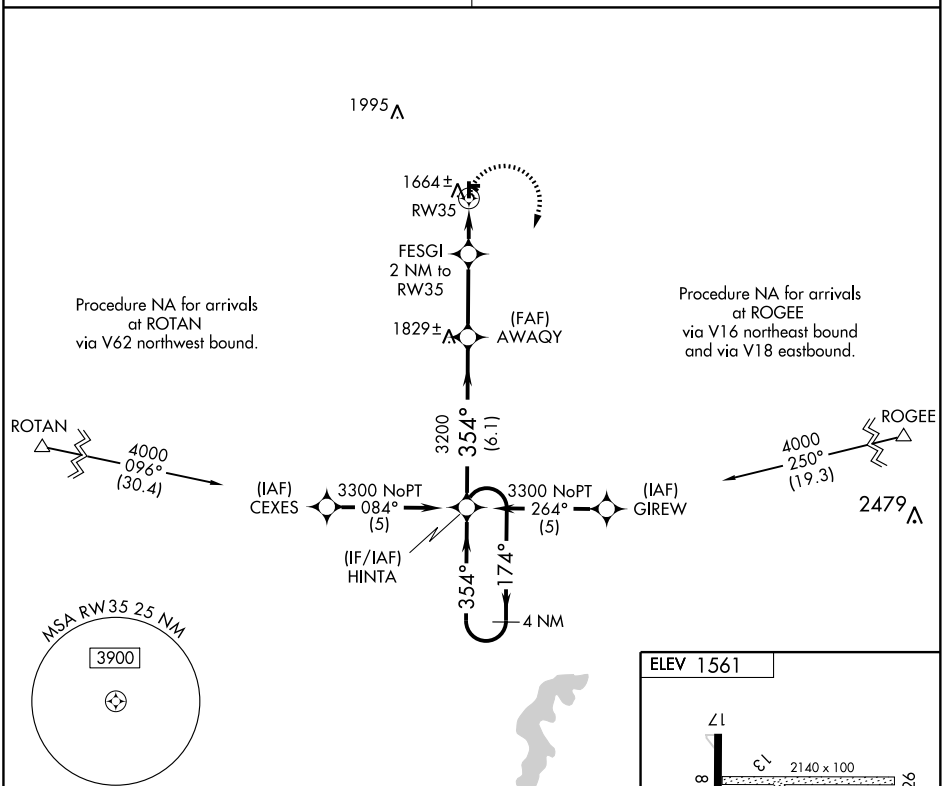
STAMFORD/ARLEDGE FIELD (F56)

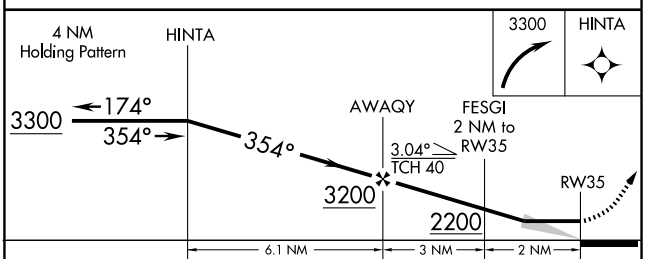
DME/DME RNP-0.3 NA. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet. Procedure NA at night.

NA

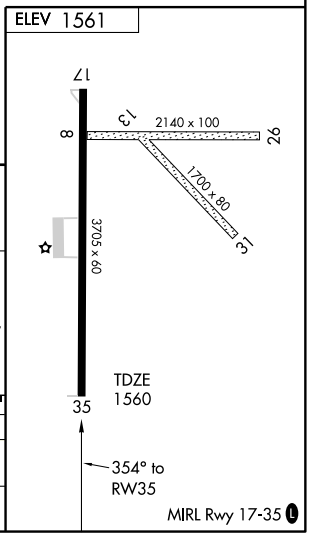
MISSED APPROACH: Climbing right turn to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

STAMFORD

ARLEDGE FLD (F56) 4 SE UTC−6(−5DT) N32°54.55′ W99°44.16′ — DALLAS–FT WORTH L–17B IAP

1561 B S4 NOTAM FILE FTW

RWY 17–35: H3705X60 (ASPH) S–4 MIRL

RWY 17: Road.

RWY 08–26: 2140X100 (TURF–GRVL)

RWY 08: Road.

RWY 13–31: 1700X80 (TURF–GRVL)

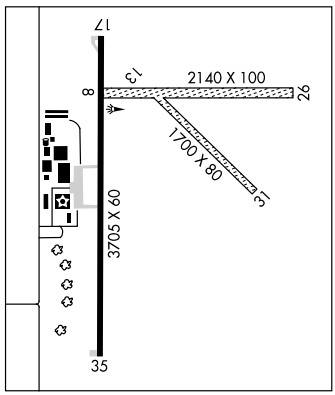
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡ and Sat 1400–1800Z‡. ACTIVATE MIRL Rwy 17–35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

ABILENE APP/DEP CON 127.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.

ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 004° 26.5 NM to fld. 1810/10E.



STANTON MUNI (63F) 3 NW UTC−6(−5DT) N32°10.42′ W101°49.35′ — DALLAS–FT. WORTH L–6H

2731 B NOTAM FILE SJT

RWY 16–34: H4200X60 (ASPH) S–14 LIRL

RWY 16: Road. **RWY 34:** Road.

AIRPORT REMARKS: Unattended. Parachute Jumping. Numerous 300′ tall windmills 1.25–3 miles NW, NE and East of arpt. Rwy 16–34 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MAF.

MIDLAND (L) VORTACW 114.8 MAF Chan 95 N32°00.56′ W102°11.42′ 051° 21.2 NM to fld. 2860/11E.

STARN N31°10.07′ W97°52.69′ NOTAM FILE SJT. — SAN ANTONIO L–19C, 21A

NDB (MHW/LOM) 323 GR 150° 6.5 NM to Robert Gray AAF (Fort Hood).

STEPHENS CO (See BRECKENRIDGE)

STEPHENVILLE

CLARK FLD MUNI (SEP) 1 E UTC−6(−5DT) N32°12.92′ W98°10.66′ — DALLAS–FT WORTH L–17C IAP

1321 B S4 **FUEL** 100LL, JET A NOTAM FILE SEP

RWY 14–32: H4209X75 (ASPH) MIRL 0.8% up NW

RWY 14: PAPI(P2L). Tree. **RWY 32:** PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1500–2200Z‡. For fuel after hours call 254–965–6102 or 254–968–6445. PAEW on ramp.

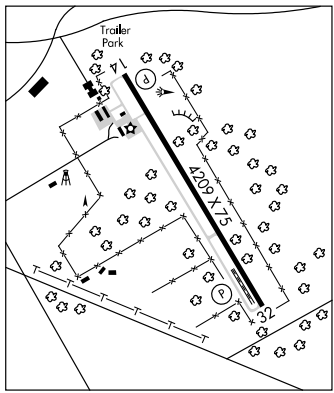
WEATHER DATA SOURCES: AWOS–3 118.075 (254) 965–8672.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **FORT WORTH CENTER APP/DEP CON** 127.15

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

GLEN ROSE (L) VORTACW 115.0 JEN Chan 97 N32°09.58′ W97°52.65′ 276° 15.6 NM to fld. 1300/6E.



APP CRS	Rwy Idg	4209
142°	TDZE	1321
	Apt Elev	1321

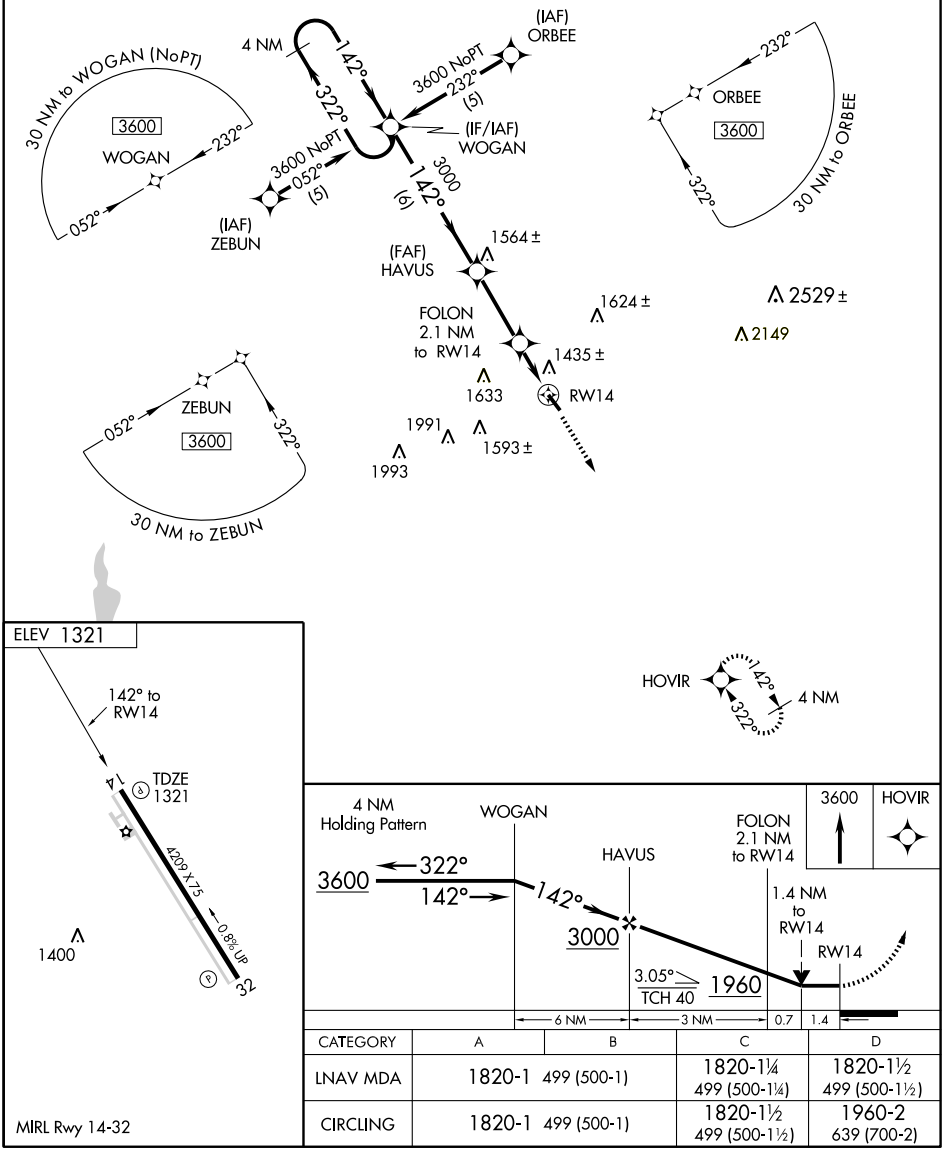
RNAV (GPS) RWY 14

STEPHENVILLE/CLARK FIELD MUNI (SEP)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HOVIR and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1820-1 499 (500-1)		1820-1¼ 499 (500-1¼)	1820-1½ 499 (500-1½)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

MIRL Rwy 14-32

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4209
322°	TDZE	1313
	Apt Elev	1321

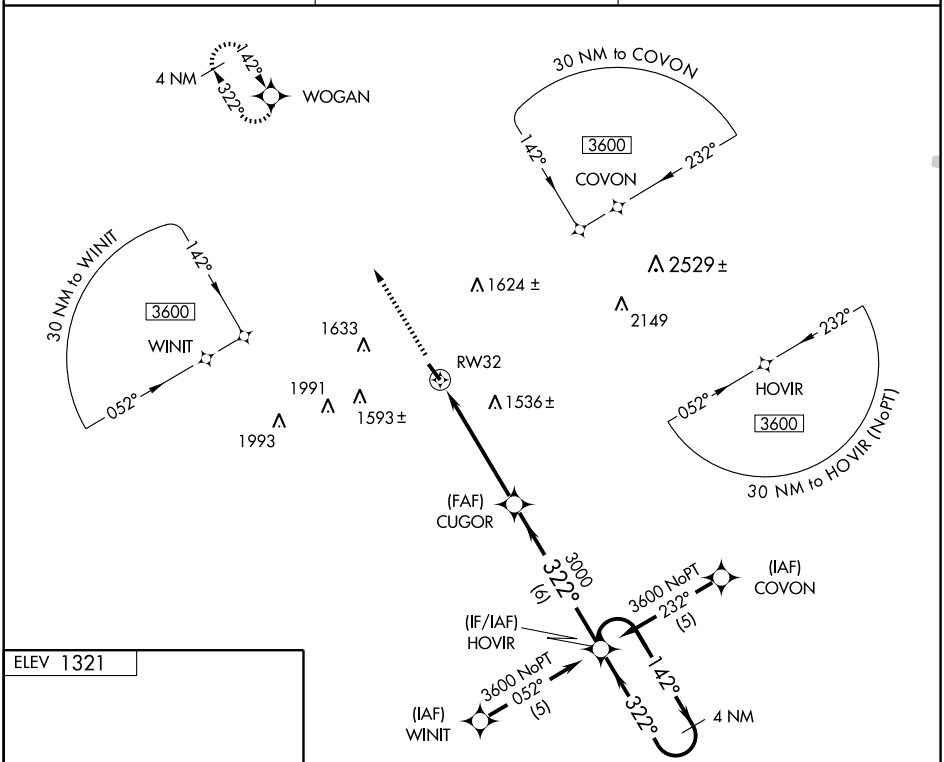
RNAV (GPS) RWY 32

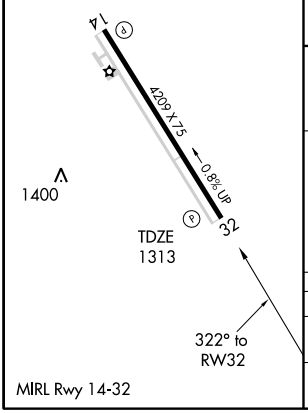
STEPHENVILLE/CLARK FIELD MUNI (SEP)

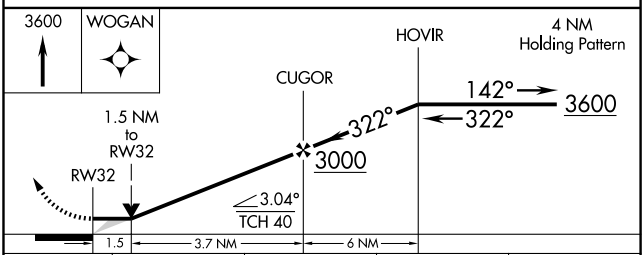
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 507 (500-1)		1820-1½ 507 (500-1½)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

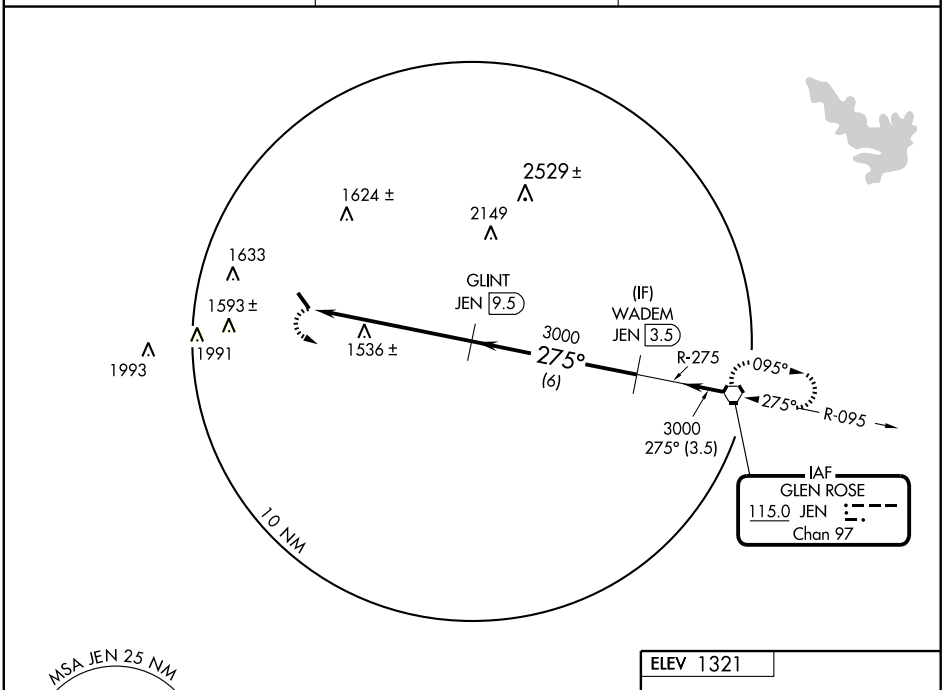
VORTAC JEN 115.0 Chan 97	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 1321

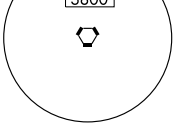
VOR/DME-A

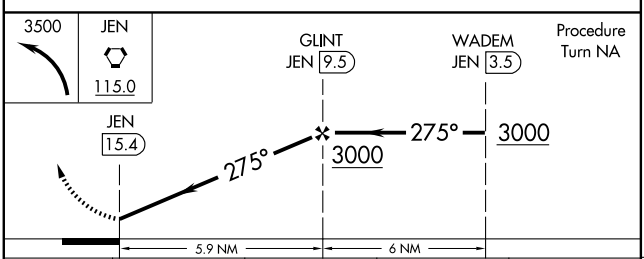
STEPHENVILLE/CLARK FIELD MUNI (SEP)

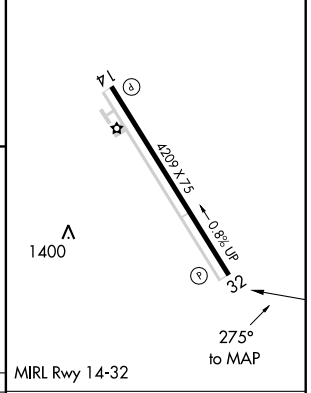
MISSED APPROACH: Climbing left turn to 3500 direct JEN VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)









CATEGORY	A	B	C	D
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

STERLING CITY

ALVIE COLE RANCH (64F) 12 S UTC−6(−5DT) N31°38.63′ W100°58.17′ **SAN ANTONIO**

2444 NOTAM FILE SJT

RWY 14–32: 3000X60 (GRVL–TURF)

RWY 14: Fence. **RWY 32:** Fence.

AIRPORT REMARKS: Attended irregularly. Livestock on and invof of Rwy. Owner lives at airstrip.

COMMUNICATIONS: CTAF 122.9

STINSON MUNI (See SAN ANTONIO)

STONEWALL N30°12.41′ W98°42.35′ NOTAM FILE T82. **SAN ANTONIO**

(H) VORTAC 113.8 STV Chan 85 274° 10.8 NM to Gillespie Co. 1530/8E. **H–7B, L–19C**

VORTAC unusable

067°–055° byd 30 NM blo 3300′.

055°–066° byd 30 NM blo 3000′.

RCO 122.1R 113.8T (SAN ANGELO RADIO)

STONEWALL CO (See ASPERMONT)

STRATFORD

PRONGER BROTHERS RANCH (3E7) 8 SW UTC−6(−5DT) N36°13.17′ W102°06.24′ **WICHITA**

3722 NOTAM FILE FTW

RWY 17–35: 4100X40 (TURF)

RWY 35: Fence.

RWY 06–24: 3500X40 (TURF)

RWY 24: Fence.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Livestock on rwys. Rwy 06–24 and Rwy 17–35 surface is rough and contains prairie dog holes. Rwy 06–24 and Rwy 17–35 thlds and edges not marked.

COMMUNICATIONS: CTAF 122.9

STRATFORD FLD (H7Ø) 1 NE UTC−6(−5DT) N36°20.74′ W102°02.96′ **WICHITA**

3668 TPA—4668(1000) NOTAM FILE FTW **L–15B**

RWY 04–22: H3023X32 (ASPH) S–9 LIRL (NSTD) 0.5% up SW **IAP**

RWY 04: Road. **RWY 22:** Road.

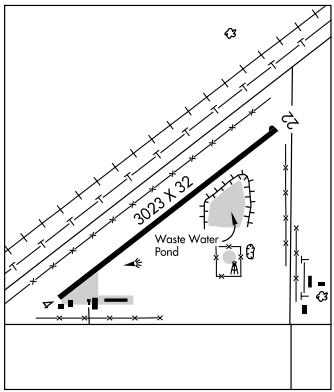
AIRPORT REMARKS: Unattended. Emergency fuel 100LL only. Rwy 04–22 LIRL OTS indef. Rwy 04–22 NSTD LIRL, lgts located 33′ from edge of pavement.

COMMUNICATIONS: CTAF 122.9

DALHART RCO 122.2 (FORT WORTH RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49′ W102°32.68′ 046° 28.5 NM to fld. 4020/12E. **HIWAS.**



SUDDEN STOP (See COLLINSVILLE)

SUGAR LAND RGNL (See HOUSTON)

VORTAC DHT	APP CRS	Rwy Idg	N/A
112.0	046°	TDZE	N/A
Chan 57		Apt Elev	3667

VOR/DME or GPS-A

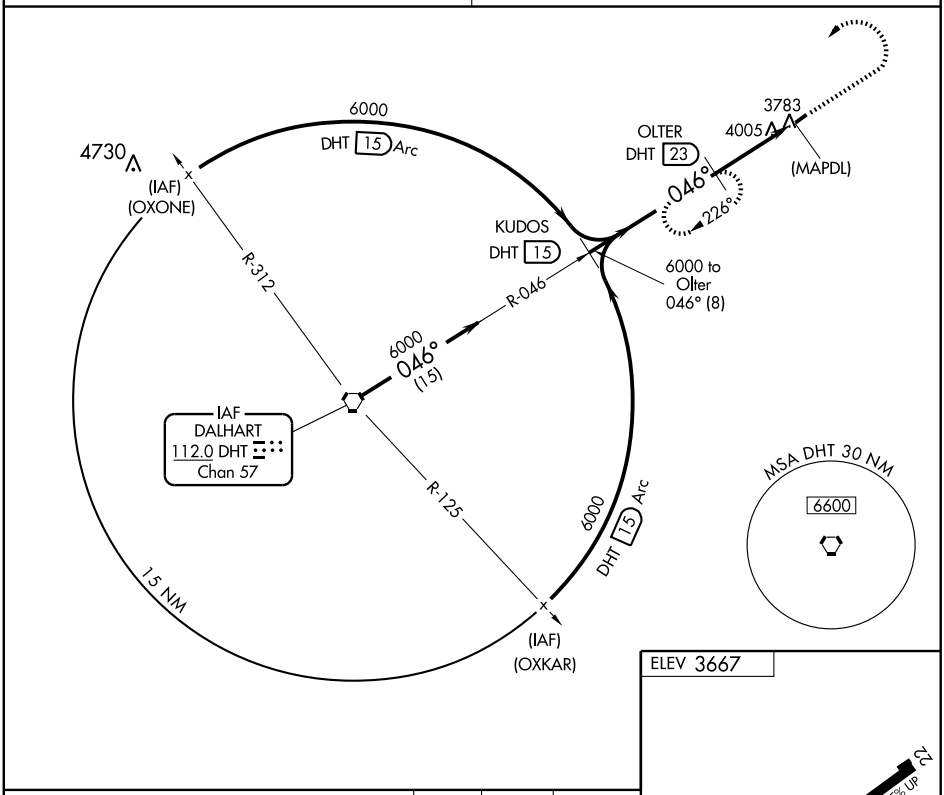
STRATFORD FIELD (H70)

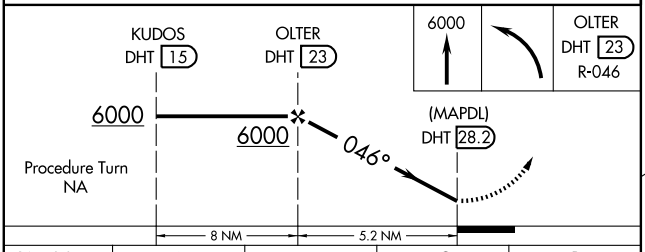
Use Dalhart altimeter setting; when not available, use Amarillo Intl altimeter setting.

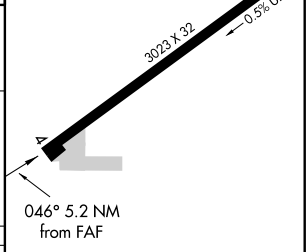
NA

MISSED APPROACH: Climb to 6000 then left turn to OLTER/ 23 DME via R-046 and hold.

FORT WORTH RADIO	CTAF
122.2 255.4	122.9







CATEGORY	A	B	C	D
CIRCLING	4840-1¼ 1173 (1200-1¼)	4840-1½ 1173 (1200-1½)	NA	
AMARILLO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	4920-1¼ 1253 (1300-1¼)	4920-1½ 1253 (1300-1½)	NA	

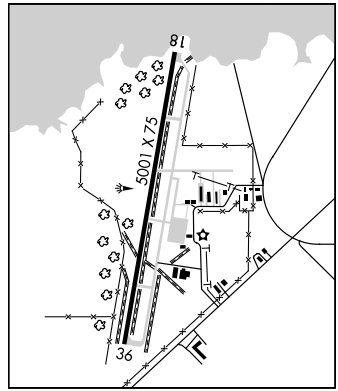
LIRL Rwy 4-22

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

SULPHUR SPRINGS MUNI (SLR) 2 NW UTC−6(−5DT) N33°09.59′ W95°37.27′ DALLAS–FT WORTH
489 B S4 **FUEL** 100LL, JET A NOTAM FILE SLR H–6I, L–17D
RWY 18–36: H5001X75 (ASPH) S–12 MIRL 0.5% up S IAP
RWY 18: REIL. **RWY 36:** Bldg.
AIRPORT REMARKS: Attended Mon–Sat 1400Z‡–SS, Sun by request. For arpt attendant on Sun call 903–885–4911 during normal attendance hrs. 100LL avbl 24 hrs self–serve. Birds on and invof arpt. Ldg adjacent Rwy 18–36 on grass strip prohibited. Light sport acft opr on west side of rwy. ACTIVATE REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.35 (903)885–9605.
COMMUNICATIONS: CTAF/UNICOM 123.075
FORT WORTH CENTER APP/DEP CON 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE SLR.
(L) VORW/DME 109.0 SLR Chan 27 N33°11.91′ W95°32.56′
232° 4.6 NM to fld. 508/8E.



SUNRAY (X43) 1 NW UTC−6(−5DT) N36°01.75′ W101°49.73′ WICHITA
3507 B TPA—4507(1000) NOTAM FILE FTW L–15B
RWY 02–20: 3760X50 (GRVL)
RWY 02: P-line. **RWY 20:** Road.
RWY 17–35: H3250X50 (ASPH) S–13 LIRL
RWY 17: Road. **RWY 35:** Railroad.
AIRPORT REMARKS: Attended irregularly. Rotating bcn OTS indef. 10′ AGL gas well located 375′ east of south end Rwy 02–20. Well head 10′ high, 147′ left of Rwy 20 end. Rwy 17–35 multiple potholes at AER 17 between rwy end and numbers.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BGD.
BORGER (L) VORTACW 108.6 BGD Chan 23 N35°48.43′ W101°22.93′ 291° 25.5 NM to fld. 3130/11E.

SUNRISE BEACH (See SUNRISE BEACH VILLAGE)

SUNRISE BEACH VILLAGE

SUNRISE BEACH (2KL) 1 NE UTC−6(−5DT) N30°35.93′ W98°24.52′ SAN ANTONIO
854 S4 NOTAM FILE SJT
RWY 12–30: 2649X110 (TURF–GRVL) LIRL
RWY 12: Tree. **RWY 30:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. In emergency call 325–247–5767 Llano Sheriff Department. Be alert for deer on and invof rwy. For acft svc call 512–755–0399. PAEW adjacent Rwy 12–30. No touch and go ops. Transient parking limited to 72 hrs. Trees in apch area and hangars within 60′ of rwy. 20–30′ trees along both sides of rwy 75′ each side of rwy centerline. PAEW and 4′ deep by 40′ wide trench 25′ from AER 12. Rwy 12–30 thlds marked with white tires. Arpt lgts ops dusk–0430Z‡.
COMMUNICATIONS: CTAF: 122.9

SWEETWATER N32°27.70′ W100°27.94′ NOTAM FILE SWW. DALLAS–FT WORTH
NDB (MHW) 275 SWW at Avenger Fld. L–17A

RNAV (GPS) RWY 36

SULPHUR SPRINGS MUNI (SLR)

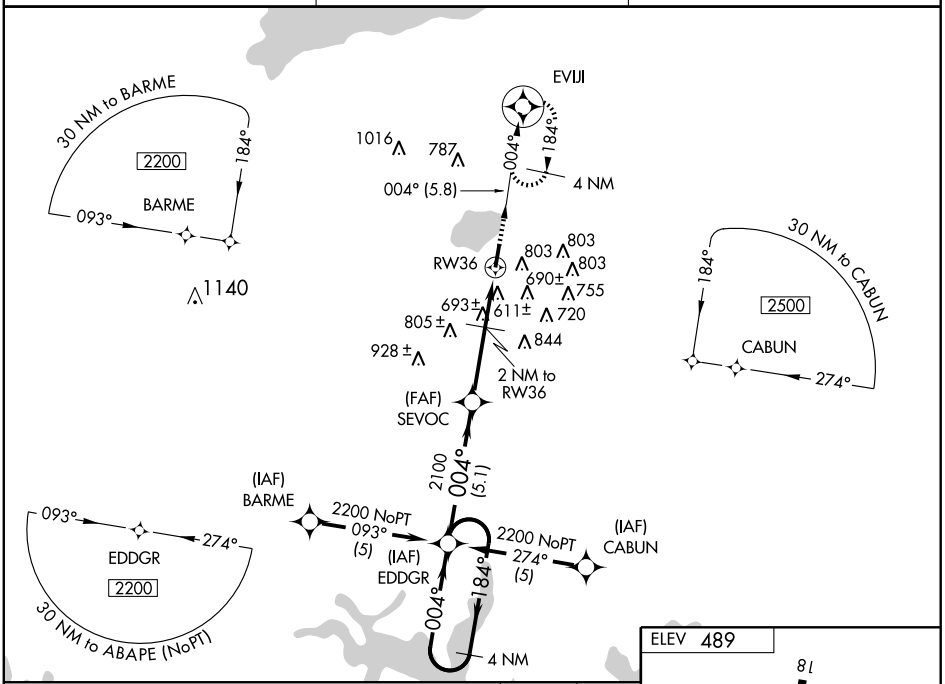
APP CRS	Rwy Idg	5001
004°	TDZE	489
	Apt Elev	489

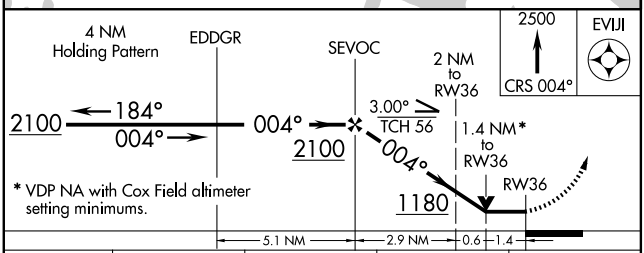
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting.
Circling not authorized east of Runway 18-36.

NA

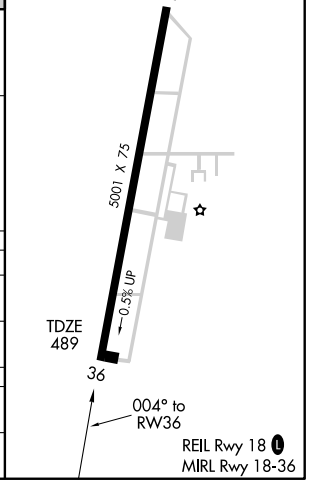
MISSED APPROACH: Climb to 2500 via 004° course to EVIJI WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
CIRCLING	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA
CIRCLING	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	231°	TDZE	N/A
Chan 27		Apt Elev	489

VOR-A

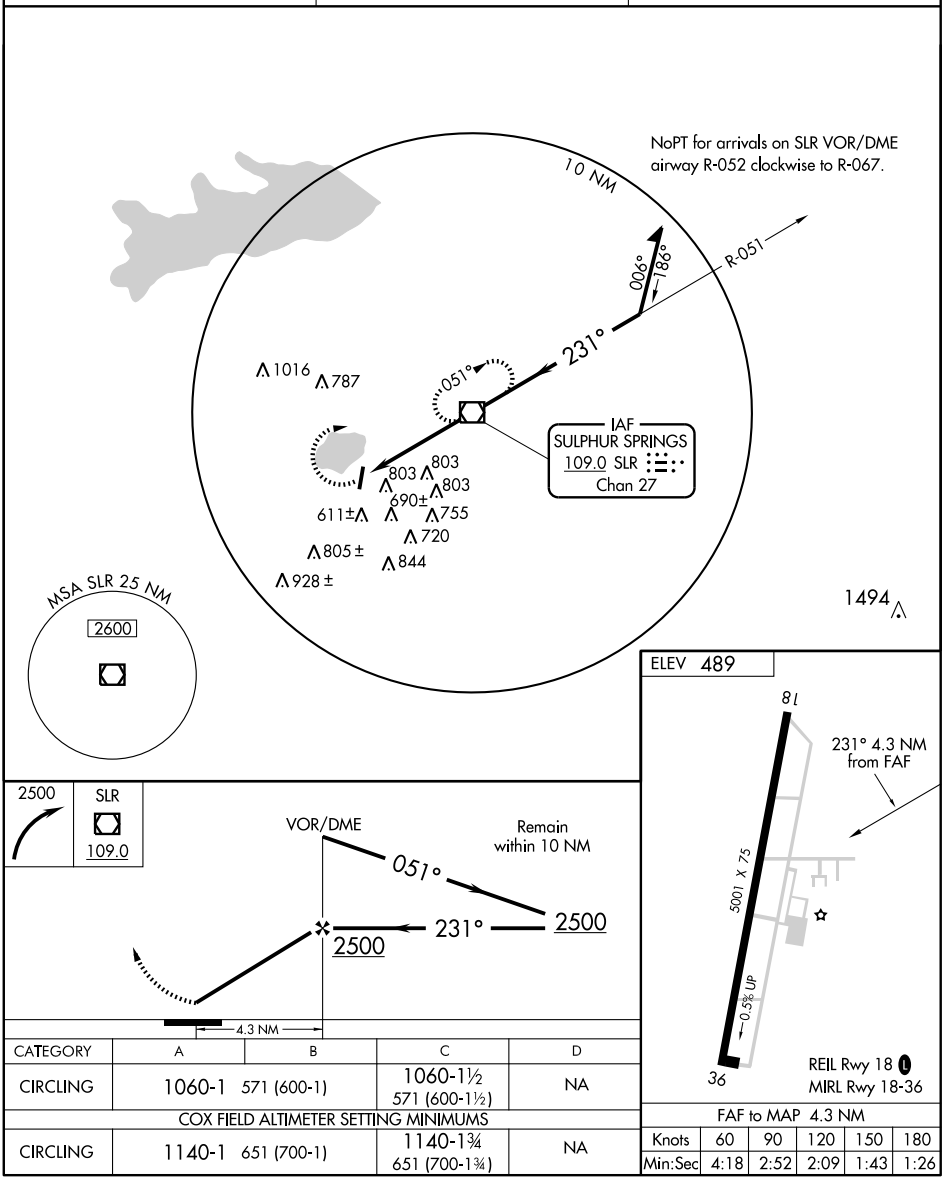
SULPHUR SPRINGS MUNI (SLR)

Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting minimums. Circling not authorized east of Runway 18-36.

NA

MISSED APPROACH: Climbing right turn to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 571 (600-1)		1060-1½ 571 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1 651 (700-1)		1140-1¾ 651 (700-1¾)	NA

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

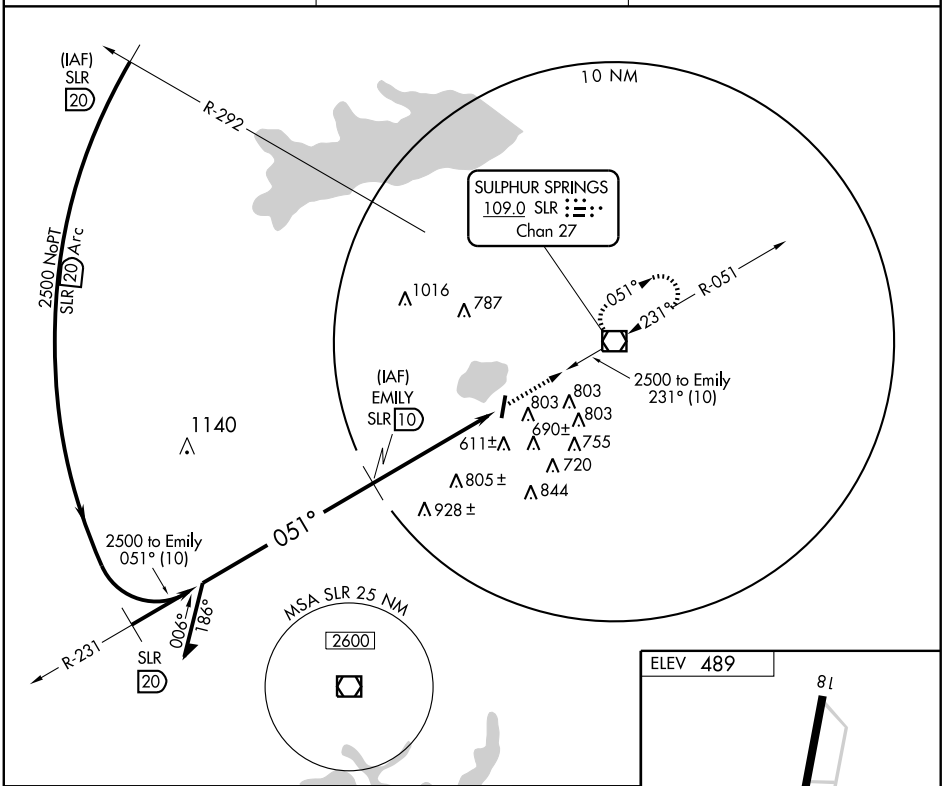
VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	051°	TDZE	N/A
Chan 27		Apt Elev	489

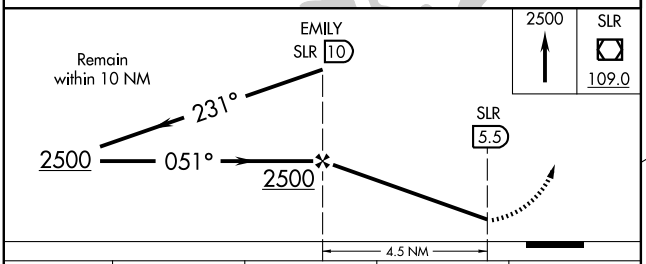
VOR/DME-B
SULPHUR SPRINGS MUNI (SLR)

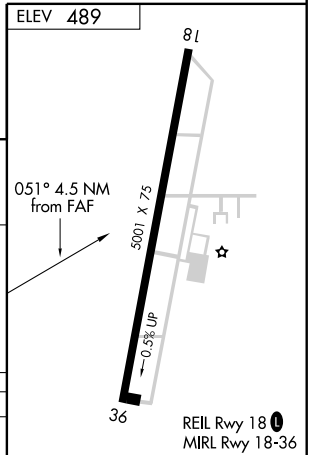
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

MISSED APPROACH: Climb to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	940-1 451 (500-1)	960-1 471 (500-1)	960-1½ 471 (500-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1020-1 531 (600-1)	1040-1 551 (600-1)	1040-1½ 551 (600-1½)	NA

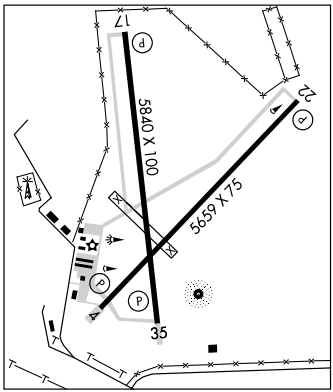
Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SWEETWATER

AVENGER FLD (SWW) 3 W UTC−6(−5DT) N32°28.04′ W100°27.99′
2380 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE SWW
RWY 17–35: H5840X100 (ASPH) S–30 MIRL 0.5% up S
RWY 17: REIL. PAPI (P4L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 04–22: H5659X75 (ASPH) S–30 MIRL 0.8% up SW
RWY 04: PAPI(P2L)—GA 3.0° TCH 40′. Pole.
RWY 22: PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1400–0000Z‡. For fuel after hours call 325–235–8475.
WEATHER DATA SOURCES: AWOS–3 119.025 (325) 236–9652.
COMMUNICATIONS: CTAF/UNICOM 122.8
ABILENE APP/DEP CON 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 259° 30.6 NM to fld. 1810/10E.
SWEETWATER NDB (MHW) 275 SWW N32°27.70′ W100°27.94′ at fld. NOTAM FILE SWW.

DALLAS–FT. WORTH
H–6G, L–17A
IAP



SYCAMORE STRIP (See FORT WORTH)

TAHOKA

T–BAR (2F4) 1 NW UTC−6(−5DT) N33°10.62′ W101°49.19′
3126 B NOTAM FILE FTW
RWY 17–35: H3278X50 (ASPH) S–12.5 MIRL
RWY 17: Road. Rgt tfc. **RWY 35:** Road.
RWY 08–26: 2543X33 (GRVL) S–10
RWY 08: Post. **RWY 26:** Road. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Heavy duster activity May thru Oct. 20′ AGL irrigation equipment 300′ north AER 35. Rwy 08–26 thlds not defined. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—122.8. Only south 3093′ Rwy 17–35 lighted.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE LBB.
LUBBOCK (L) VORTACW 109.2 LBB Chan 29 N33°42.30′ W101°54.84′ 160° 32.0 NM to fld. 3310/11E. **HIWAS.**

DALLAS–FT. WORTH
L–6H

TALON AIR HELIPORT (See DICKINSON)

TARRANT FLD (See MOUNT SELMAN)

TAYLOR (See QUINLAN)

NDB SWW 275	APP CRS 160°	Rwy Idg 5835 TDZE 2364 Apt Elev 2385

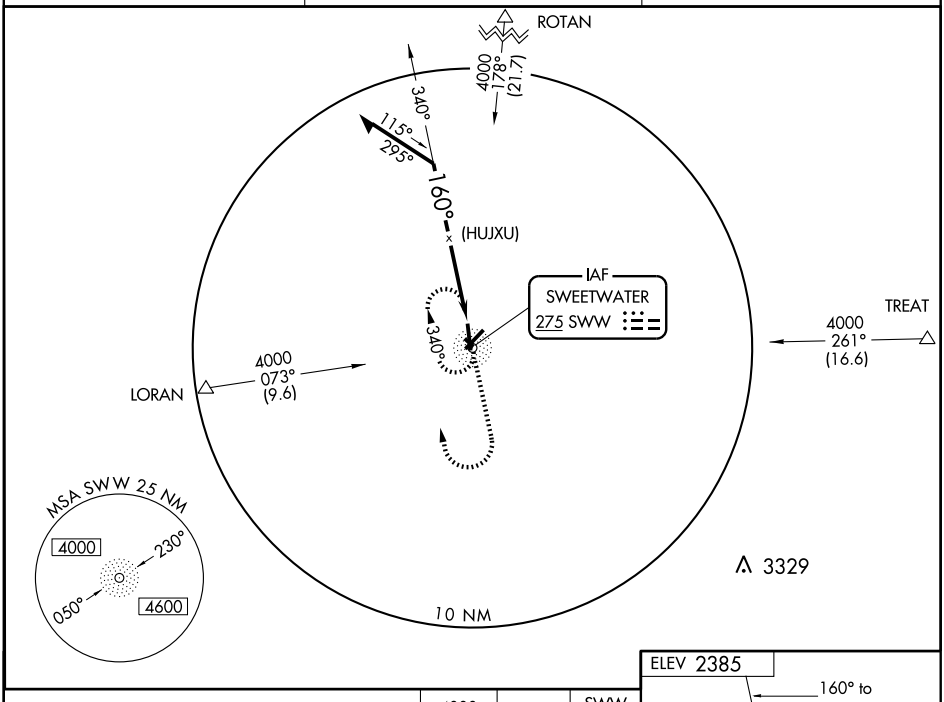
NDB or GPS RWY 17

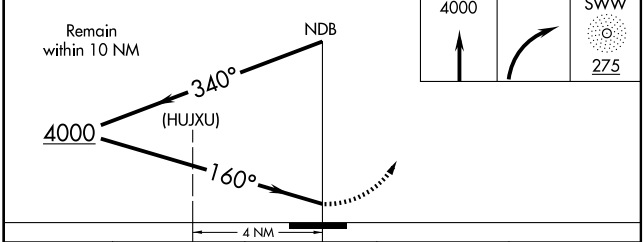
SWEETWATER/AVENGER FIELD (SWW)

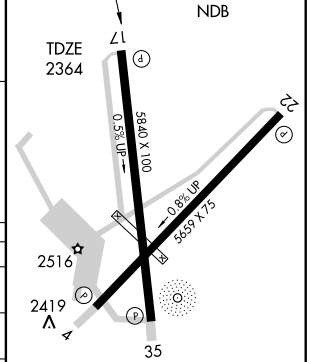
⚠ NA Obtain local altimeter setting on CTAF; if not received, use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 4000, right turn direct SWW NDB and hold.

AWOS-3	ABILENE APP CON	UNICOM
119.025	127.2 282.3	122.8 (CTAF)





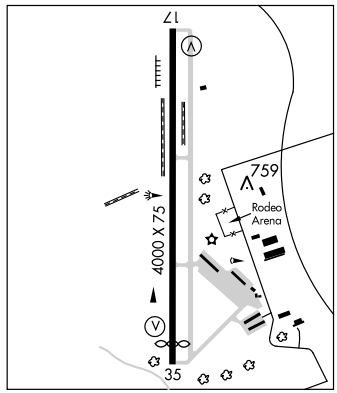


CATEGORY	A	B	C	D
S-17	2880-1 516 (500-1)		2880-1½ 516 (500-1½)	2880-1¾ 516 (500-1¾)
CIRCLING	2880-1 495 (500-1)		2880-1½ 495 (500-1½)	2940-2 555 (600-2)
ABILENE ALTIMETER SETTING MINIMUMS				
S-17	3060-1 696 (700-1)		3060-2 696 (700-2)	3060-2¼ 696 (700-2¼)
CIRCLING	3060-1 675 (700-1)		3060-2 675 (700-2)	3060-2¼ 675 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

TAYLOR MUNI (T74) 2 W UTC−6(−5DT) N30°34.36′ W97°26.59′ SAN ANTONIO
600 B S4 **FUEL** 100LL, JET A NOTAM FILE SJT L–19C, 21A
RWY 17–35: H4000X75 (ASPH) S–12.5 MIRL 1.3% up N IAP
RWY 17: VASI (NSTD). Pole. Rgt tfc.
RWY 35: VASI (NSTD). Thld dsplcd 249′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Helicopter svc also avbl. PAEW E side of arpt. Numerous agricultural ops invof arpt during dalgt hrs. Rwy 17 and Rwy 35 NSTD single box VASI on left side.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AUSTIN APP/DEP CON** 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 015° 12.5 NM to fld. 593/6E.



T–BAR (See TAHOKA)

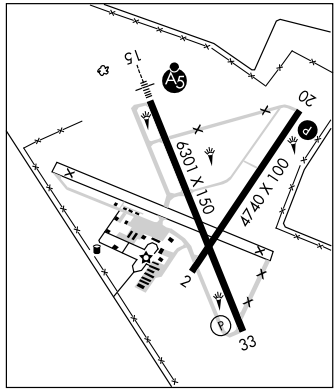
TEAGUE MUNI (68F) 3 NW UTC−6(−5DT) N31°39.68′ W96°18.60′ HOUSTON
525 B **FUEL** 100LL NOTAM FILE FTW L–19D, A
RWY 15–33: H3300X50 (ASPH) S–16 MIRL
RWY 15: Trees. **RWY 33:** Tree.
AIRPORT REMARKS: Unattended. Fuel 24 hr self service. Mowing ops on arpt summer months.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 183° 31.8 NM to fld. 400/6E.

TEMPLE

DRAUGHON–MILLER CENTRAL TEXAS RGNL (TPL) 5 NW UTC−6(−5DT) SAN ANTONIO
N31°09.15′ W97°24.47′ H–6H, L–19C, 21A
682 B S4 **FUEL** 100LL, JET A, A1+ ARFF Index–See Remarks NOTAM FILE TPL IAP
RWY 15–33: H6301X150 (ASPH–GRVD) S–55, D–70, 2S–88, 2D–110 MIRL
RWY 15: MALSR. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 25′.
RWY 02–20: H4740X100 (ASPH) S–31, D–37 MIRL
RWY 20: PAPI(P4L)—GA 3.0° TCH 45′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–4740	TODA–4740	ASDA–4740	LDA–4740
RWY 15:	TORA–6301	TODA–6301	ASDA–6301	LDA–6301
RWY 20:	TORA–4740	TODA–4740	ASDA–4740	LDA–4740
RWY 33:	TORA–6301	TODA–6301	ASDA–6301	LDA–6301

AIRPORT REMARKS: Attended 1100–0400Z‡. Glider ops 1.5 miles north of Rwy 15 thld. ARFF not avbl 0400–1100Z‡. Class IV, Index A. CLOSED to unscheduled air carrier operations with more than 30 passenger seats except 24 hours PPR, call arpt manager 254–298–5770. ARFF protection meets Index B. Military helicopter training on arpt. PAEW adjacent all twys and rwys. ACTIVATE PAPI Rwy 20—CTAF. After 0400Z‡ MIRL Rwy 15–33 preset low intensity, to increase intensity and ACTIVATE MALSR Rwy 15—CTAF. MIRL Rwy 02–20 not avbl after 0400Z‡.
WEATHER DATA SOURCES: AWOS–3 134.975 (254) 774–8337.
COMMUNICATIONS: CTAF/UNICOM 123.0
TEMPLE RCO 122.1R 110.4T (SAN ANGELO RADIO)
Ⓡ **GRAY APP/DEP CON** 120.075 **CLNC DEL** 125.9
AIRSPACE: CLASS E svc 1200–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TPL.
TEMPLE (L) VOR/DME 110.4 TPL Chan 41 N31°12.56′ W97°25.50′ 156° 3.5 NM to fld. 710/9E.
ILS/DME 111.5 I–TPL Chan 52 Rwy 15. Class IE. LOC unusable byd 20° right of course, Fort Hood MOA.



VORTAC CWK 112.8 Chan 75	APP CRS 194°	Rwy Idg 4000 TDZE 600 Apt Elev 600

VOR/DME RWY 17

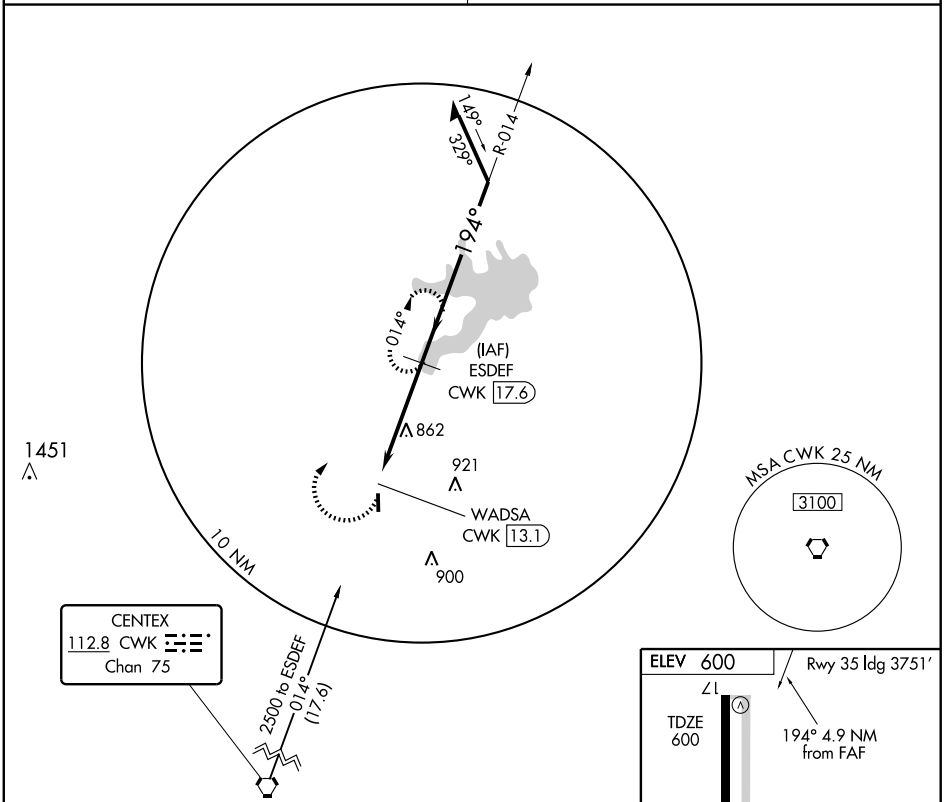
TAYLOR MUNI (T74)

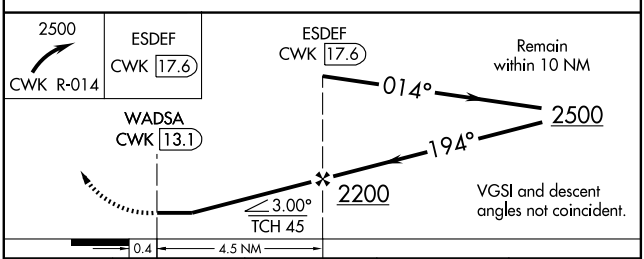
Use Austin-Bergstrom Intl altimeter setting, when not received use Georgetown Muni altimeter setting.

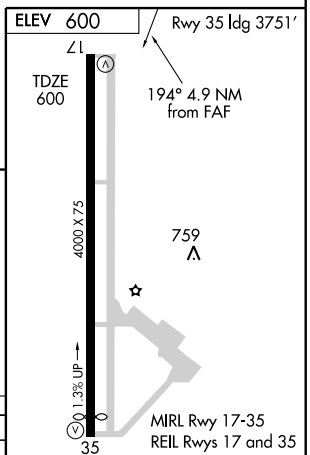
NA

MISSED APPROACH: Climbing right turn to 2500 via CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF)





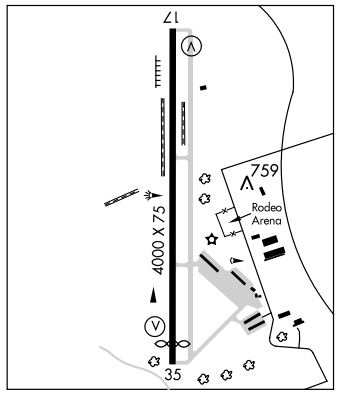


CATEGORY	A	B	C	D
S-17	1180-1	580 (600-1)	NA	
CIRCLING	1180-1	580 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TAYLOR MUNI (T74) 2 W UTC−6(−5DT) N30°34.36′ W97°26.59′ SAN ANTONIO
600 B S4 **FUEL** 100LL, JET A NOTAM FILE SJT L–19C, 21A
RWY 17–35: H4000X75 (ASPH) S–12.5 MIRL 1.3% up N IAP
RWY 17: VASI (NSTD). Pole. Rgt tfc.
RWY 35: VASI (NSTD). Thld dsplcd 249′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Helicopter svc also avbl. PAEW E side of arpt. Numerous agricultural ops invof arpt during dalgt hrs. Rwy 17 and Rwy 35 NSTD single box VASI on left side.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AUSTIN APP/DEP CON** 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE AUS.
CENTEX (H) VORTACW 112.8 CWK Chan 75 N30°22.71′ W97°31.79′ 015° 12.5 NM to fld. 593/6E.



T–BAR (See TAHOKA)

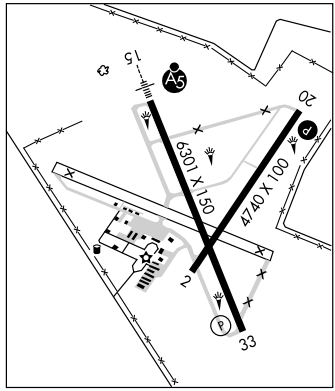
TEAGUE MUNI (68F) 3 NW UTC−6(−5DT) N31°39.68′ W96°18.60′ HOUSTON
525 B **FUEL** 100LL NOTAM FILE FTW L–19D, A
RWY 15–33: H3300X50 (ASPH) S–16 MIRL
RWY 15: Trees. **RWY 33:** Tree.
AIRPORT REMARKS: Unattended. Fuel 24 hr self service. Mowing ops on arpt summer months.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 183° 31.8 NM to fld. 400/6E.

TEMPLE

DRAUGHON–MILLER CENTRAL TEXAS RGNL (TPL) 5 NW UTC−6(−5DT) SAN ANTONIO
N31°09.15′ W97°24.47′ H–6H, L–19C, 21A
682 B S4 **FUEL** 100LL, JET A, A1+ ARFF Index–See Remarks NOTAM FILE TPL IAP
RWY 15–33: H6301X150 (ASPH–GRVD) S–55, D–70, 2S–88, 2D–110 MIRL
RWY 15: MALSR. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 25′.
RWY 02–20: H4740X100 (ASPH) S–31, D–37 MIRL
RWY 20: PAPI(P4L)—GA 3.0° TCH 45′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–4740	TODA–4740	ASDA–4740	LDA–4740
RWY 15:	TORA–6301	TODA–6301	ASDA–6301	LDA–6301
RWY 20:	TORA–4740	TODA–4740	ASDA–4740	LDA–4740
RWY 33:	TORA–6301	TODA–6301	ASDA–6301	LDA–6301

AIRPORT REMARKS: Attended 1100–0400Z‡. Glider ops 1.5 miles north of Rwy 15 thld. ARFF not avbl 0400–1100Z‡. Class IV, Index A. CLOSED to unscheduled air carrier operations with more than 30 passenger seats except 24 hours PPR, call arpt manager 254–298–5770. ARFF protection meets Index B. Military helicopter training on arpt. PAEW adjacent all twys and rwys. ACTIVATE PAPI Rwy 20—CTAF. After 0400Z‡ MIRL Rwy 15–33 preset low intensity, to increase intensity and ACTIVATE MALSR Rwy 15—CTAF. MIRL Rwy 02–20 not avbl after 0400Z‡.
WEATHER DATA SOURCES: AWOS–3 134.975 (254) 774–8337.
COMMUNICATIONS: CTAF/UNICOM 123.0
TEMPLE RCO 122.1R 110.4T (SAN ANGELO RADIO)
Ⓡ **GRAY APP/DEP CON** 120.075 **CLNC DEL** 125.9
AIRSPACE: CLASS E svc 1200–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TPL.
TEMPLE (L) VOR/DME 110.4 TPL Chan 41 N31°12.56′ W97°25.50′ 156° 3.5 NM to fld. 710/9E.
ILS/DME 111.5 I–TPL Chan 52 Rwy 15. Class IE. LOC unusable byd 20° right of course, Fort Hood MOA.



LOC I-TPL	APP CRS	Rwy Idg	6301
111.5	156°	TDZE	682
Chan 52		Apt Elev	682

ILS RWY 15

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

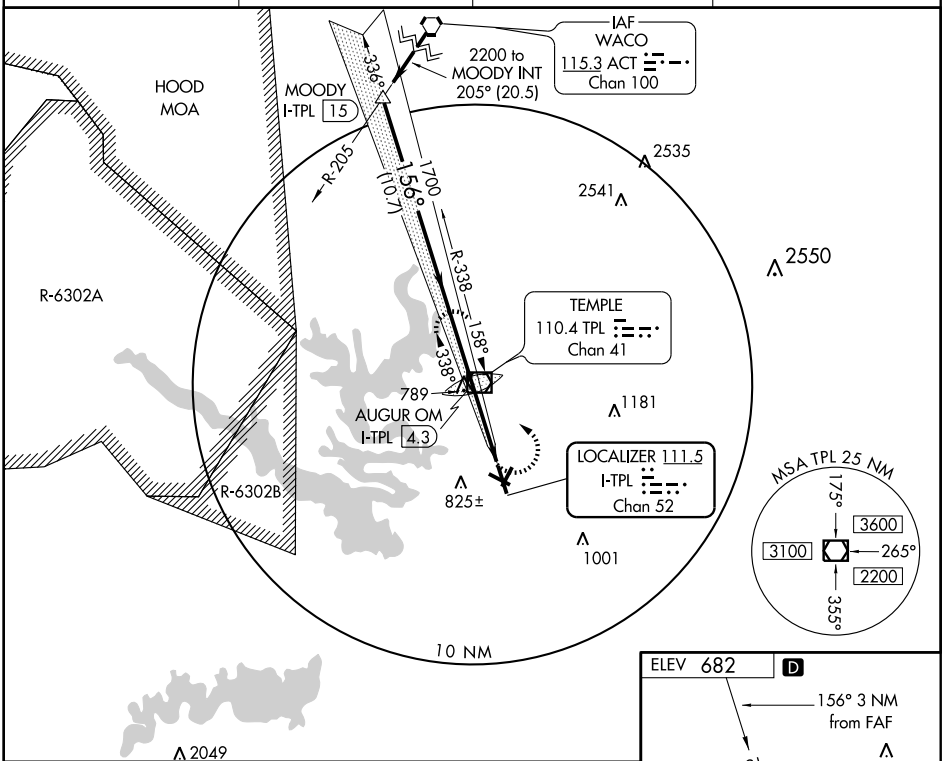
For inoperative MALSR increase S-LOC 15 Cat D 1 mile.

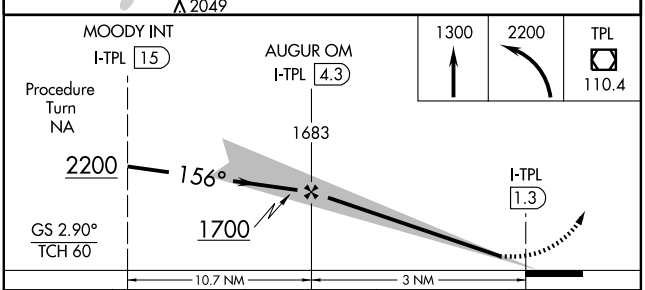
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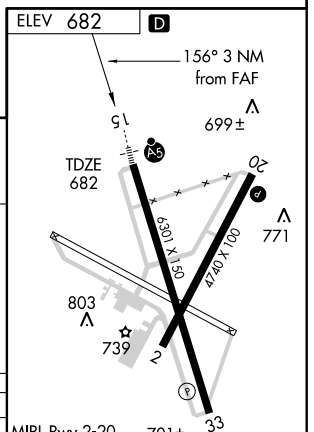
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	882-½ 200 (200-½)			
S-LOC 15	980-½ 298 (300-½)			980- ¾ 298 (300-¾)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS Ch 72701 W02A	APP CRS 021°	Rwy Idg 4740 TDZE 675 Apt Elev 682

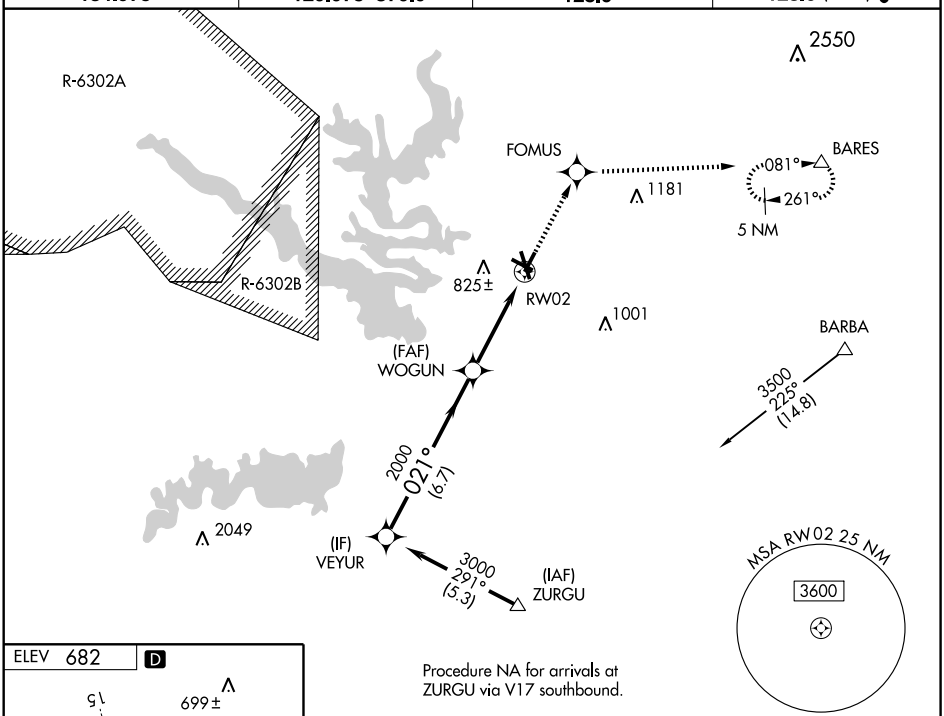
RNAV (GPS) RWY 2

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

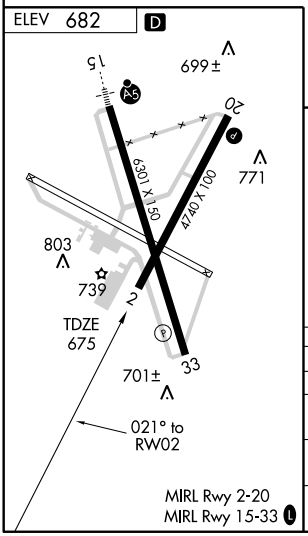
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

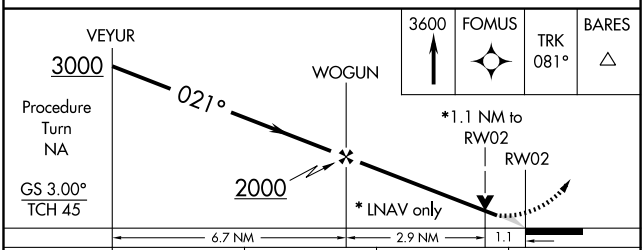
MISSED APPROACH: Climb to 3600 direct FOMUS and via 081° track to BARES and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L



Procedure NA for arrivals at ZURGU via V17 southbound.





CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	1145-1¾ 470 (500-1¾)			
LNAV MDA	1060-1 385 (400-1)			1060-1¼ 385 (400-1¼)
CIRCLING	1160-1¾ 478 (500-1¾)	1180-1¾ 498 (500-1¾)		1240-2 558 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6301
Ch 78101	156°	TDZE	682
W15A		Apt Elev	682

RNAV (GPS) RWY 15

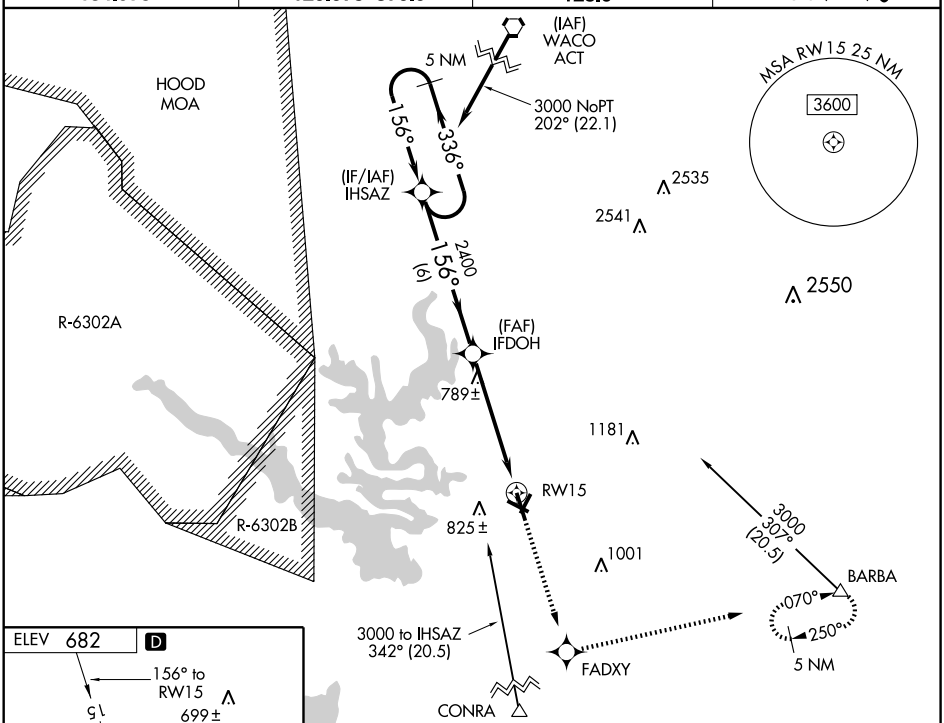
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

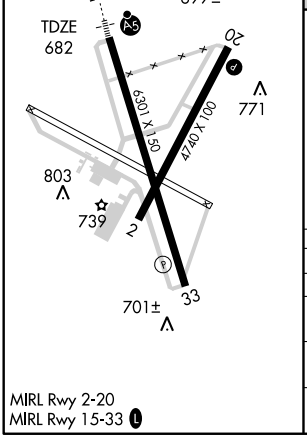
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile, and LNAV Cat D visibility to 1¼ mile.

MALSR

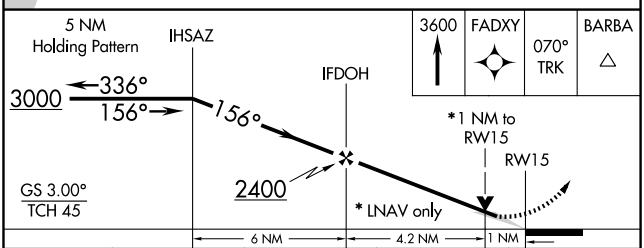
MISSED APPROACH: Climb to 3600 direct FADXY and via 070° track to BARBA and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





MIRL Rwy 2-20
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	932-½ 250 (300-½)			
LNAV/VNAV DA	1025-¾ 343 (400-¾)			
LNAV MDA	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1120-1¼ 438 (500-1¼)	1180-1¼ 498 (500-1¼)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6301
Ch 82401	336°	TDZE	675
W33A		Apt Elev	682

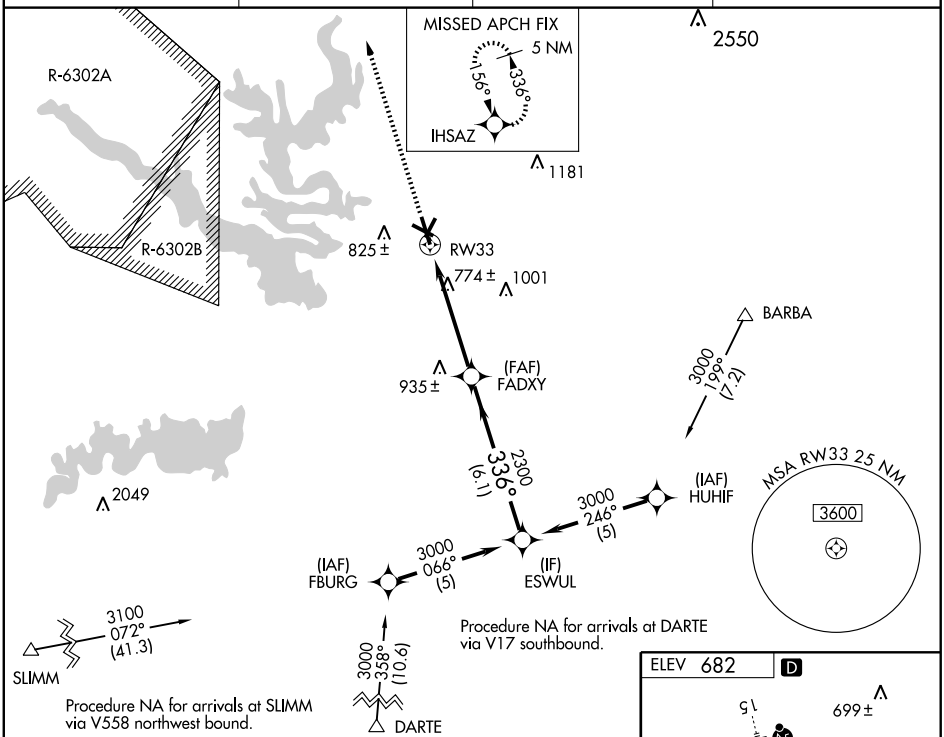
RNAV (GPS) RWY 33

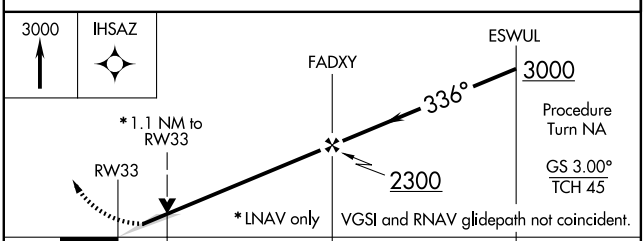
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

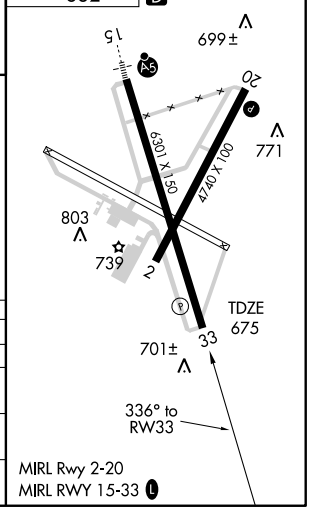
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

MISSED APPROACH: Climb to 3000 direct IHSAZ and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	951-1 276 (300-1)			
LNAV MDA	1040-1 365 (400-1)			1040-1¼ 365 (400-1¼)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME TPL 110.4 Chan 41	APP CRS 158°	Rwy Idg 6301 TDZE 682 Apt Elev 682

VOR RWY 15

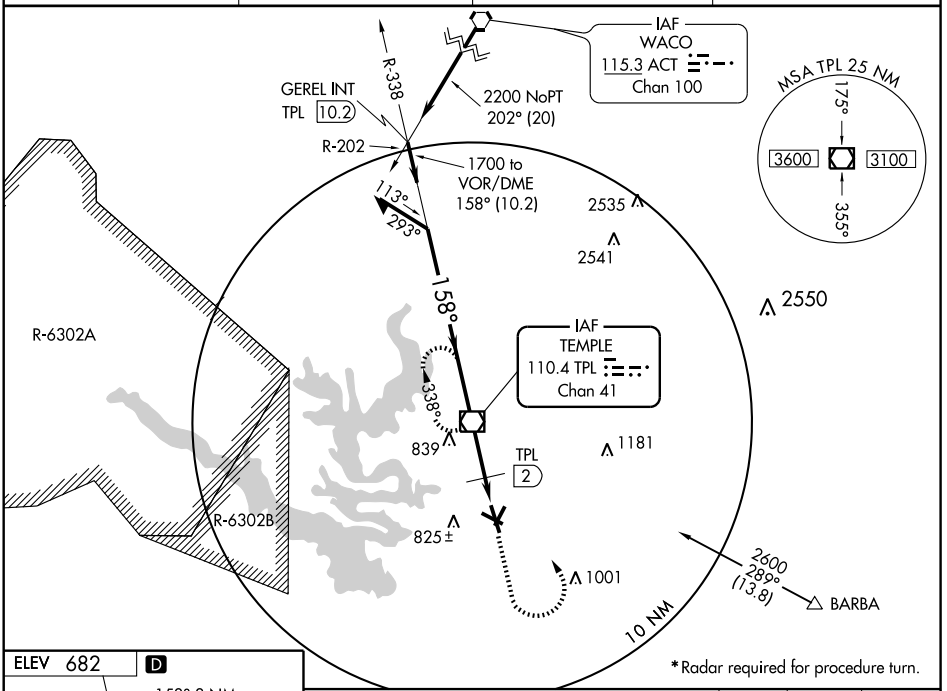
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

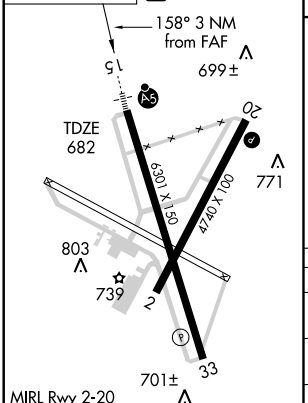
For inoperative MALSR, increase S-15 Cat D visibility ¼ mile.
DME MINIMUMS: Inoperative table does not apply to Cat D.

MALSR

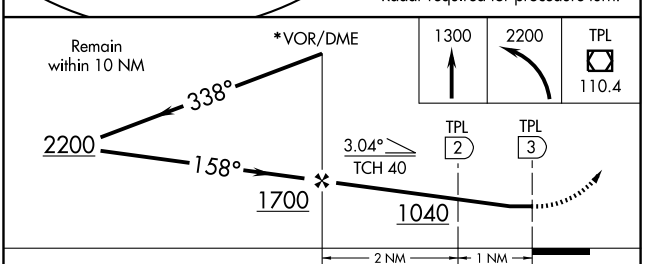
MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-15	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)
DME MINIMUMS				
S-15	980-½ 298 (300-½)			980-1 298 (300-1)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

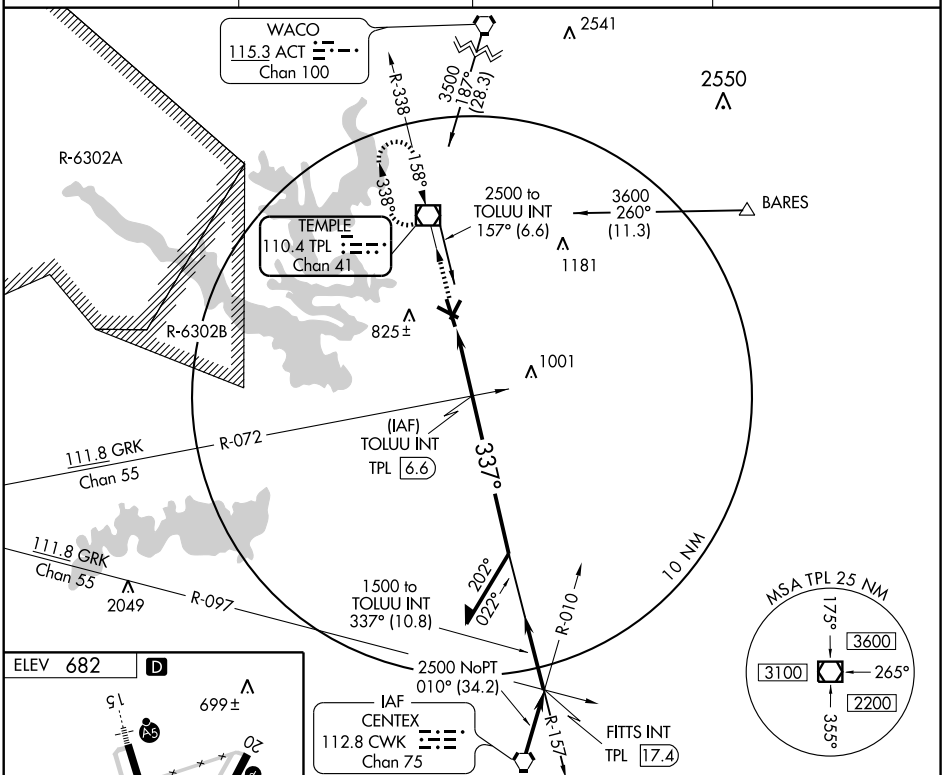
VOR/DME TPL	APP CRS	Rwy Idg	6301
110.4	337°	TDZE	675
Chan 41		Apt Elev	682

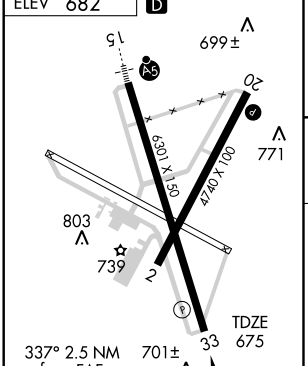
VOR RWY 33

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

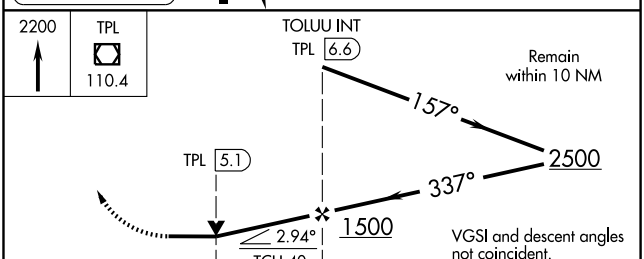
MISSED APPROACH: Climb to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L





FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-33	1040-1 365 (400-1)			1040-1¼ 365 (400-1¼)
CIRCLING	1140-1 458 (500-1)		1160-1½ 478 (500-1½)	1240-2 558 (600-2)

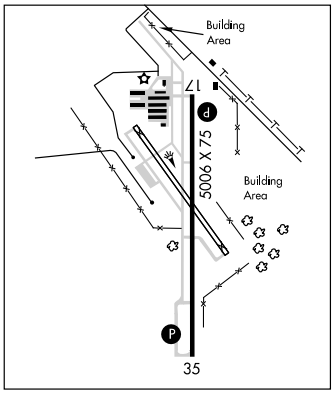
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TEMPLE N31°12.56′ W97°25.50′ NOTAM FILE TPL. SAN ANTONIO
(L) VOR/DME 110.4 TPL Chan 41 156° 3.5 NM to Draughon–Miller Central Texas Rgnl. 710/9E. H–6H, L–19C, 21A
RCO 122.1R 110.4T (SAN ANGELO RADIO)

TERLINGUA RANCH (See ALPINE)

TERRELL CO (See DRYDEN)

TERRELL MUNI (TRL) 1 SE UTC−6(−5DT) N32°42.55′ W96°16.04′ DALLAS–FT. WORTH
474 B S4 **FUEL** 100LL, JET A NOTAM FILE TRL H–6H, L–17D, A
RWY 17–35: H5006X75 (ASPH) S–12 MIRL 0.4% up N IAP
RWY 17: LDIN REIL. PAPI(P4L). Tree.
RWY 35: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1400–0200Z‡. For attendant after hours call 972–835–5395/5408. Birds on and invof arpt. ACTIVATE LDIN and PAPI Rwy 17 and PAPI Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (972) 551–1334.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 349° 31.4 NM to fld. 400/6E.
TRAVIS NDB (MHW) 260 AVZ N32°45.61′ W96°14.95′ 191° 3.2 NM to fld. NOTAM FILE TRL. Unmonitored 0200–1400Z‡.



TERRY CO (See BROWNFIELD)

TEXICO N34°29.71′ W102°50.38′ NOTAM FILE FTW. ALBUQUERQUE
(H) VORTACW 112.2 TXO Chan 59 240° 12.6 NM to Clovis Muni, NM 4060/11E. H–6G, L–6H

THE CARTER MEM (See LULING)

THREE RIVERS N28°30.30′ W98°09.03′ NOTAM FILE SJT. SAN ANTONIO
(L) VORTAC 111.4 THX Chan 51 160° 8.7 NM to Live Oak Co. 270/8E. H–7B, L–20H
RCO 122.1R 111.4T (SAN ANGELO RADIO)

THROCKMORTON MUNI (72F) 1 E UTC−6(−5DT) N33°10.76′ W99°08.99′ DALLAS–FT. WORTH
1273 B NOTAM FILE FTW L–17B
RWY 17–35: H3720X60 (ASPH) S–12 LIRL
RWY 17: Thld dsplcd 525′. **RWY 35:** Thld dsplcd 505′. Tree.
AIRPORT REMARKS: Unattended. Construction underway at airport no ''X's'' present.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 200° 55.9 NM to fld. 1100/10E.

TOMHI N32°17.93′ W99°40.45′ NOTAM FILE ABI. DALLAS–FT. WORTH
NDB (LOM) 353 AB 349° 6.8 NM to Abilene Rgnl.

TOWN AND COUNTRY AIRPARK (See LUBBOCK)

T P Mc CAMPBELL (See INGLESIDE)

TRADEWIND (See AMARILLO)

TRAVIS N32°45.61′ W96°14.95′ NOTAM FILE TRL. DALLAS–FT. WORTH
NDB (MHW) 260 AVZ 191° 3.2 NM to Terrell Muni. Unmonitored 0200–1400Z‡. A

TRINITY N29°32.78′ W94°44.85′. NOTAM FILE CXO. HOUSTON
(L) VORW/DME 113.6 MHF Chan 83 011° 14.1 NM to Chambers Co. 38/7E. H–7C, L–19E, 21A, GOMW

NDB AVZ	APP CRS	Rwy Idg	5006
260	193°	TDZE	474
		Apt Elev	474

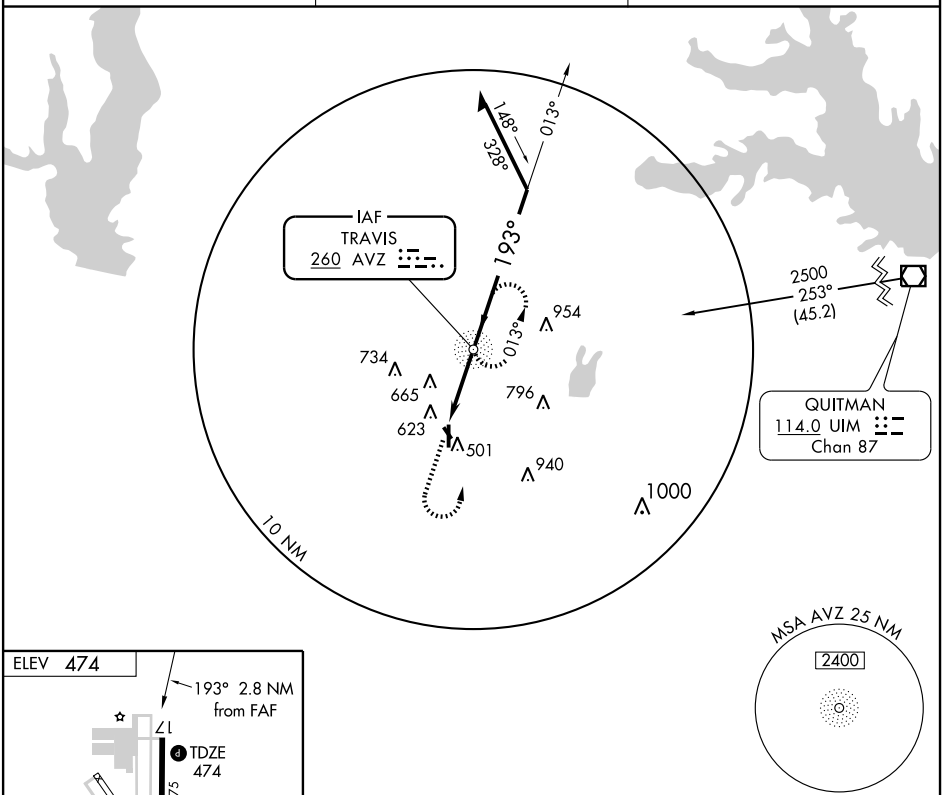
NDB RWY 17
TERRELL MUNI (TRL)

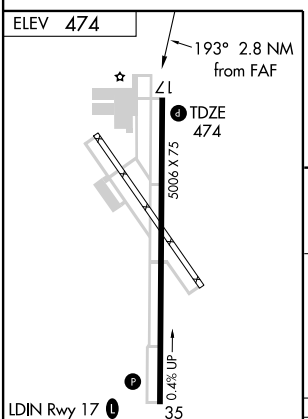
▼ When VGSI inoperative, straight-in/circling Rwy 17 procedure not authorized at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 80 feet.

▲ NA

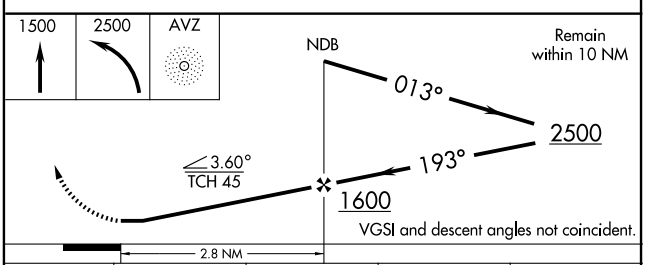
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct AVZ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-17	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA
CIRCLING	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 77699 W17A	APP CRS 176°	Rwy Idg 5006 TDZE 474 Apt Elev 474

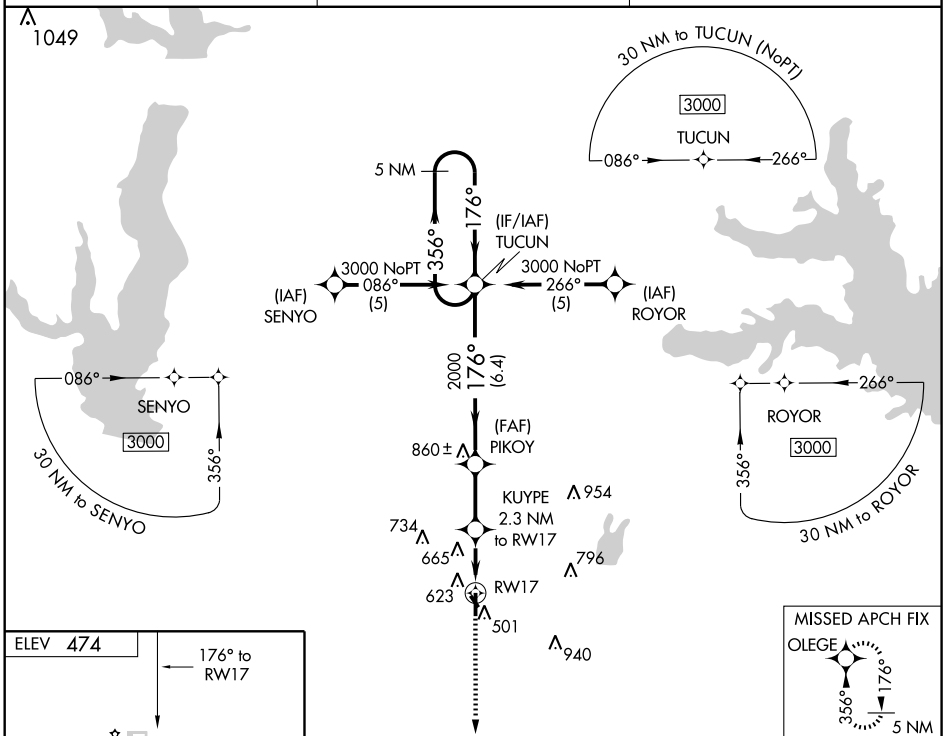
RNAV (GPS) RWY 17

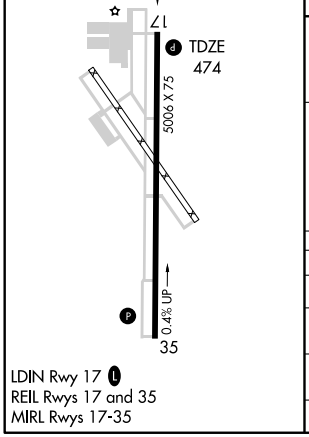
TERRELL MUNI (TRL)

When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAS 80 feet. Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below-15°C (5°F). DME/DME RNP-0.3 NA.

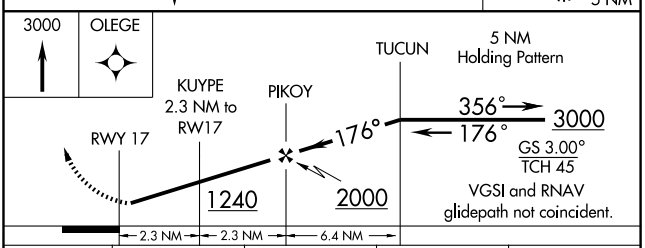
MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





LDIN Rwy 17 L
REIL Rwys 17 and 35
MIRL Rwys 17-35



CATEGORY	A	B	C	D
LPV DA	756-1 282 (300-1)			NA
LNAV/VNAV DA	983-1¾ 509 (600-1¾)			NA
LNAV MDA	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	1000-1¾ 526 (600-1¾)			NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5006
CH 81999	356°	TDZE	472
W35A		Apt Elev	474

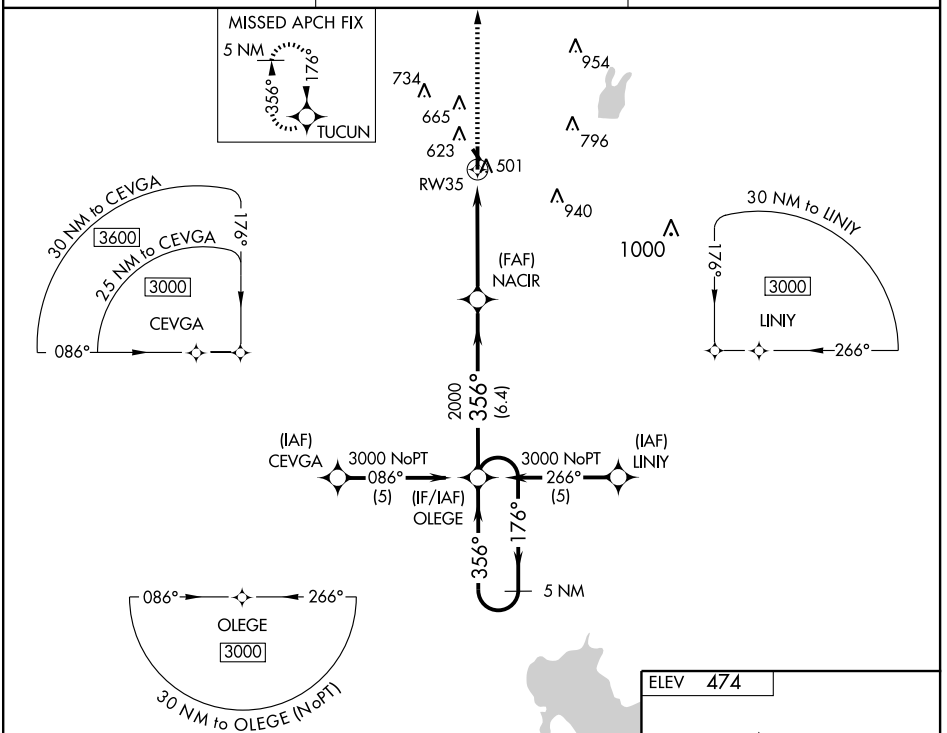
RNAV (GPS) RWY 35

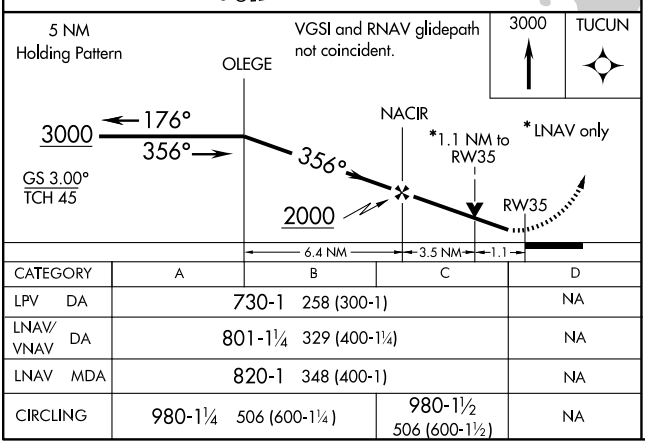
TERRELL MUNI (TRL)

Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAs 80 feet.

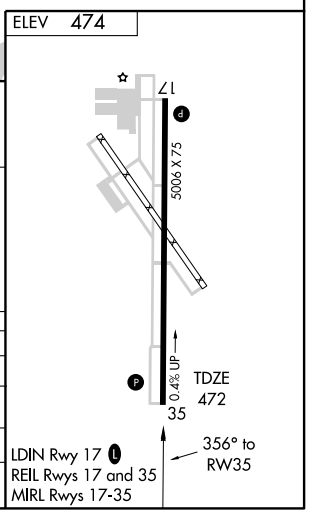
MISSED APPROACH: Climb to 3000 direct TUCUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	730-1	258 (300-1)		NA
LNAV/VNAV DA	801-1¼	329 (400-1¼)		NA
LNAV MDA	820-1	348 (400-1)		NA
CIRCLING	980-1¼ 506 (600-1¼)		980-1½ 506 (600-1½)	NA



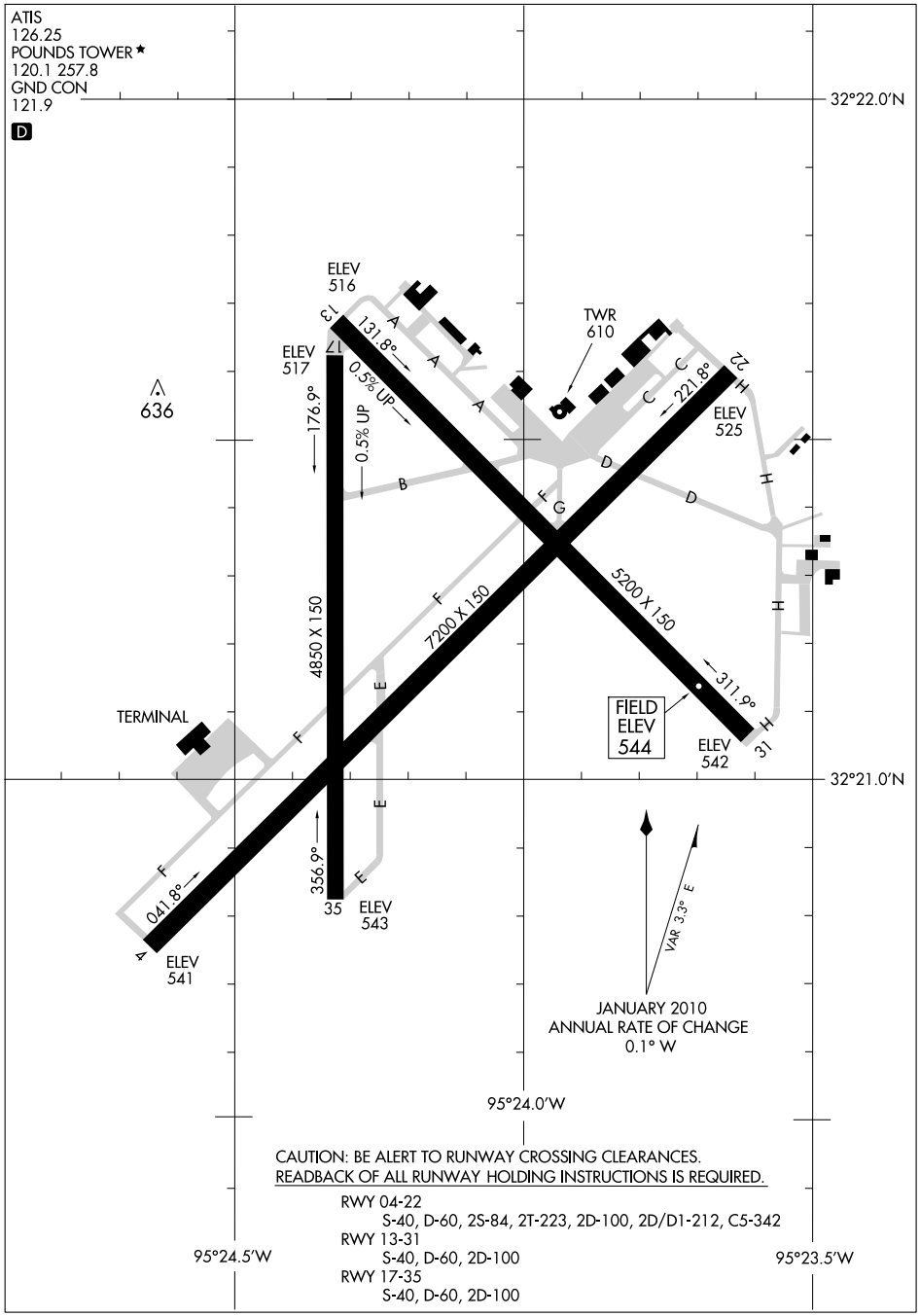
SC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)

TYLER, TEXAS

AL-622 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 04-22
S-40, D-60, 2S-84, 2T-223, 2D-100, 2D/D1-212, C5-342
RWY 13-31
S-40, D-60, 2D-100
RWY 17-35
S-40, D-60, 2D-100

SC-2, 26 AUG 2010 to 23 SEP 2010

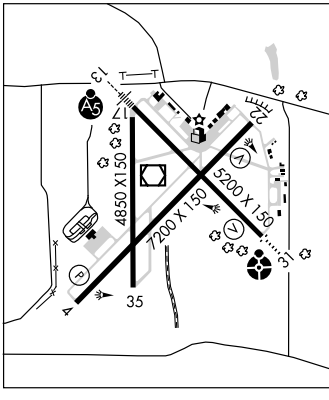
AIRPORT DIAGRAM

10210

TYLER, TEXAS

TYLER POUNDS RGNL (TYR)

TYLER POUNDS RGNL (TYR) 3 W UTC−6(−5DT) N32°21.25′ W95°24.15′ **DALLAS–FT. WORTH**
544 B S4 **FUEL** 100LL, JET A OX 1, 3 ARFF Index—See Remarks NOTAM FILE TYR **H–6I, L–17D**
RWY 04–22: H7200X150 (ASPH–GRVD) S–40, D–60, 2S–84, 2T–223, 2D–100, 2D/D1–212, C5–342 **IAP, AD**
MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.
RWY 13–31: H5200X150 (ASPH–GRVD) S–40, D–60, 2D–100
HIRL 0.5% up SE
RWY 13: MALSR. Pole.
RWY 31: ODALS. VASI(V4L)—GA 3.0° TCH 54′. Road.
RWY 17–35: H4850X150 (ASPH) S–40, D–60, 2D–100
MIRL 0.5% up S
RWY 17: Tree. **RWY 35:** Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 13:	TORA–5200	TODA–5200	ASDA–5200	LDA–5200
RWY 17:	TORA–4850	TODA–4850	ASDA–4850	LDA–4850
RWY 22:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 31:	TORA–5200	TODA–5200	ASDA–5200	LDA–5200
RWY 35:	TORA–4850	TODA–4850	ASDA–4850	LDA–4850

AIRPORT REMARKS: Attended 1100–0400Z‡. For fuel after hours call 903–597–1334 or 903–595–4255. Class I, ARFF Index A. ARFF Index B avbl. Helicopters operating inbound/outbound to/from the downtown hospitals state intention on 123.075. West side passenger terminal ramp access rstd to air carrier. Noise abatement procedures in effect Call 903–590–3048. When twr clsd ACTIVATE MIRL Rwy 04–22 and Rwy 17–35, MALSR Rwy 13, ODALS Rwy 31 and twy lights–120.1, HIRL Rwy 13–31 preset medium ints, to increase ints ACTIVATE–120.1. PAPI Rwy 04, VASI Rwy 22 and Rwy 31 operate continuously.
WEATHER DATA SOURCES: ASOS (903) 535–9105. LAWRS.
COMMUNICATIONS: CTAF 120.1 **ATIS** 126.25 **UNICOM** 122.95
RCO 122.3 (FORT WORTH RADIO)
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.25 (0400–1200Z‡)
TOWER 120.1 (1230–0330Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1230–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TYR.
(T) VORW/DME 114.2 TYR Chan 89 N32°21.35′ W95°24.21′ at fld. 540/6E.
INDOO NDB (LOM) 320 TY N32°24.95′ W95°28.18′ 131° 5.0 NM to fld.
ILS 109.9 I–TYR Rwy 13. Class IC. LOM INDOO NDB Unmonitored when twr clsd.

TYLER CO (See WOODVILLE)

UPTON CO (See MCCAMEY)

UVALDE

GARNER FLD (UVA) 3 E UTC−6(−5DT) N29°12.68′ W99°44.62′ **SAN ANTONIO**
942 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE UVA **H–7B, L–19B**
RWY 15–33: H5256X100 (ASPH) S–30, D–40, 2D–40 MIRL 0.3% up NW **IAP**
RWY 15: REIL. VASI(V2L)—GA 4.0° TCH 46′. Trees. **RWY 33:** REIL. VASI(V2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Attended 1300–0100Z‡. Turf strip 3300′X75′ parallel to and E of Rwy 15–33 used by crop dusters only. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (830) 278–8862.
COMMUNICATIONS: CTAF/UNICOM 122.8
UVALDE RCO 123.65 (SAN ANGELO RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.95
RADIO AIDS TO NAVIGATION: NOTAM FILE ERV.
CENTER POINT (H) VORTAC 117.5 CSI Chan 122 N29°55.34′ W99°12.87′ 205° 50.8 NM to fld. 2080/8E.
UVALDE NDB (MHW) 281 UVA N29°10.66′ W99°43.54′ 328° 2.2 NM to fld. NOTAM FILE UVA.

UVALDE N29°10.66′ W99°43.54′ NOTAM FILE UVA. **SAN ANTONIO**
NDB (MHW) 281 UVA 328° 2.2 NM to Garner Fld. **L–19B**
RCO 123.65 (SAN ANGELO RADIO)

VALLEY INTL (See HARLINGEN)

LOC I-TYR	APP CRS	Rwy Idg	5200
109.9	129°	TDZE	540
		Apt Elev	544

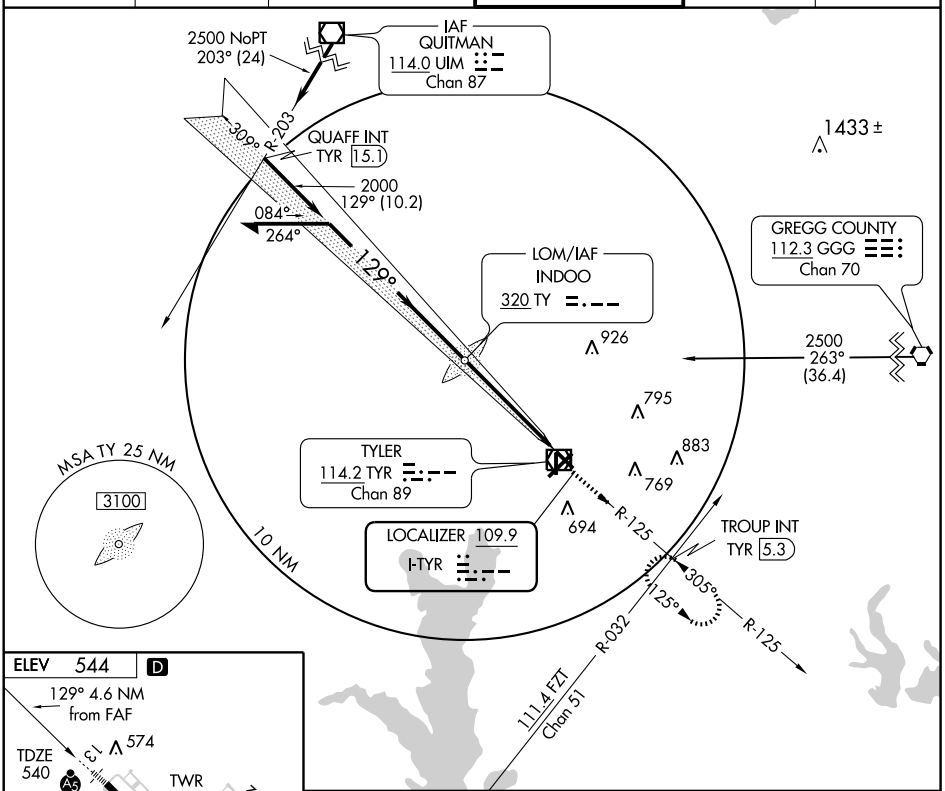
ILS RWY 13
TYLER POUNDS RGNL (TYR)

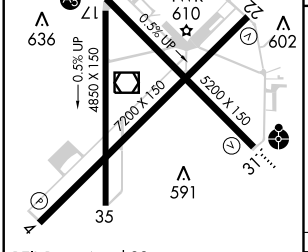
For inoperative MALSR, increase S-LOC 13 Cat D visibility to 1.

MALSR

MISSED APPROACH: Climb to 2200 via TYLER VOR/DME R-125 to TROUP Int/5.3 DME and hold.

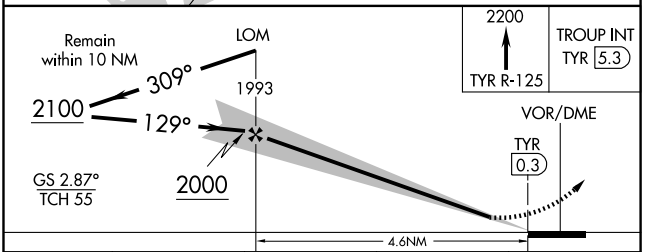
ASOS *	ATIS	LONGVIEW APP CON *	POUNDS TOWER *	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 13	740-½ 200 (200-½)			
S-LOC 13	880-½ 340 (400-½)			880-1 340 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7200
CH 40014	039°	TDZE	541
W04A		Apt Elev	544

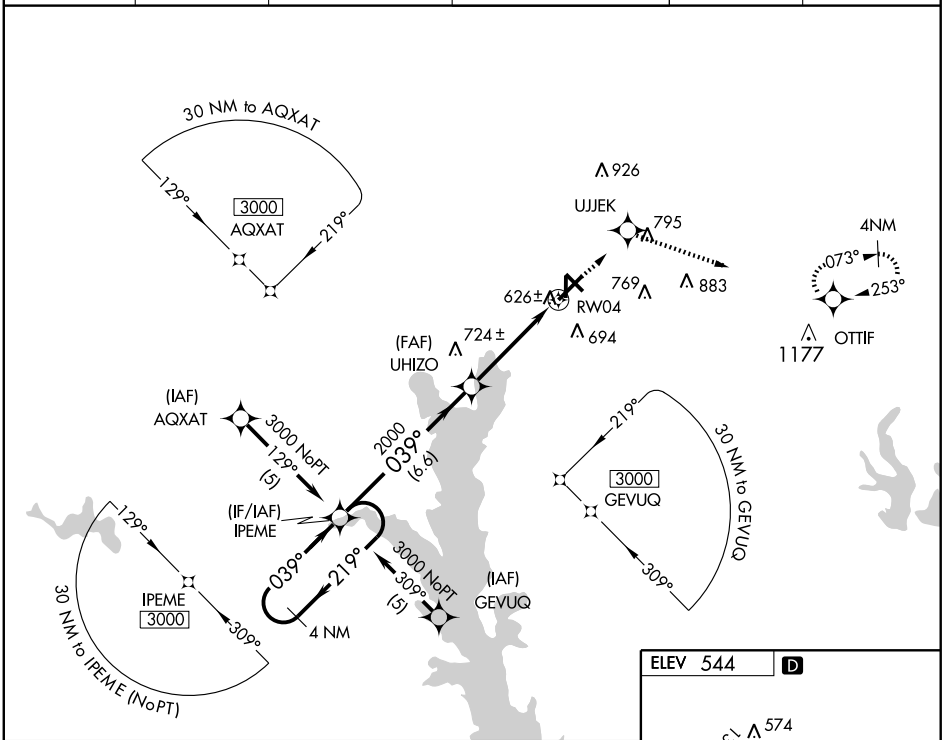
RNAV (GPS) RWY 4

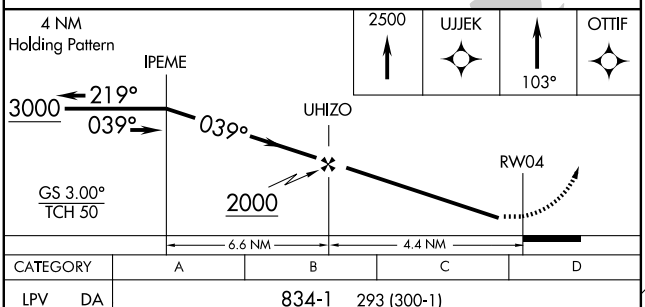
TYLER POUNDS RGNL (TYR)

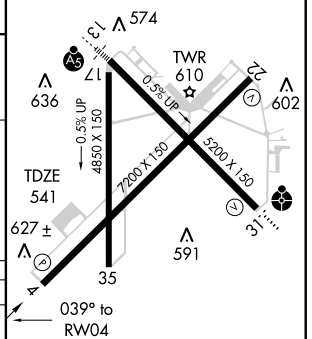
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling NA at night to Rwy 17.

MISSED APPROACH: Climb to 2500 direct UJJEK and via 103° track to OTTIF and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	834-1 293 (300-1)			
LNAV/VNAV DA	941-1½ 400 (400-1½)			
LNAV MDA	880-1 339 (400-1)			
CIRCLING	960-1½ 416 (500-1½)	1000-1½ 456 (500-1½)		1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 5200
CH 45701	129°	TDZE 539
W13A		Apt Elev 544

RNAV (GPS) RWY 13

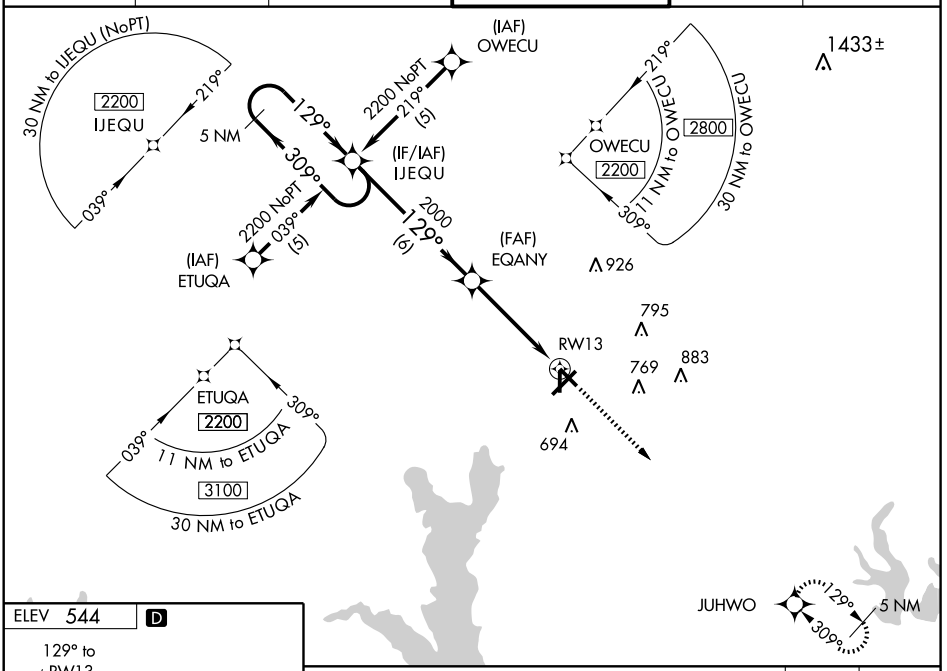
TYLER POUNDS RGNL (TYR)

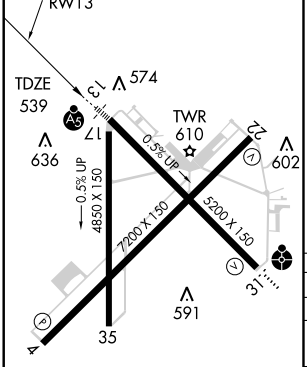
Circling to Rwy 17 NA at night. For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MALSR

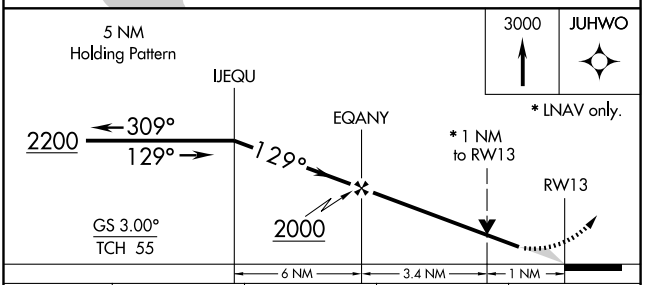
MISSED APPROACH: Climb to 3000 direct JUHWO and hold.

ASOS*	ATIS	LONGVIEW APP CON*	POUNDS TOWER*	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	789-½ 250 (300-½)			
LNAV/VNAV DA	886-¾ 347 (400-¾)			
LNAV MDA	900-½ 361 (400-½)			900-1 361 (400-1)
CIRCLING	960-1¼ 416 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 45514 W22A	APP CRS 219°	Rwy Idg 7200 TDZE 538 Apt Elev 544

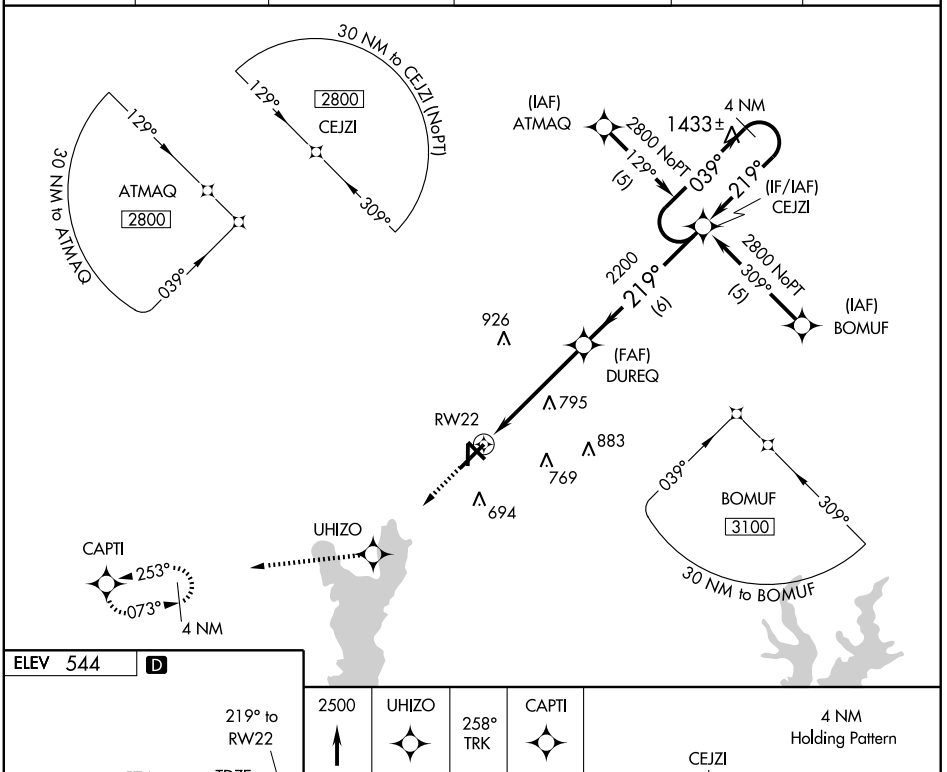
RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
Circling NA at night Rwy 17.

MISSED APPROACH: Climb to 2500 direct UHIZO and via 258° track to CAPTI and hold.

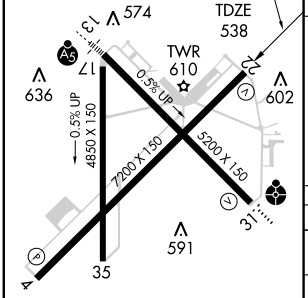
ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



SC-2, 26 AUG 2010 to 23 SEP 2010

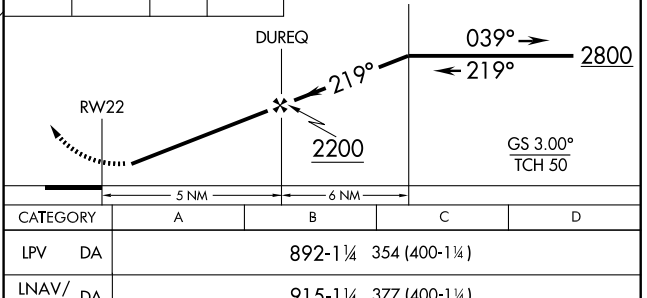
SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 544 D



REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

2500 ↑	UHIZO	258° TRK	CAPTI



CATEGORY	A	B	C	D
LPV DA	892-1¼ 354 (400-1¼)			
LNAV/VNAV DA	915-1¼ 377 (400-1¼)			
LNAV MDA	1100-1 562 (600-1)		1100-1½ 562 (600-1½)	1100-1¾ 562 (600-1¾)
CIRCLING	1100-1¼ 556 (600-1¼)		1100-1½ 556 (600-1½)	1120-2 576 (600-2)

WAAS CH 61101 W31A	APP CRS 309°	Rwy Idg 5200 TDZE 544 Apt Elev 544

RNAV (GPS) RWY 31

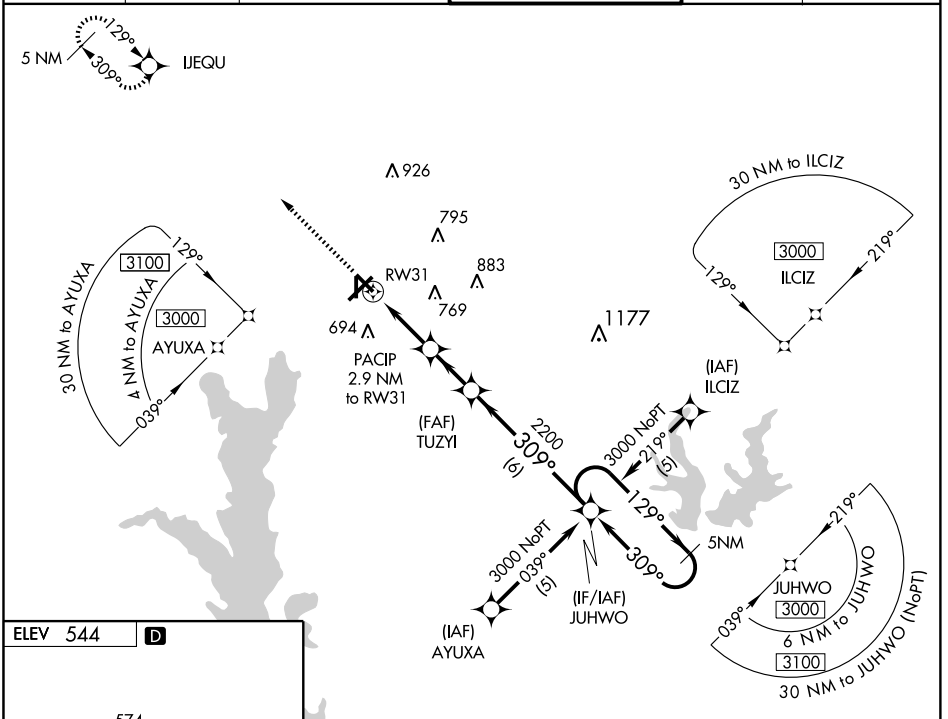
TYLER POUNDS RGNL (TYR)

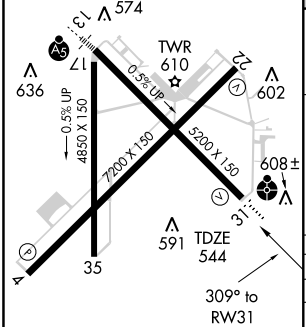
Circling to Rwy 17 NA at night. Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. Visibility reduction by helicopters NA.

ODALS

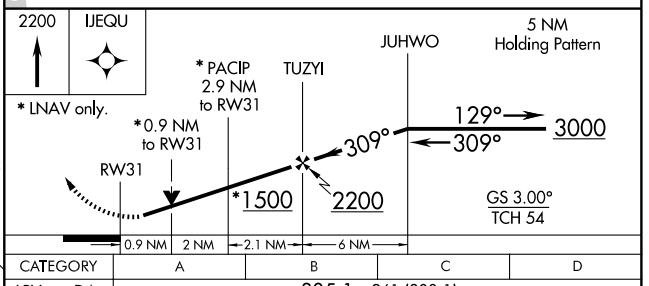
MISSED APPROACH: Climb to 2200 direct IJEQU and hold.

ASOS*	ATIS	LONGVIEW APP CON*	POUNDS TOWER*	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	805-1 261 (300-1)			
LNAV/VNAV DA	858-¾ 314 (400-¾)			858-1 314 (400-1)
LNAV MDA	880-¾ 336 (400-¾)			880-1 336 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

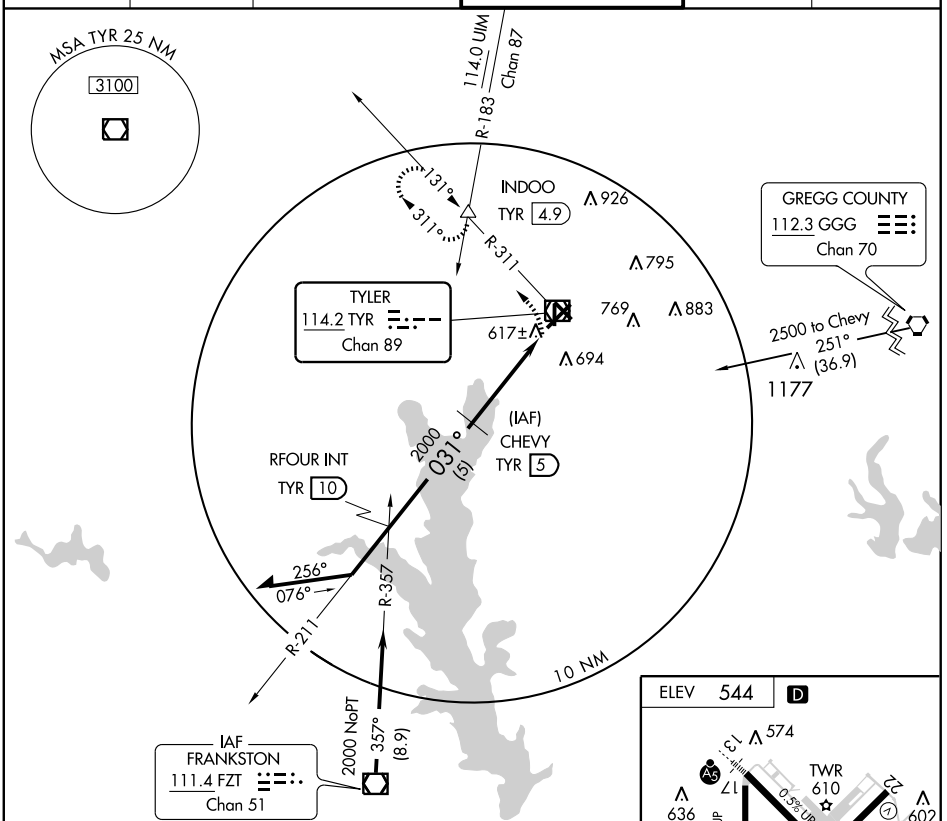
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	031°	TDZE	541
Chan 89		Apt Elev	544

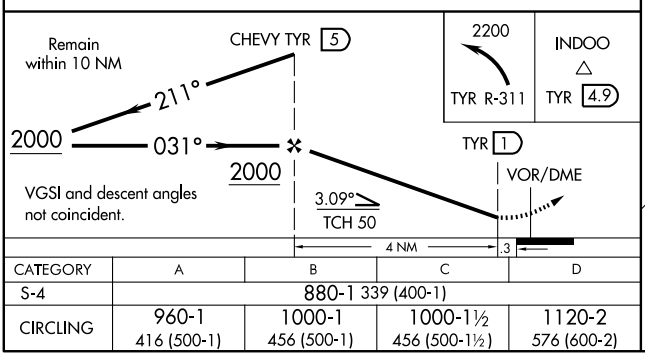
VOR/DME RWY 4

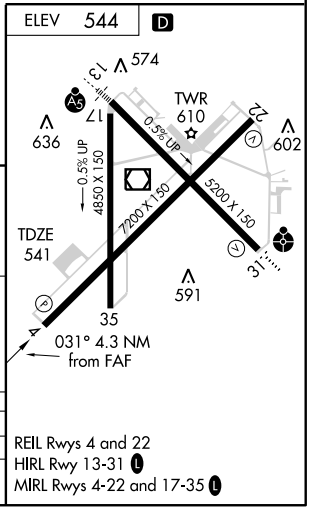
TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing left turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-4	880-1 339 (400-1)			
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

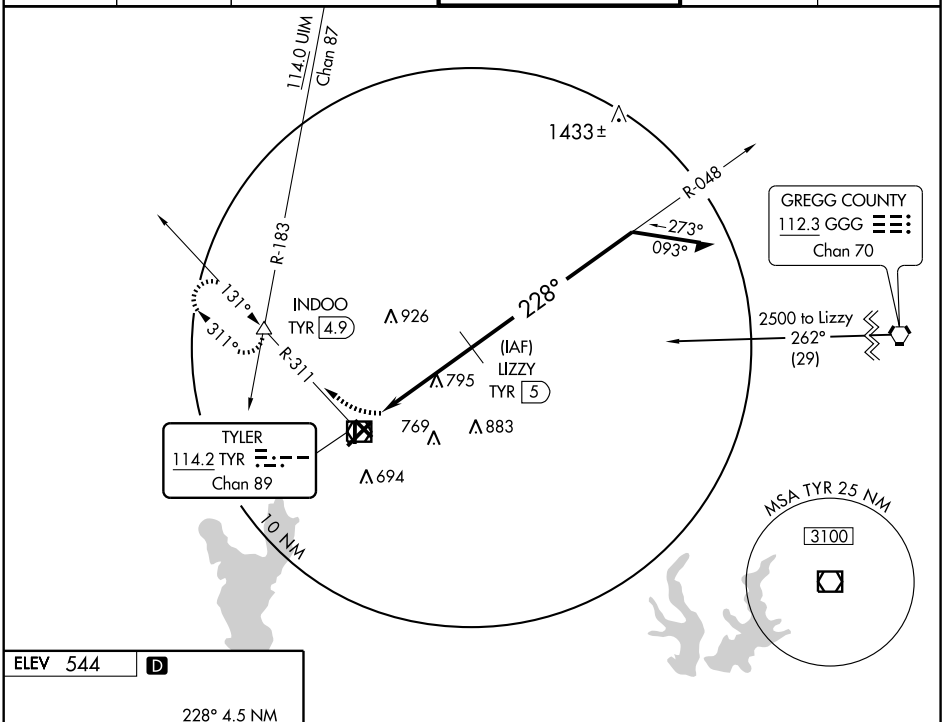
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	228°	TDZE	538
Chan 89		Apt Elev	544

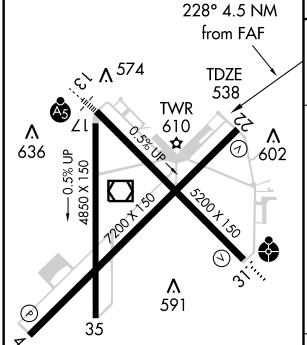
VOR/DME RWY 22

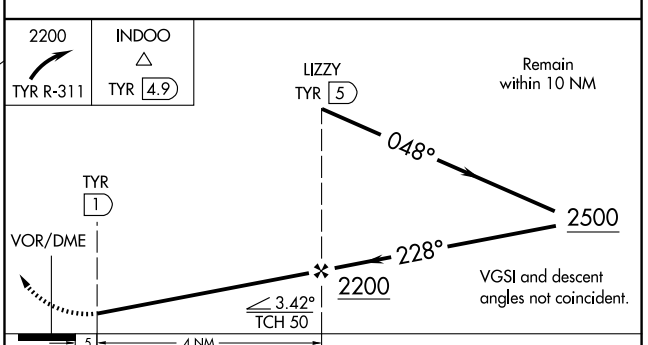
TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing right turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-22	1060-1 522 (600-1)		1060-1½ 522 (600-1½)	1060-1¾ 522 (600-1¾)
CIRCLING	1060-1 516 (600-1)		1060-1½ 516 (600-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TYR 114.2 Chan 89	APP CRS 305°	Rwy Idg 5200 TDZE 544 Apt Elev 544

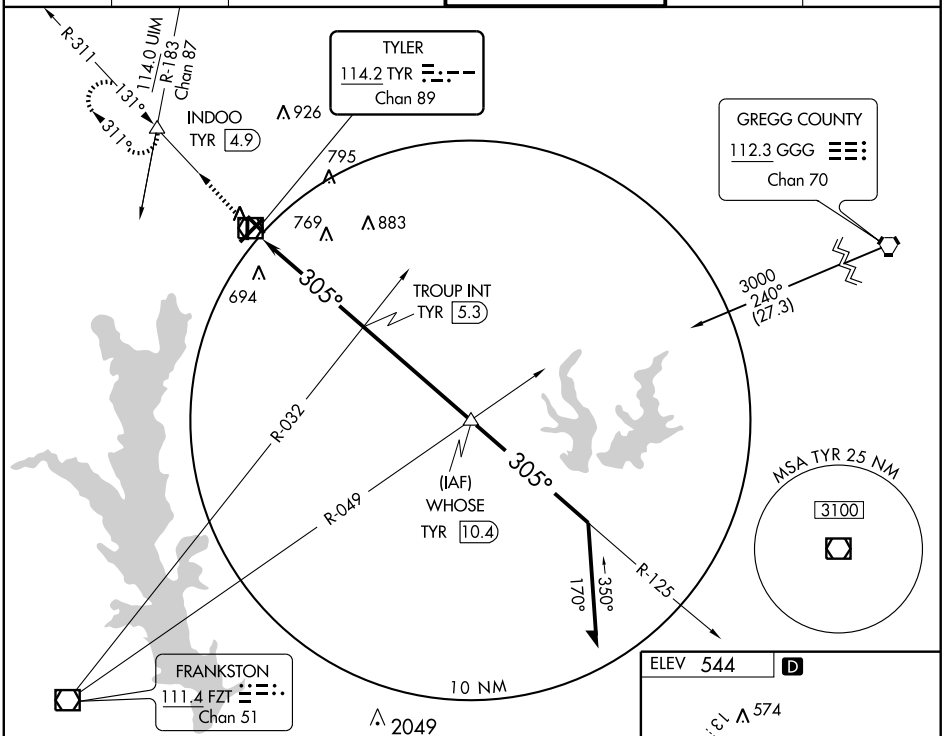
VOR RWY 31
TYLER POUNDS RGNL (TYR)

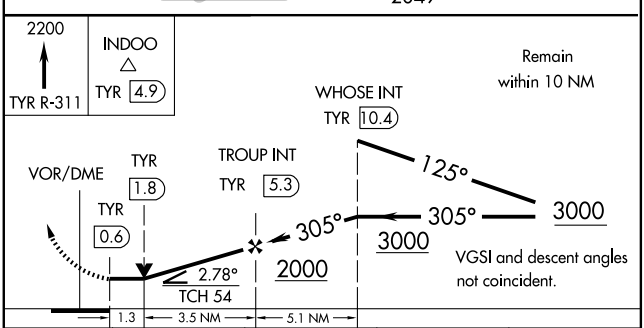
A Inoperative table does not apply to Cat C.

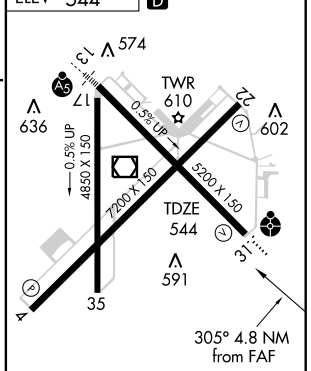
ODALS

MISSED APPROACH: Climb to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





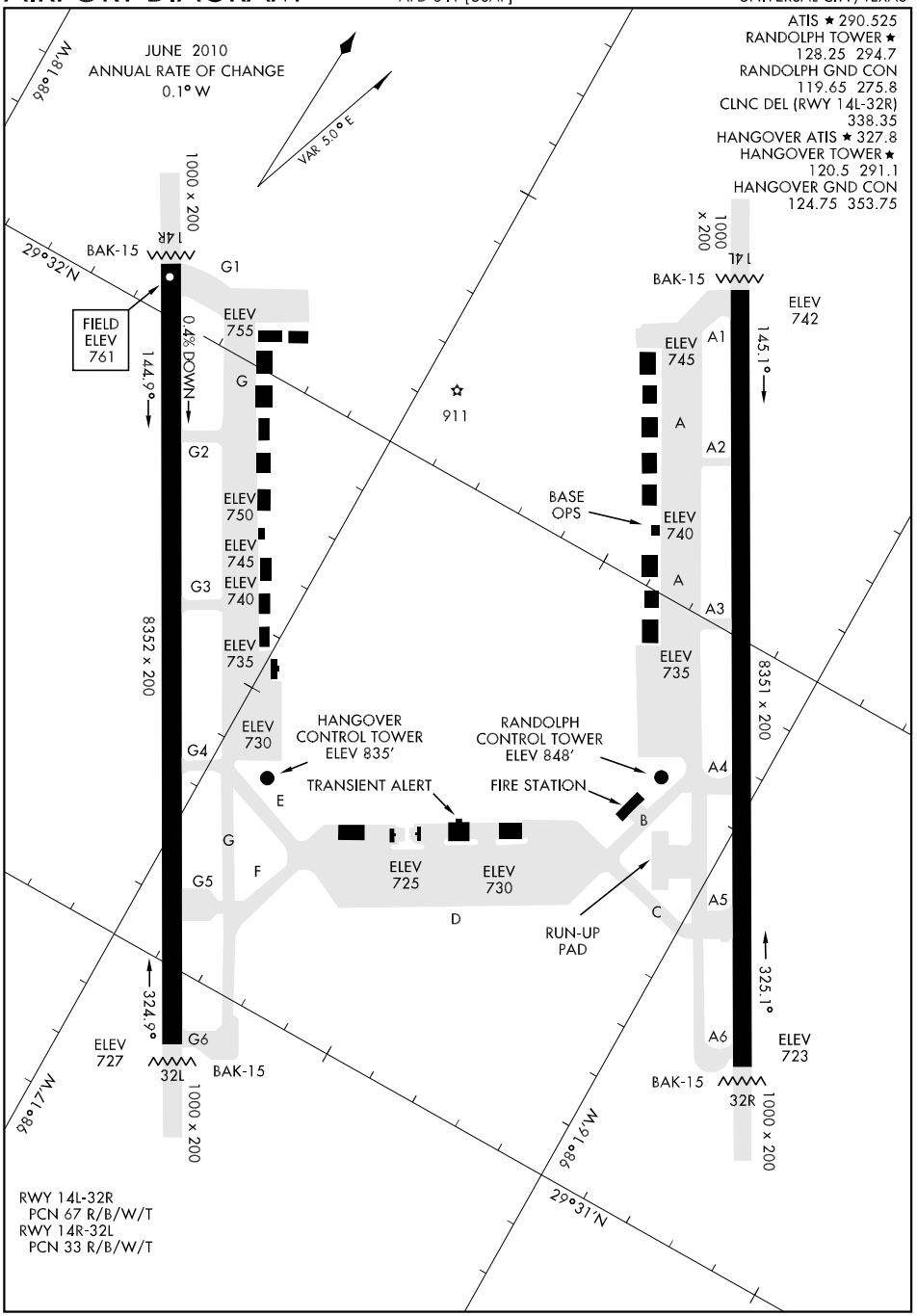


REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-31	1000- ¾	456 (500- ¾)	1000- 1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)
CIRCLING	1000- 1	456 (500- 1)	1000-1½ 456 (500-1½)	1120- 2 576 (600- 2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



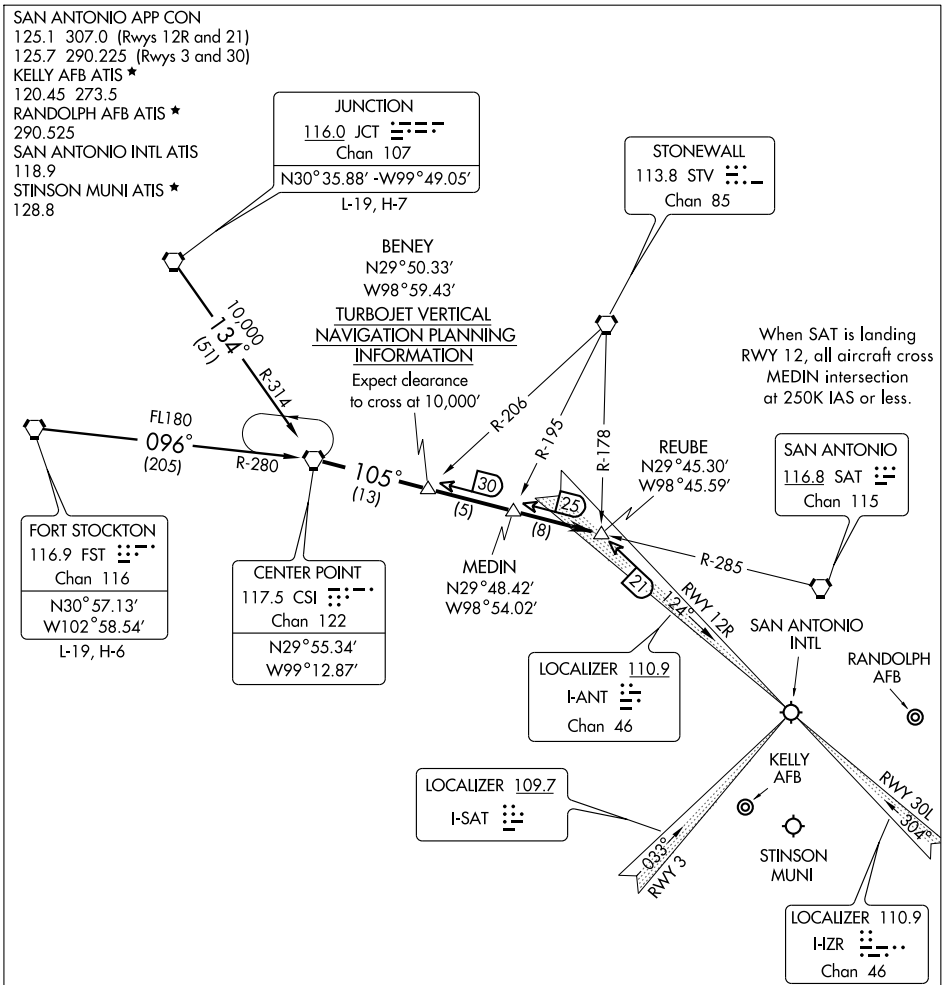
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RANDOLPH AFB (RND)(KRND) AF 13 NE UTC−6(−5DT) N29°31.73′ W98°16.68′ **SAN ANTONIO**
761 B TPA—See Remarks NOTAM FILE SJT Not insp. **H–7B, L–19C**
RWY 14R–32L: H8352X200 (PEM) PCN 33 R/B/W/T HIRL **DIAP, AD**
RWY 14R: PAPI(P4L). **RWY 32L:** PAPI(P4L).
RWY 14L–32R: H8351X200 (CONC) PCN 67 R/B/W/T HIRL
RWY 14L: ALSF1. PAPI(P4L). **RWY 32R:** ALSF1. PAPI(P4L).
ARRESTING GEAR/SYSTEMS
RWY 14R ← BAK–15 CHAG (250′ OVRN) BAK–15 CHAG (251′ OVRN) → **RWY 32L**
RWY 14L ← BAK–15 CHAG (250′ OVRN) BAK–15 CHAG (250′ OVRN) → **RWY 32R**
MILITARY SERVICE: LGT ALS Rwy 14L NSTD length 2100′. Rwy 32R PAPI GS and ILS GS not coincidental.
JASU 3(MC–2A) (GTC–85) 9(ESSEX B809) 6(SGNC) **FUEL** J8(Mil) **FLUID** SP PRESAIR LHOX LOX
OIL O–133–148–156 SOAP—Not avbl weekends.
MILITARY REMARKS: Opr Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡, clsd federal holiday except when an observed holiday falls on Mon then Mon 2000–2300Z‡ and clsd on preceding Sun. Bird Aircraft Strike Hazard Phase II in effect 1 Mar–30 Nov, expect heavy migration. Year round bird activity highest in early to mid morning and after 2230Z‡ daily. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR, ctc Base OPS DSN 487–1861, C210–652–1861. Acft must adhere to PPR arr block +/− 30 min of scheduled ldg. Expect radar vector for ILS for VFR straight in apch and full stop ldg during student training. Fire fighting capability ltd to small and medium frame acft (C9, C130, P3, etc.). **CAUTION** During VMC dep acft must remain blo 1300′ Rwy 14R–32L, 2100′ Rwy 14L–32R until past dep end to ensure separation from VFR overhead tfc pattern unless otherwise cleared by ATC. **TFC PAT** TPA—Overhead Rwy 14L–32R 2600(1837), Rwy 14R–32L 1800(1037). **NS ABTMT** Dep and arr acft will use minimum power settings consistent with acft flt manuals and comply with all ATC instructions. **MISC** Acft with Code 7 and abv ctc PTD with block time 60 miles prior ldg. First 1000′ Rwy 14R and first 2500′ Rwy 32L conc, middle 4852′ asph. Fleet svc avbl 48 hr advance notice. No glycol avbl.
COMMUNICATIONS: ATIS 327.8 HANGOVER ATIS 290.525 (Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡, CLOSED Federal holidays except when an observed holiday falls on Mon then Mon 2000–2300Z‡ and CLOSED on preceding Sun.) **PTD** 372.2
Ⓡ **SAN ANTONIO APP CON** 124.45 335.625
Ⓡ **SAN ANTONIO DEP CON** 125.7 290.225
TOWER 128.25 294.7 (Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡, clsd federal holiday except when an observed holiday falls on Mon then Mon 2000–2300Z‡ and clsd on preceding Sun.) **GND CON** 119.65 275.8
CLNC DEL 338.35 (Rwy 14L–32R)
PMSV METRO 239.8 (PMSV METRO Wx DSN 487–3040, C210–652–3030. Full svc during airfield opr hrs, other times remote briefing svc avbl 26 OWS, Barksdale AFB DSN 331–2651, C381–529–2651, TF 1–866–223–9328. Afld wx is monitored by AN/FMQ–19 ASOS and augmented by human observer as req. Backup wx obsn view ltd, rstd fr 170°–340° by flightline fac and trees.
HANGOVER TWR 120.5 291.1 **HANGOVER GND** 124.75 353.75
AIRSPACE: CLASS D svc Mon–Fri 1300–0100Z‡, Sun 2000–2300Z‡, clsd federal holiday except when an observed holiday falls on Mon then Mon 2000–2300Z‡ and clsd on preceding Sun, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.
(T) VORTAC 112.3 RND Chan 70 N29°31.15′ W98°17.11′ at fld. 772/5E. No NOTAM MP Tue and Thu 0430–1230Z‡.
TACAN unusable:
024–040° byd 32 NM blo 3,000′ 302°–309° byd 35 NM blo 4,000′
VOR unusable:
025°–069° byd 32 NM blo 3,000′ 265°–024° byd 35 NM blo 4,000′
224°–264° byd 35 NM blo 3,000′
(L) TACAN Chan 36 DHK (109.9) N29°32.22′ W98°16.07′ at fld. 772/5E. NOTAM FILE RND. NO NOTAM MP Tue and Thu 0430–1230Z‡.
TACAN unusable:
005°–049° byd 30 NM blo 3,000′ 265°–314° byd 33 NM blo 4,000′
050°–059° byd 33 NM blo 2,500′ 339°–004° byd 37 NM blo 4,000′
199°–264° byd 27 NM blo 3,500′
ILS Z 109.3 I–RND Rwy 32R. Back course unusable. NO NOTAM MP Tues and Thu 0430–1230Z‡.
ILS 111.1 I–VQE Rwy 32L. Back course unusable. Coupled apch unusable blo 953′. NO NOTAM MP Tues and Thu 0430–1230Z‡.
ILS 111.3 I–UNY Rwy 14R. NO NOTAM MP Tues and Thu 0430–1230Z‡.
ILS Z 109.9 I–TRT Rwy 14L. Glideslope critical areas unprotected. NO NOTAM MP Tues and Thu 0430–1230Z‡.
COMM/NAV/WEATHER REMARKS: Twr frequencies 128.25/258.3 and HANGOVER twr frequencies 120.5/291.1 for tfc control Rwy 14L–32R when student training in progress.

RANGER N32°53.37′ W97°10.77′ NOTAM FILE FTW. **DALLAS–FT WORTH**
(H) VORTACW 115.7 FUZ Chan 104 304° 9.2 NM to Fort Worth Alliance. 637/6E. **COPTER**
H–6H, L–17C, A

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg 8351 TDZE 742 Arpt Elev 761
109.9	145°	

JAL-341 [USAF] — RANDOLPH AFB (KRND)

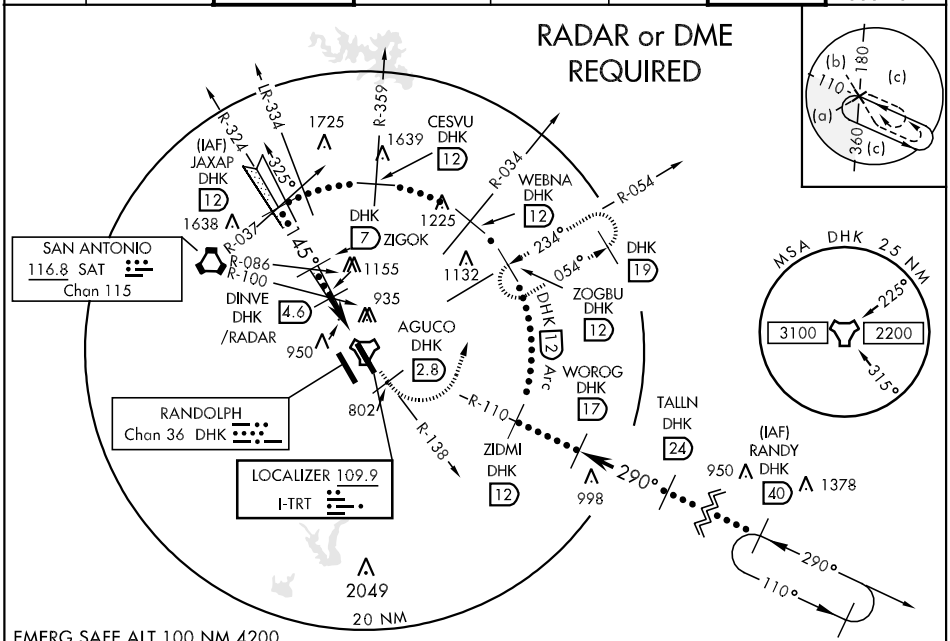
* When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

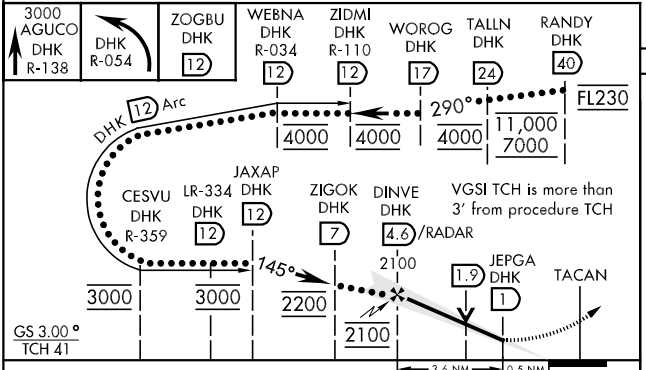
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 direct ZOGBU and hold.

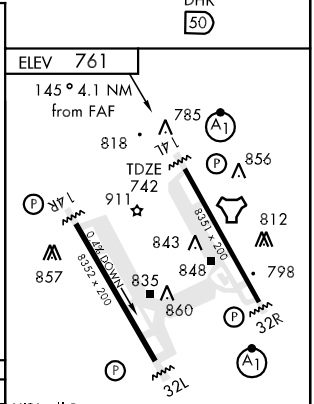
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.55	327.8	120.5 291.1	124.75 353.75

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 14L	942/40	200	(200-¾)
S-LOC/ DME 14L *	1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING * *	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.3	325°	8351	734	761

JAL-341 [USAF]

RANDOLPH AFB (KRND)

* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

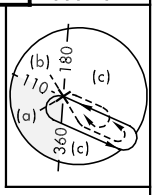
ALSF-1

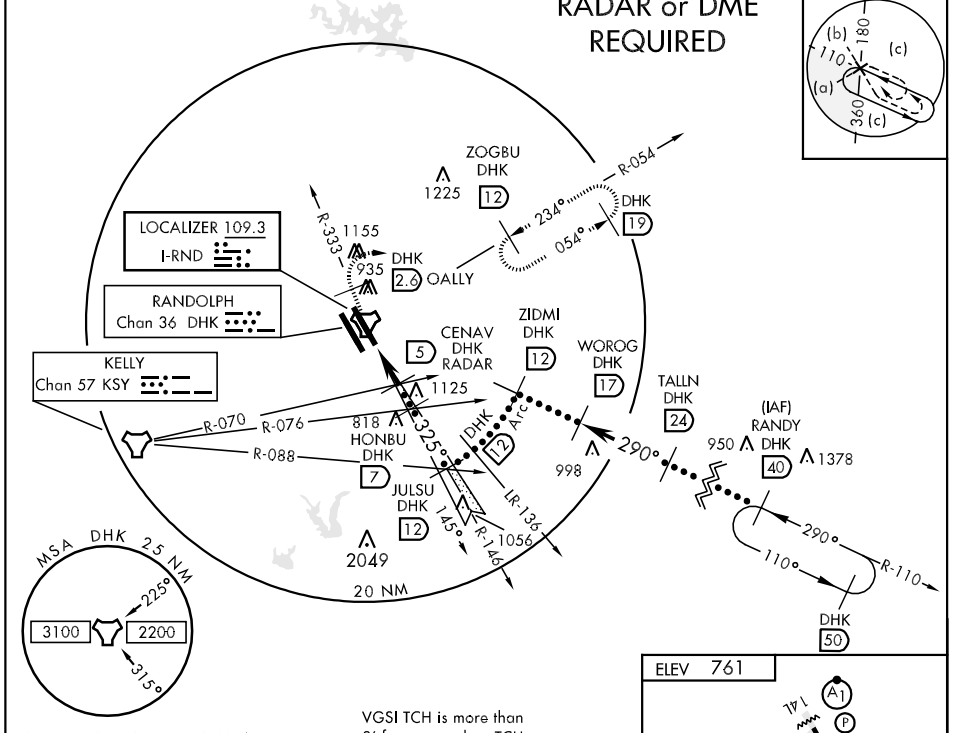
MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY), then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

*** Circling not authorized SW of Rwy 14L-32R.

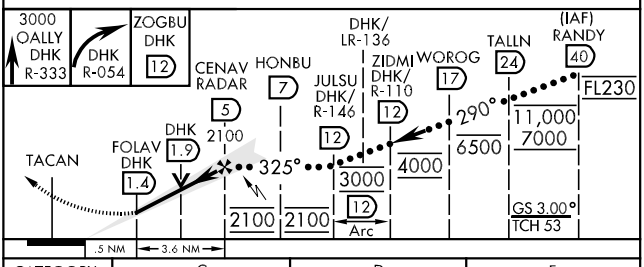
RADAR or DME REQUIRED

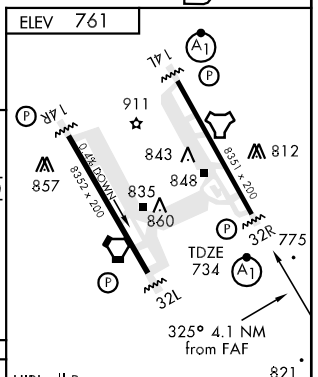




EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3′ from procedure TCH





CATEGORY	C	D	E
S-ILS 32R *	934/24	200	(200-½)
S-LOC/ DME 32R **	1080/40	346	(400-¾)
CIRCLING ***	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100′

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

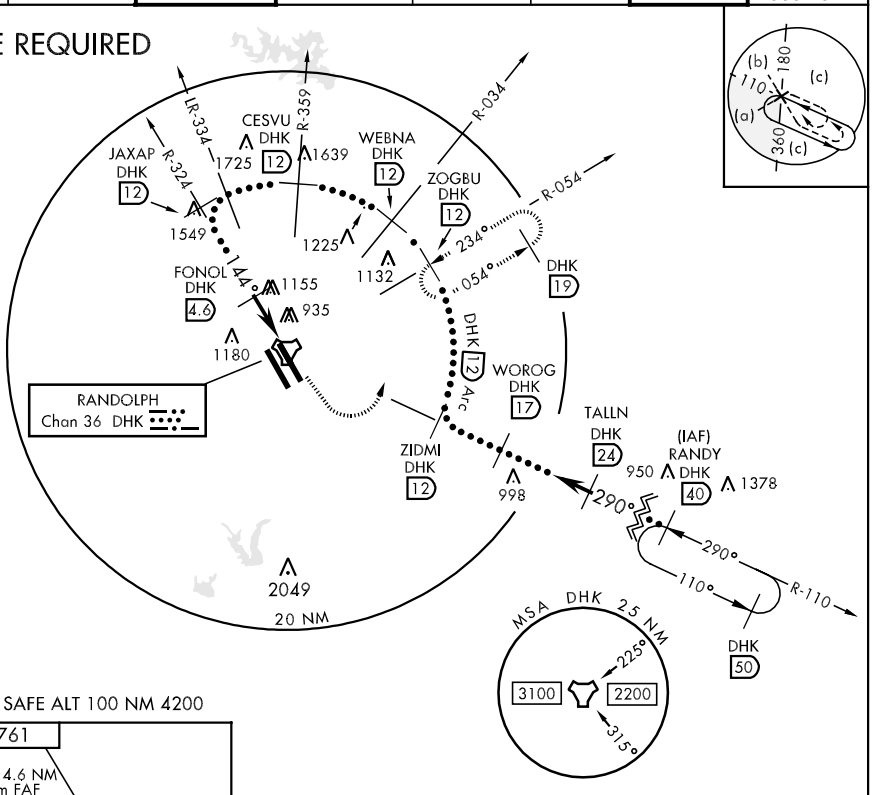
TACAN DHK Chan 36	APCH CRS 144°	Rwy ldg N/A TDZE N/A Arpt Elev 761	JAL-341 [USAF]

* Circling not authorized SW of Rwy 14L-32R.

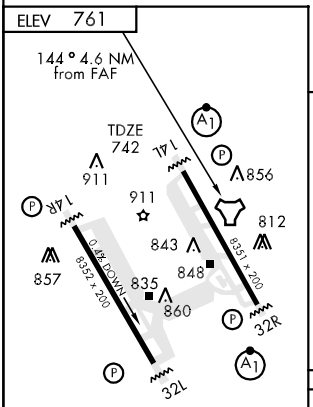
MISSED APPROACH: Track 145° to 1500. Then climbing left turn to 3000. Intercept DHK TACAN R-054 direct ZOGBU and hold as published.

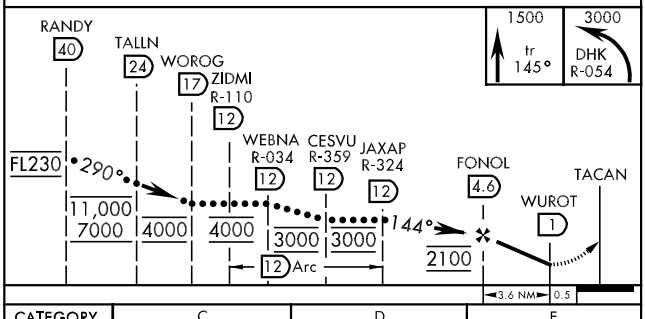
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
CIRCLING *	1420-1¾ 659 (700-1¾)	1420-2 659 (700-2)	1800-3 1039 (1100-3)

SC-3, 26 AUG 2010 to 23 SEP 2010

HI-TACAN B

TACAN	APCH CRS	Rwy ldg	N/A
DHK Chan 36	326°	TDZE	N/A
		Arpt Elev	761

JAL-341 [USAF]

RANDOLPH AFB (KRND)

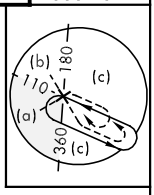
* Circling not authorized SW of Rwy 14L-32R.

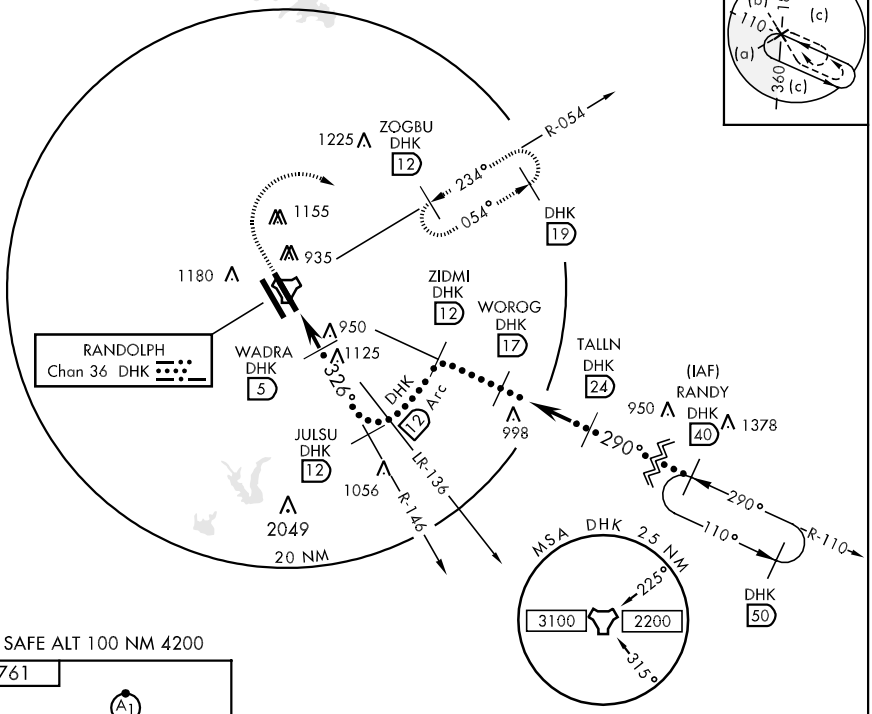
MISSED APPROACH: Track 337° to 1500, then climbing right turn to 3000, intercept DHK TACAN R-054 direct ZOGBU and hold.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

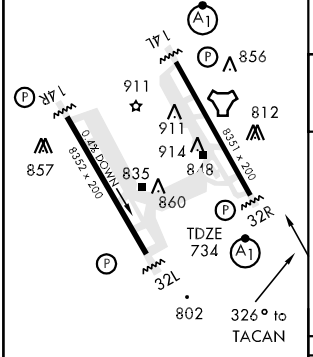
SC-3, 26 AUG 2010 to 23 SEP 2010

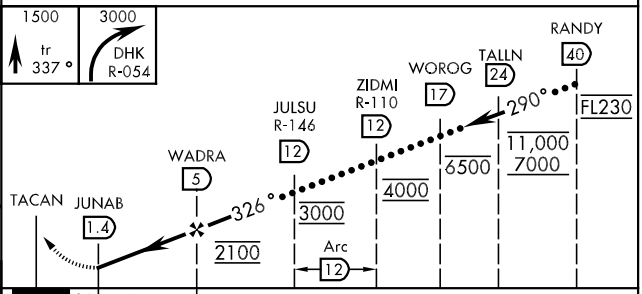
DME REQUIRED





EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
CIRCLING *	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

29°32'N-98°17'W

HI-TACAN B

ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-341 [USAF]	RANDOLPH AFB (KRND)
109.9	145°	8351 / 742 / 761		

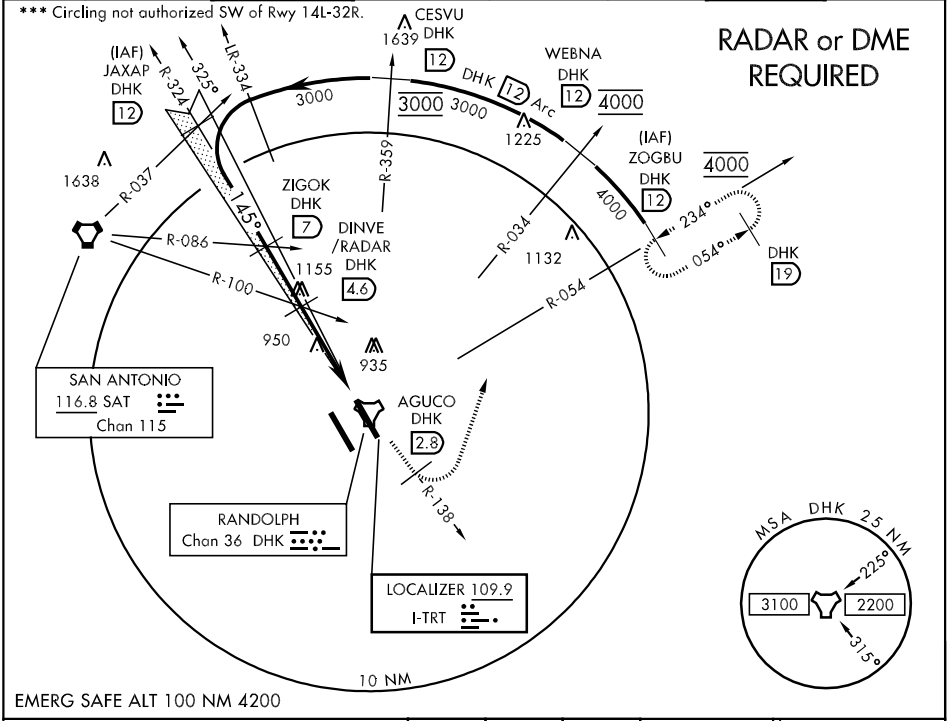
* When ALS inop, increase RVR CATS AB to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, Cat E vis to 1¾ miles.

ALSF-1

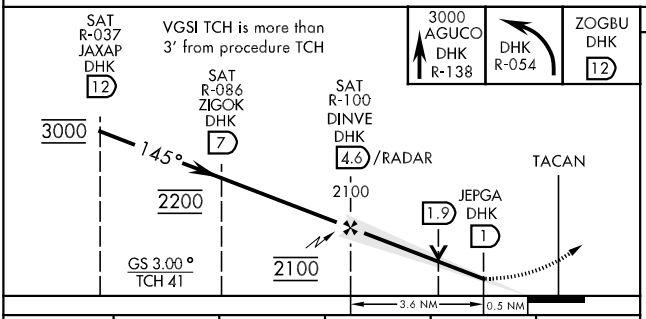
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 to ZOGBU and hold.

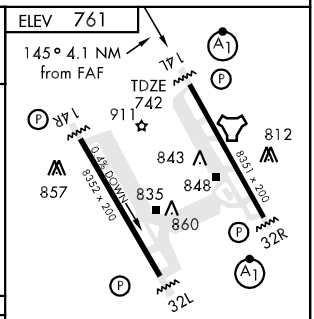
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

*** Circling not authorized SW of Rwy 14L-32R.



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 14L*	942/24 200	(200-½)	942/40 200		(200-¾)
S-LOC/DME 14L **	1220/40 478	(500-¾)	1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING ***	1220-1 459	(500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039(1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

ILS or LOC/DME RWY 14R

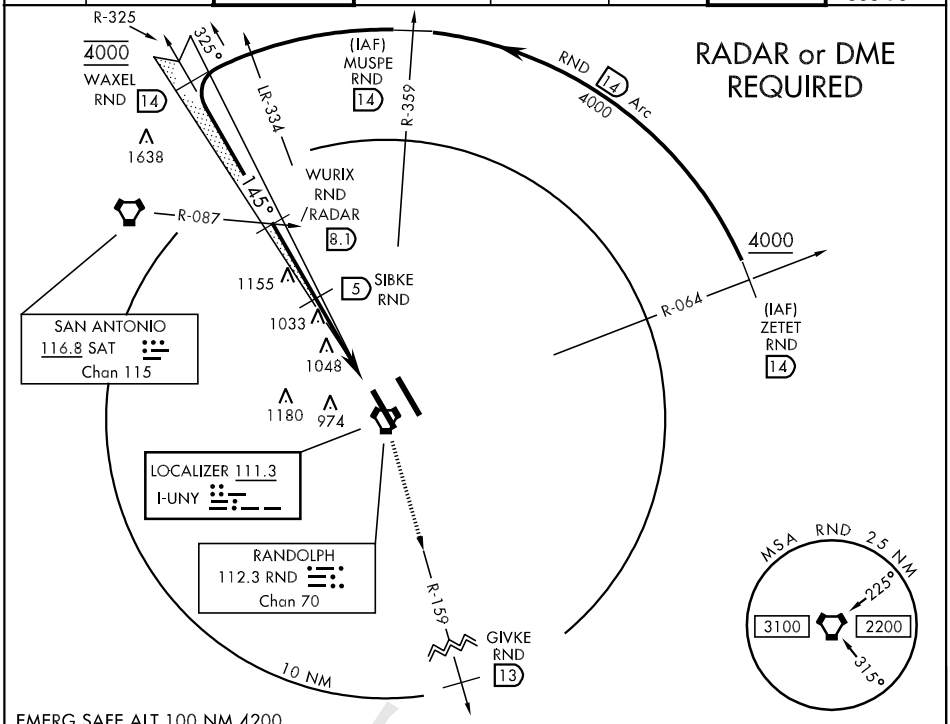
LOC I-UNY 111.3	APCH CRS 145°	Rwy Idg 8352 TDZE 761 Arpt Elev 761

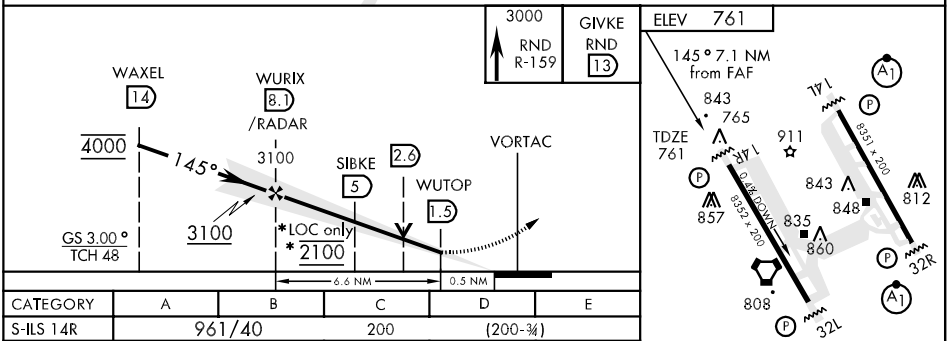
AL-341 [USAF] RANDOLPH AFB (KRND)

** Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





CATEGORY	A	B	C	D	E
S-ILS 14R	961/40		200	(200-¾)	
S-LOC/ DME 14R	1300/50 539 (600-1)		1300-1½ 539 (600-1½)	1300-1¾ 539 (600-1¾)	1300-2 539 (600-2)
CIRCLING **	1300-1 539 (600-1)		1300-1½ 539 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:13	2:38	2:12

SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 32L

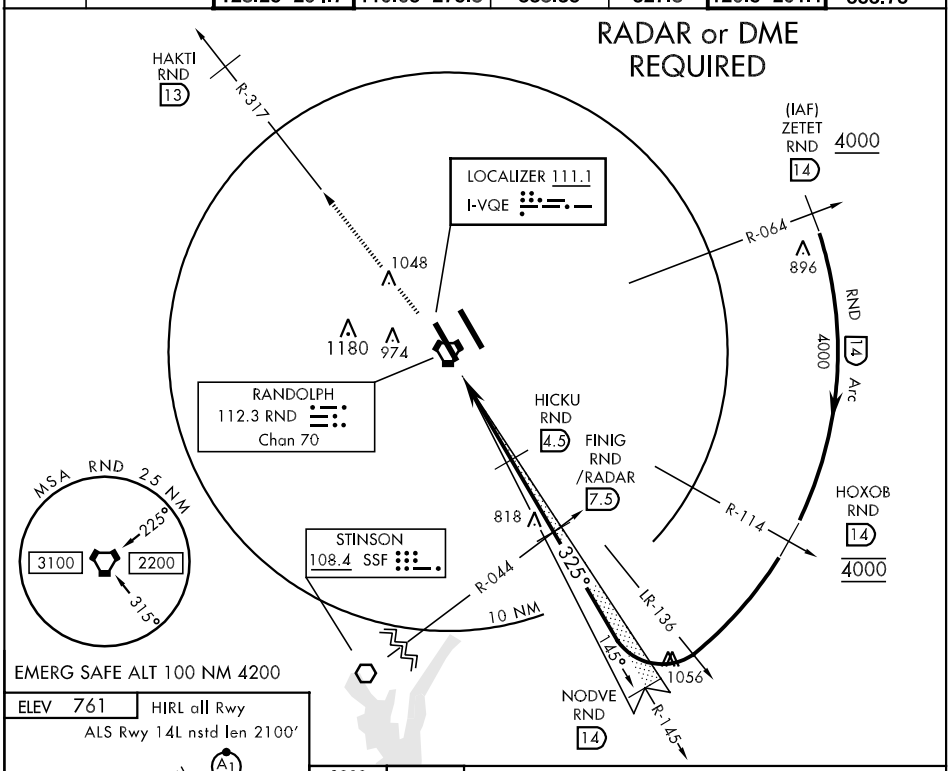
LOC I-VQE	APCH CRS	Rwy Idg	8352
111.1	325°	TDZE	734
		Arpt Elev	761

AL-341 [USAF] RANDOLPH AFB (KRND)

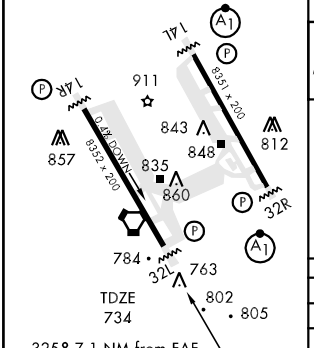
** Circling not authorized NE of Rwy 14R-32L.

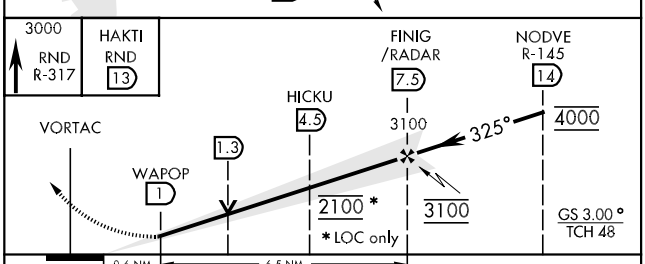
MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



ELEV 761 HIRL all Rwy
ALS Rwy 14L nstd len 2100'





FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D	E
S-ILS 32L	934/40		200	(200-¾)	
S-LOC/DME 32L	1060/50		326	(300-1)	1060/60 326 (300-1¼)
CIRCLING **	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg	8351
109.3	325°	TDZE	734
		Arpt Elev	761

AL-341 [USAF] RANDOLPH AFB (KRND)

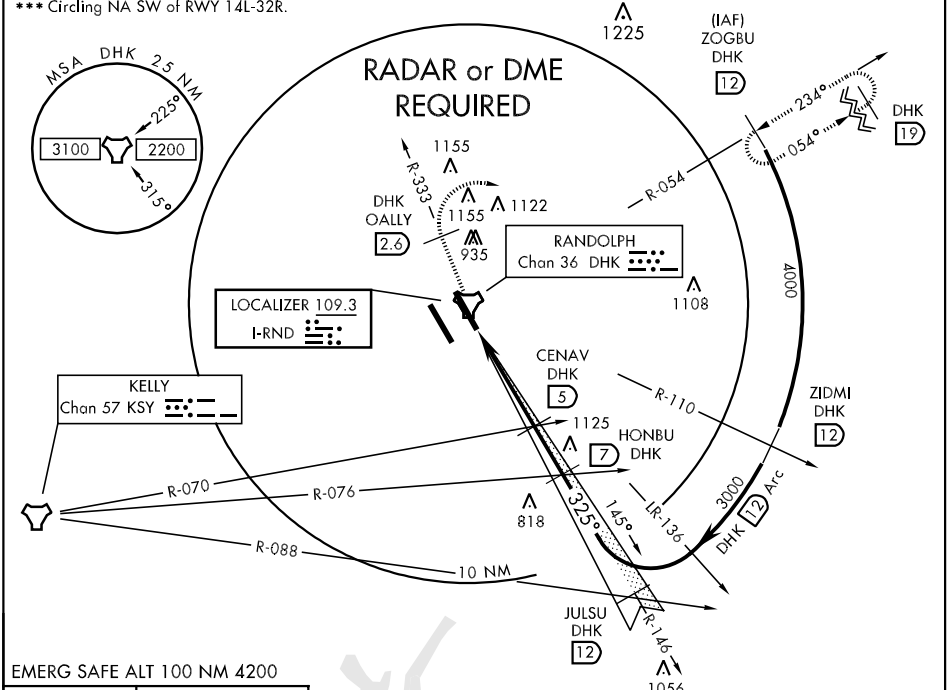
* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY). Then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

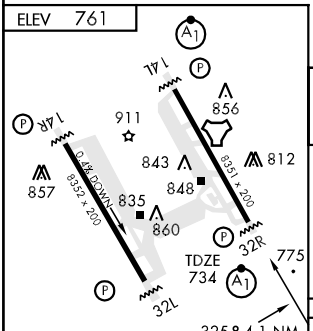
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

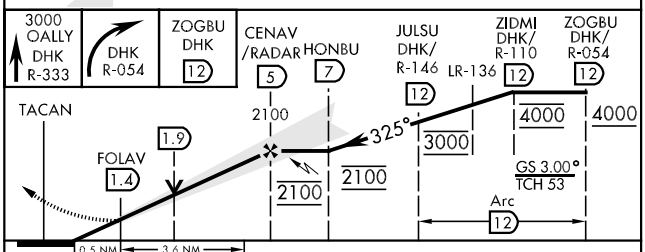
*** Circling NA SW of RWY 14L-32R.



EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3' from procedure TCH





CATEGORY	A	B	C	D	E
S-ILS 32R *	934/24		200	(200-½)	
S-LOC/ DME 32R **	1080/24 346 (400-½)		1080/40 346 (400-¾)		
CIRCLING ***	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

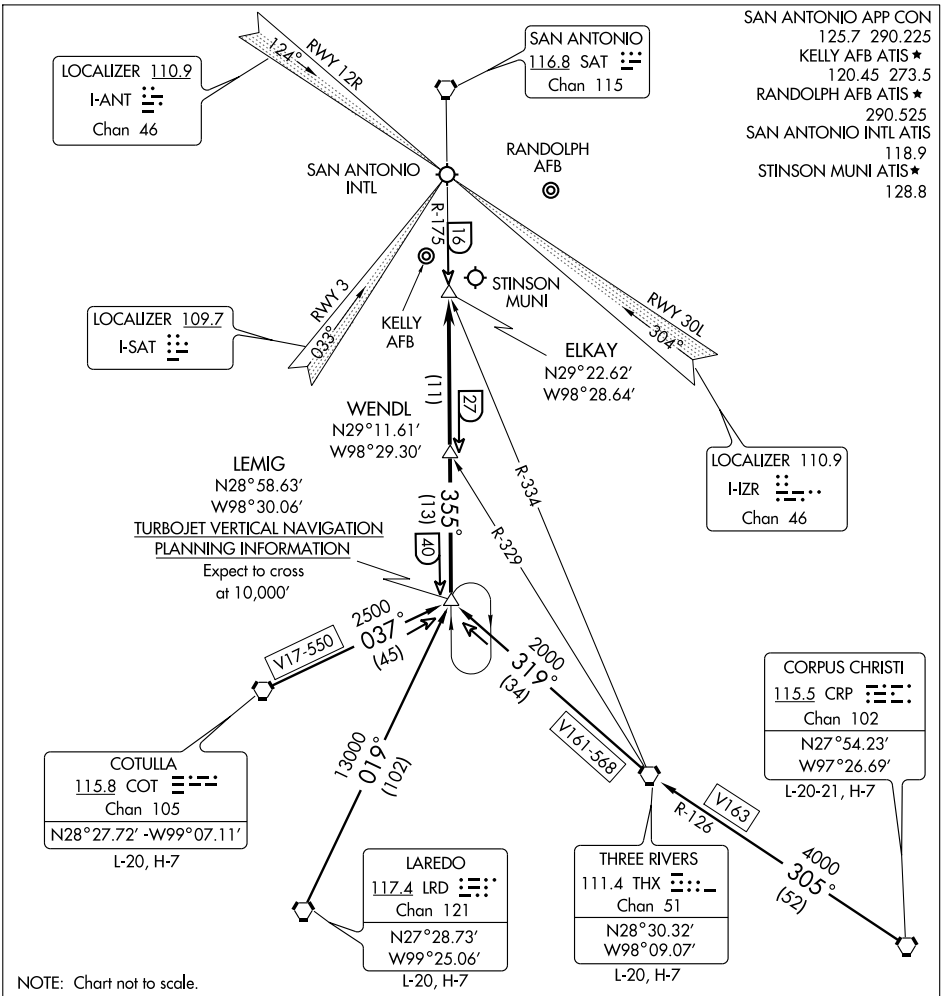
FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

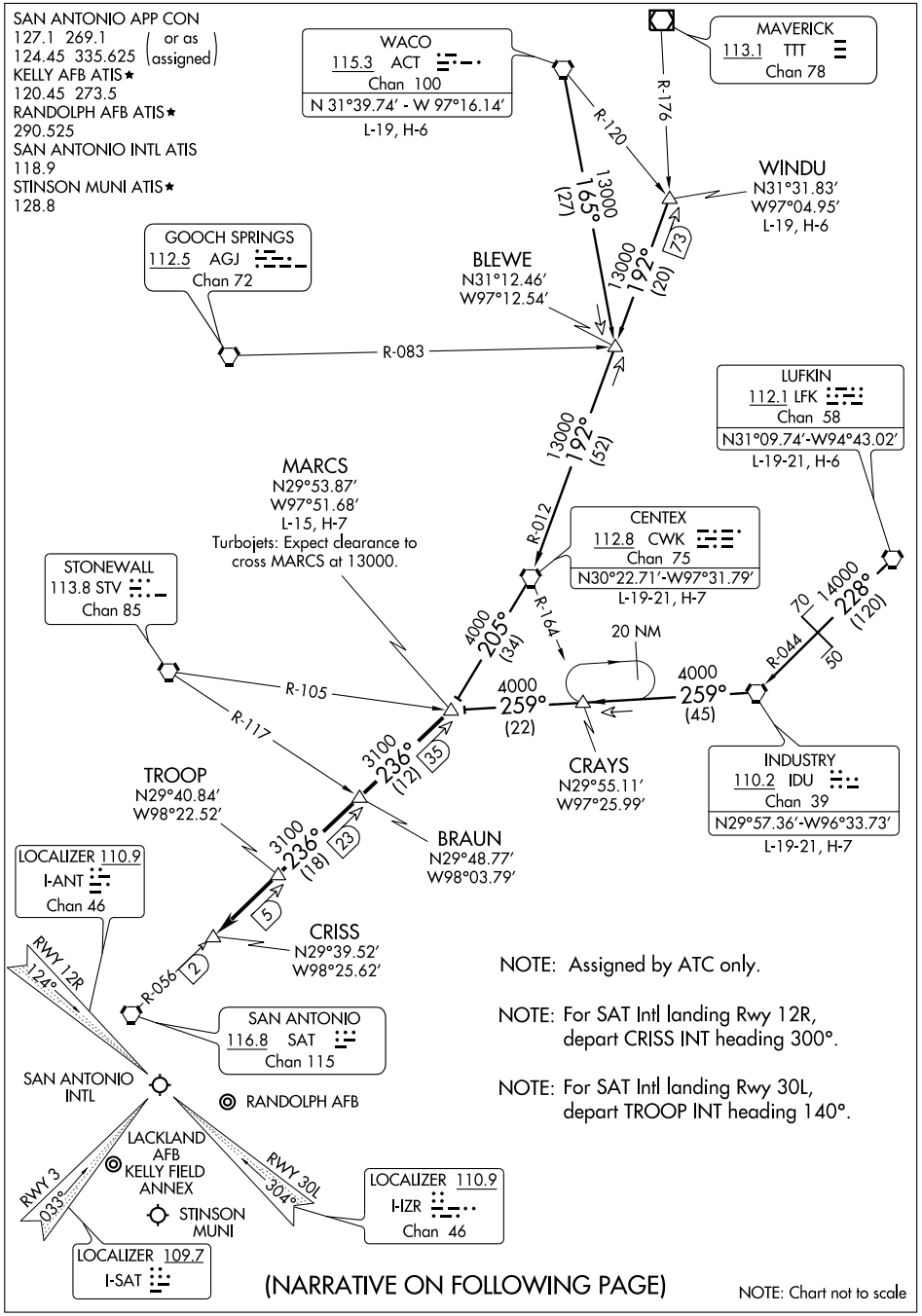
SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

SC-3, 26 AUG 2010 to 23 SEP 2010



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

(MARCS.MARCS9) 09351

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 14L

APCH CRS	Rwy ldg	8351
145°	TDZE	742
	Arpt Elev	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

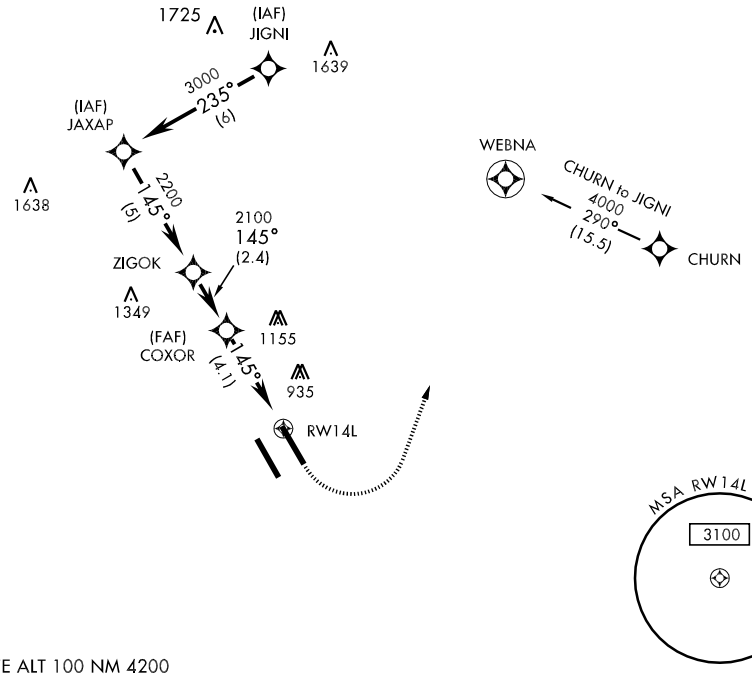
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

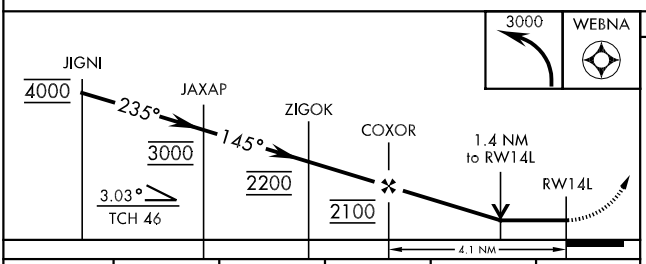
MISSED APPROACH: Climbing left turn to 3000, direct WEBNA WP. Expect ATC instructions.

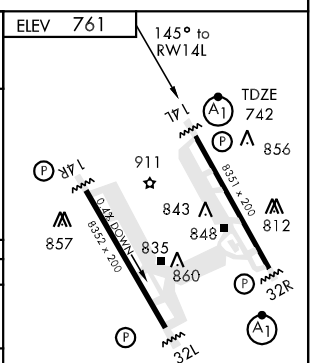
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
LNAV MDA *	1220/40 478 (500-¾)		1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1 459 (500-1)		1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 14R

APCH CRS	Rwy Idg	8352
145°	TDZE	761
	Arpt Elev	761

AL-341 [USAF]

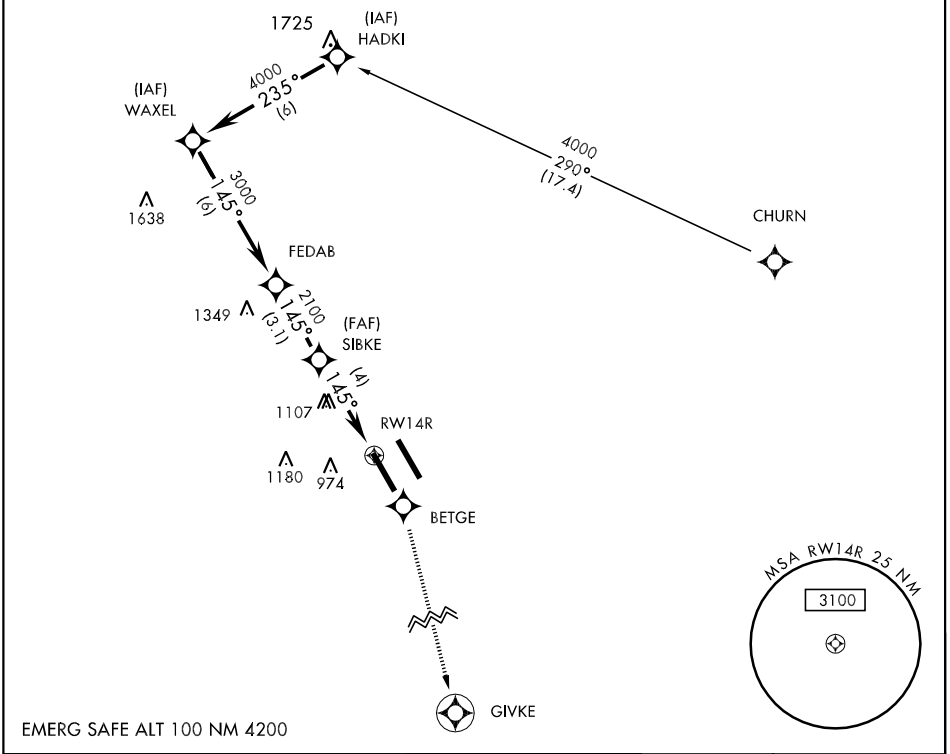
RANDOLPH AFB (KRND)

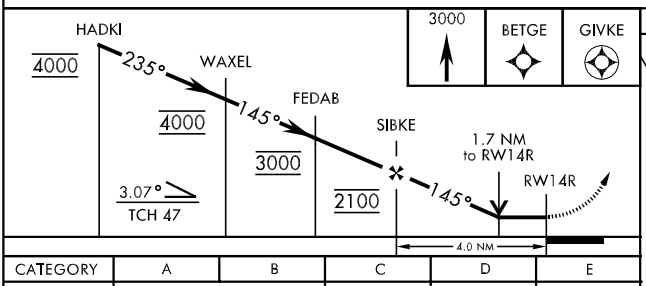
* Circling not authorized NE of Rwy 14R-32L.

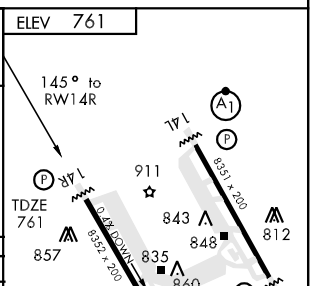
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct BETGE WPT, then out to GIVKE WPT. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
LNAV MDA	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32L

APCH CRS	Rwy ldg	8352
325°	TDZE	734
	Arpt Elev	761

AL-341 [USAF]

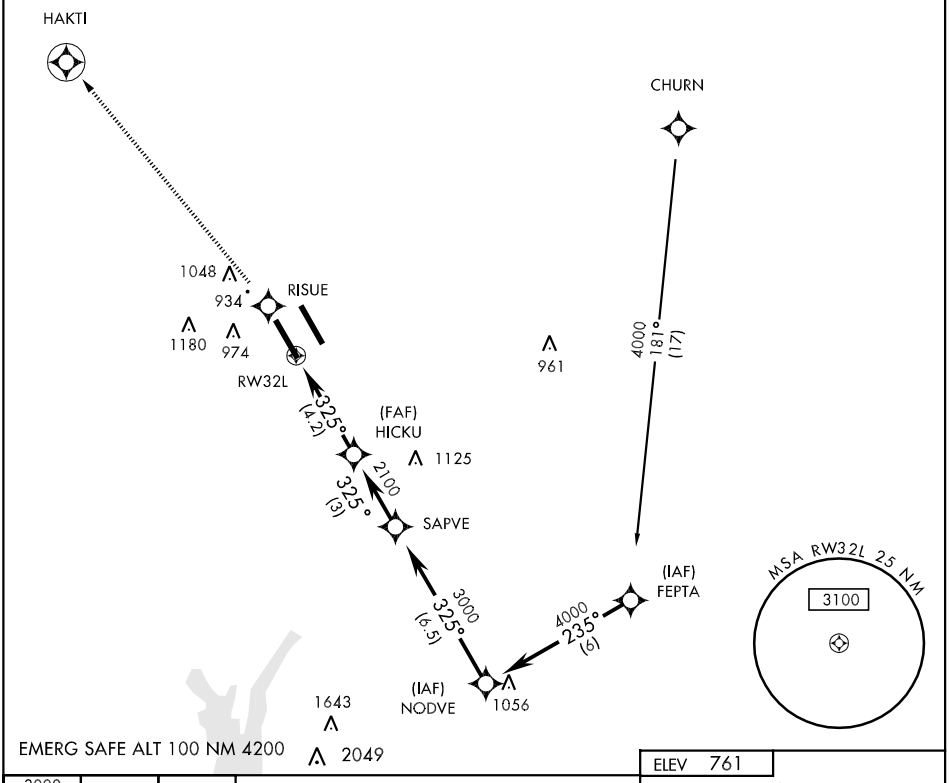
RANDOLPH AFB (KRND)

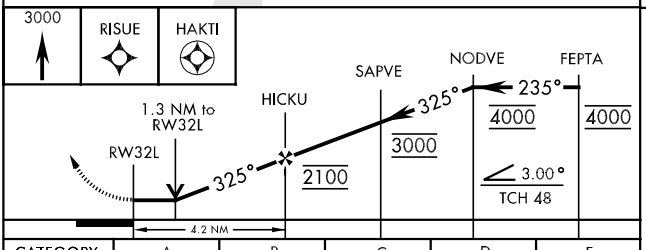
*Circling not authorized NE of Rwy 14R-32L.

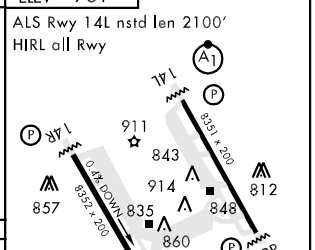
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct RISUE WPT, then out to HAKTI WPT. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
LNAV MDA	1180-1 446 (500-1)		1180-1¼ 446 (500-1¼)	1180-1½ 446 (500-1½)	
CIRCLING *	1240-1 479 (500-1)		1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32R

APCH CRS	Rwy ldg	8351
325°	TDZE	734
	Arpt Elev	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

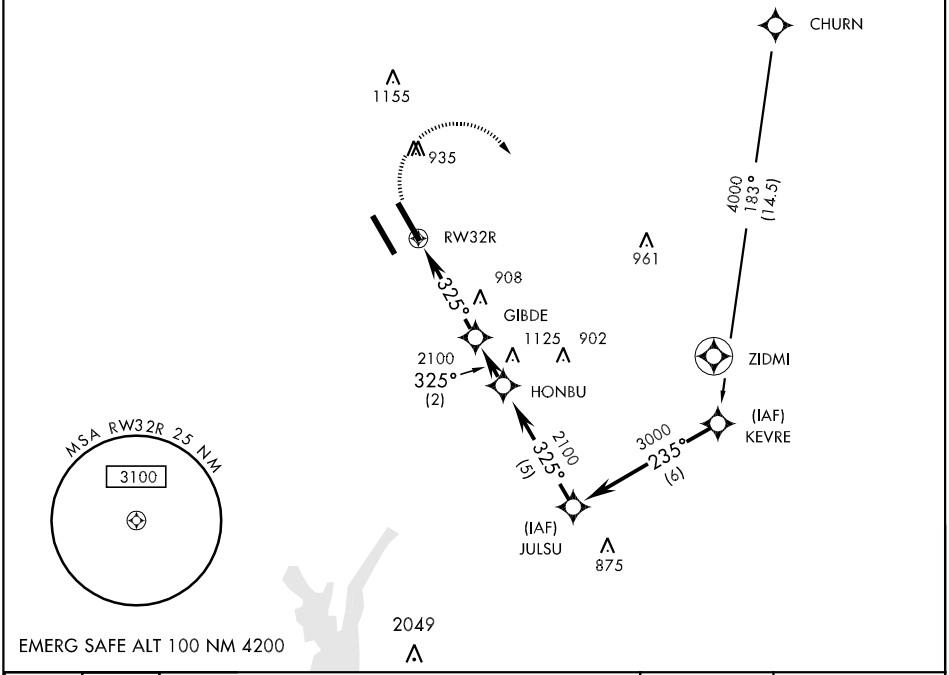
* When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 14L-32R.

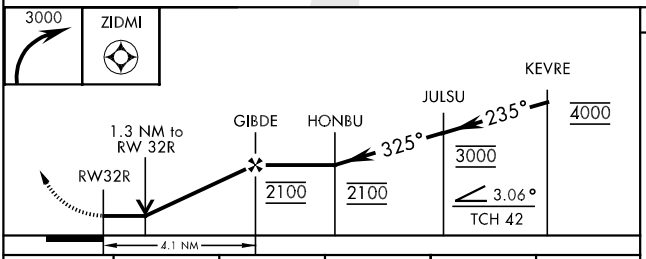
ALSF-1

MISSED APPROACH: Climbing right turn to 3000, direct ZIDMI WP. Expect ATC instructions.

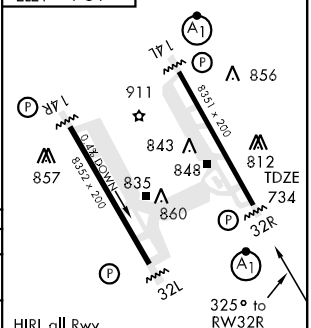
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA





ELEV 761



CATEGORY	A	B	C	D	E
LNAV MDA *	1180/24 446 (500-½)		1180/40 446 (500-¾)	1180/50 446 (500-1)	
CIRCLING **	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

29°32'N-98°17'W

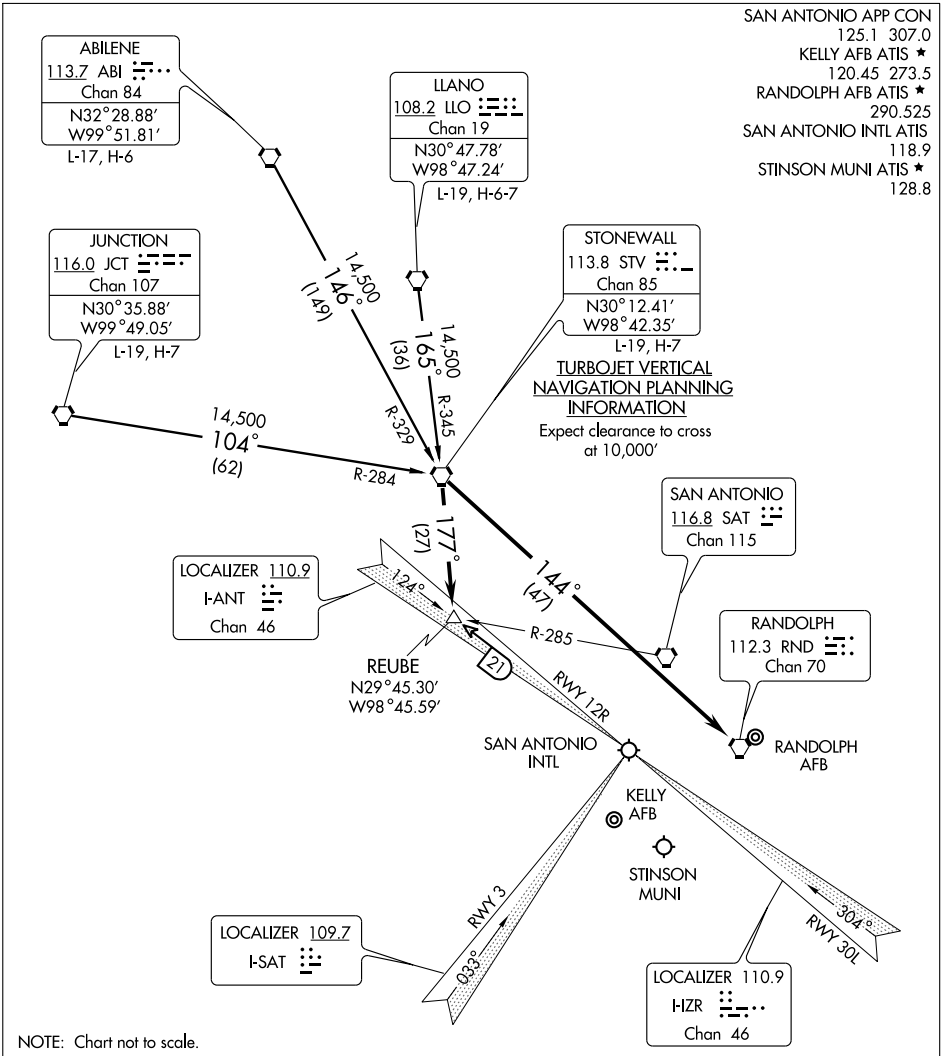
RNAV (GPS) RWY 32R

SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 14R

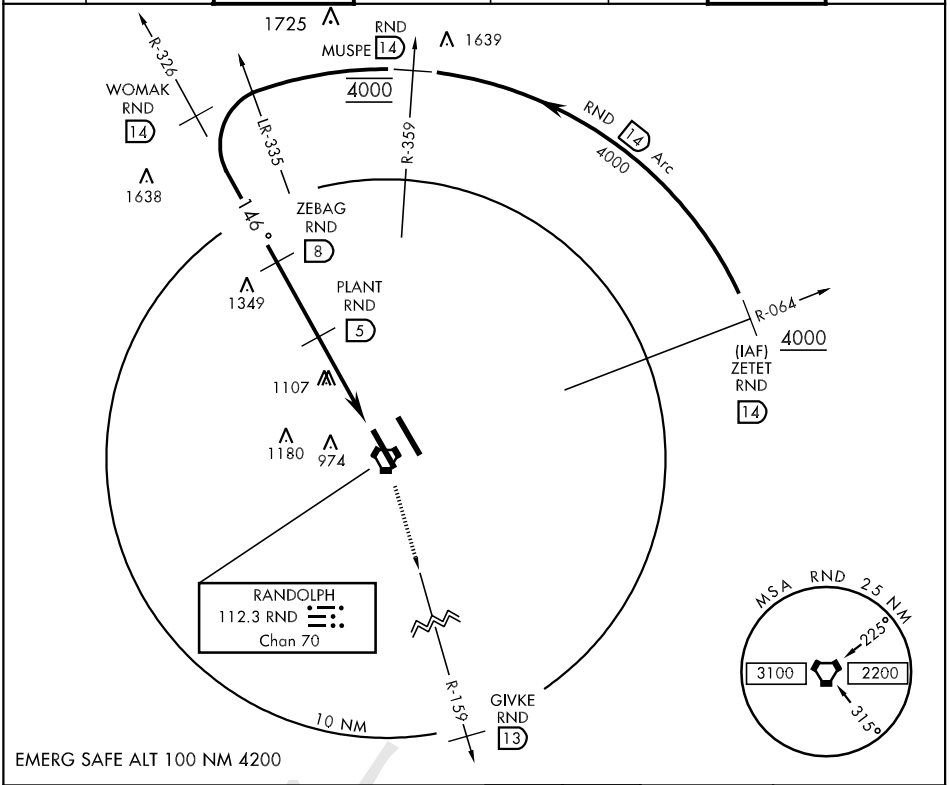
VORTAC RND	APCH CRS	Rwy Idg 8352
112.3	146°	TDZE 761
Chan 70		Arpt Elev 761

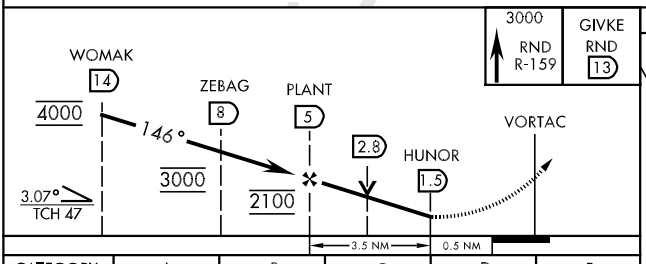
AL-341 [USAF] RANDOLPH AFB (KRND)

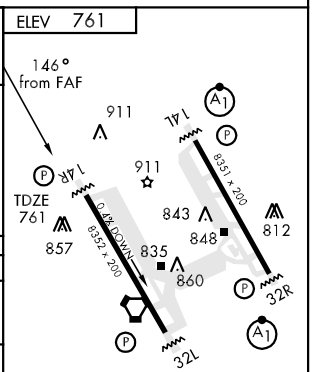
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE.). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
S-14R	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 32L

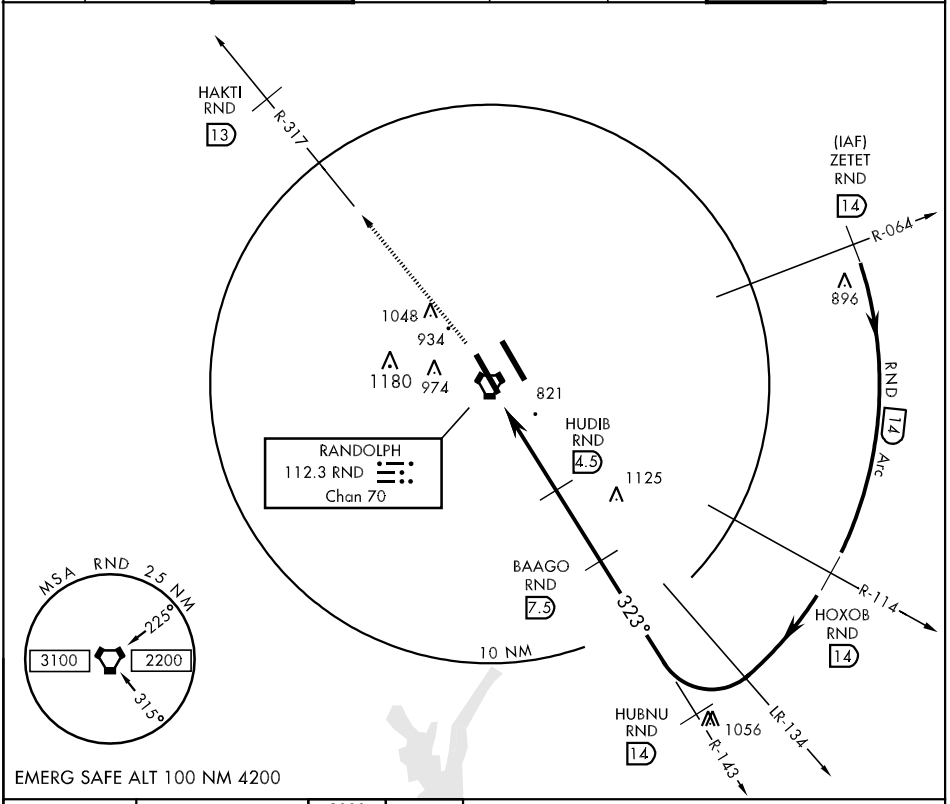
VORTAC RND	APCH CRS	Rwy Idg	8352
112.3	323°	TDZE	734
Chan 70		Arpt Elev	761

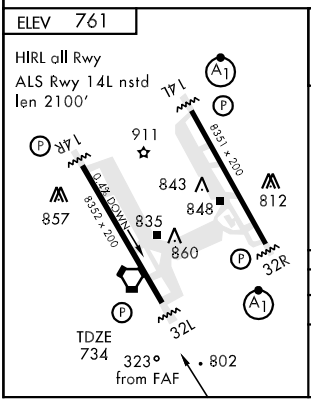
AL-341 [USAF] RANDOLPH AFB (KRND)

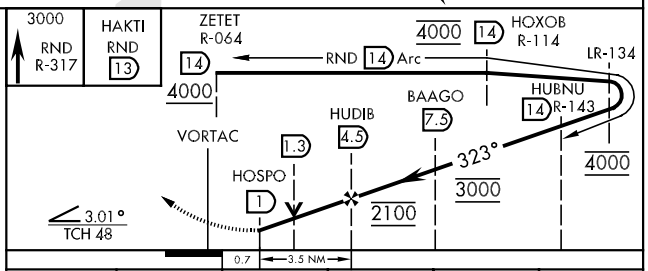
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to RND 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



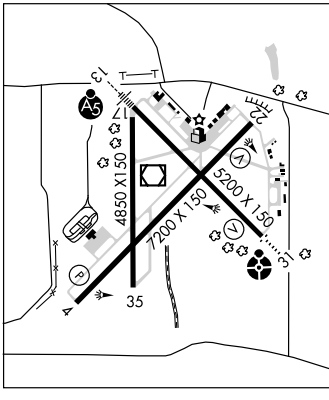




CATEGORY	A	B	C	D	E
S-32L	1080-1	346 (400-1)		1080-1¼	346 (400-1¼)
CIRCLING *	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

TYLER POUNDS RGNL (TYR) 3 W UTC−6(−5DT) N32°21.25′ W95°24.15′ **DALLAS–FT. WORTH**
544 B S4 **FUEL** 100LL, JET A OX 1, 3 ARFF Index—See Remarks NOTAM FILE TYR **H–6I, L–17D**
RWY 04–22: H7200X150 (ASPH–GRVD) S–40, D–60, 2S–84, 2T–223, 2D–100, 2D/D1–212, C5–342 **IAP, AD**
MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.
RWY 13–31: H5200X150 (ASPH–GRVD) S–40, D–60, 2D–100
HIRL 0.5% up SE
RWY 13: MALSR. Pole.
RWY 31: ODALS. VASI(V4L)—GA 3.0° TCH 54′. Road.
RWY 17–35: H4850X150 (ASPH) S–40, D–60, 2D–100
MIRL 0.5% up S
RWY 17: Tree. **RWY 35:** Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 13:	TORA–5200	TODA–5200	ASDA–5200	LDA–5200
RWY 17:	TORA–4850	TODA–4850	ASDA–4850	LDA–4850
RWY 22:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 31:	TORA–5200	TODA–5200	ASDA–5200	LDA–5200
RWY 35:	TORA–4850	TODA–4850	ASDA–4850	LDA–4850

AIRPORT REMARKS: Attended 1100–0400Z‡. For fuel after hours call 903–597–1334 or 903–595–4255. Class I, ARFF Index A. ARFF Index B avbl. Helicopters operating inbound/outbound to/from the downtown hospitals state intention on 123.075. West side passenger terminal ramp access rstd to air carrier. Noise abatement procedures in effect Call 903–590–3048. When twr clsd ACTIVATE MIRL Rwy 04–22 and Rwy 17–35, MALSR Rwy 13, ODALS Rwy 31 and twy lights–120.1, HIRL Rwy 13–31 preset medium ints, to increase ints ACTIVATE–120.1. PAPI Rwy 04, VASI Rwy 22 and Rwy 31 operate continuously.
WEATHER DATA SOURCES: ASOS (903) 535–9105. LAWRS.
COMMUNICATIONS: CTAF 120.1 **ATIS** 126.25 **UNICOM** 122.95
RCO 122.3 (FORT WORTH RADIO)
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
FORT WORTH CENTER APP/DEP CON 135.25 (0400–1200Z‡)
TOWER 120.1 (1230–0330Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1230–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TYR.
(T) VORW/DME 114.2 TYR Chan 89 N32°21.35′ W95°24.21′ at fld. 540/6E.
INDOO NDB (LOM) 320 TY N32°24.95′ W95°28.18′ 131° 5.0 NM to fld.
ILS 109.9 I–TYR Rwy 13. Class IC. LOM INDOO NDB Unmonitored when twr clsd.

TYLER CO (See WOODVILLE)

UPTON CO (See MCCAMEY)

UVALDE

GARNER FLD (UVA) 3 E UTC−6(−5DT) N29°12.68′ W99°44.62′ **SAN ANTONIO**
942 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE UVA **H–7B, L–19B**
RWY 15–33: H5256X100 (ASPH) S–30, D–40, 2D–40 MIRL 0.3% up NW **IAP**
RWY 15: REIL. VASI(V2L)—GA 4.0° TCH 46′. Trees. **RWY 33:** REIL. VASI(V2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Attended 1300–0100Z‡. Turf strip 3300′X75′ parallel to and E of Rwy 15–33 used by crop dusters only. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (830) 278–8862.
COMMUNICATIONS: CTAF/UNICOM 122.8
UVALDE RCO 123.65 (SAN ANGELO RADIO)
Ⓡ **HOUSTON CENTER APP/DEP CON** 134.95
RADIO AIDS TO NAVIGATION: NOTAM FILE ERV.
CENTER POINT (H) VORTAC 117.5 CSI Chan 122 N29°55.34′ W99°12.87′ 205° 50.8 NM to fld. 2080/8E.
UVALDE NDB (MHW) 281 UVA N29°10.66′ W99°43.54′ 328° 2.2 NM to fld. NOTAM FILE UVA.

UVALDE N29°10.66′ W99°43.54′ NOTAM FILE UVA. **SAN ANTONIO**
NDB (MHW) 281 UVA 328° 2.2 NM to Garner Fld. **L–19B**
RCO 123.65 (SAN ANGELO RADIO)

VALLEY INTL (See HARLINGEN)

NDB UVA	APP CRS	Rwy Idg	5256
281	328°	TDZE	933
		Apt Elev	942

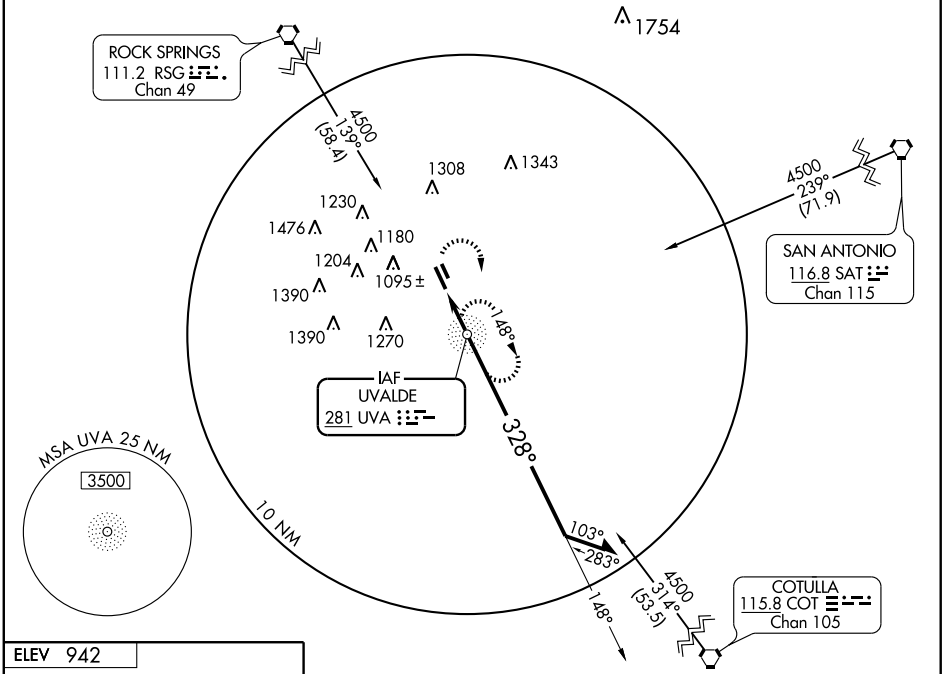
NDB RWY 33

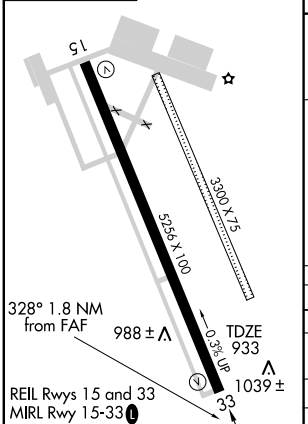
UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting.

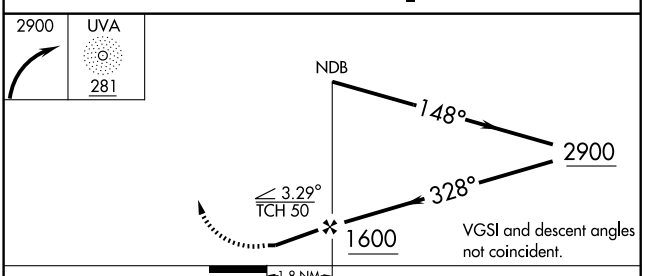
MISSED APPROACH: Climbing right turn to 2900 direct UVA NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L





FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
S-33	1340-1 407 (400-1)		1340-1¼ 407 (400-1¼)	
CIRCLING	1340-1 398 (400-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)
HONDO MUNI ALTIMETER SETTING MINIMUMS				
S-33	1440-1 507 (500-1)		1440-1½ 507 (500-1½)	
CIRCLING	1440-1 498 (500-1)	1560-1 618 (700-1)	1560-1¾ 618 (700-1¾)	1600-2 658 (700-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33

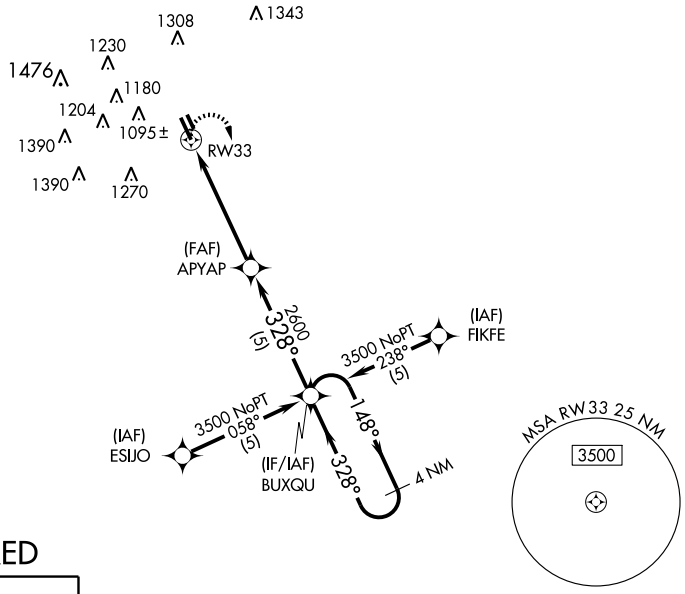
UVALDE/GARNER FIELD (UVA)

APP CRS	Rwy ldg	5256
328°	TDZE	933
	Apt Elev	942

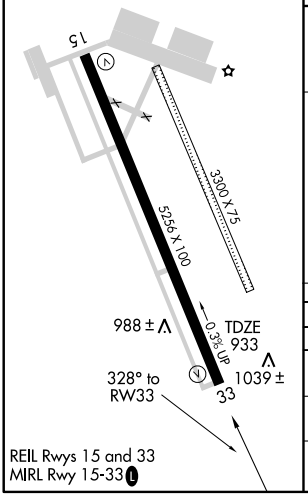
NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting and increase all MDA's 100 feet and visibility Cat's C and D 1/4 mile.
GPS or RNP-0.3 REQUIRED, DME/DME RNP-0.3 NA

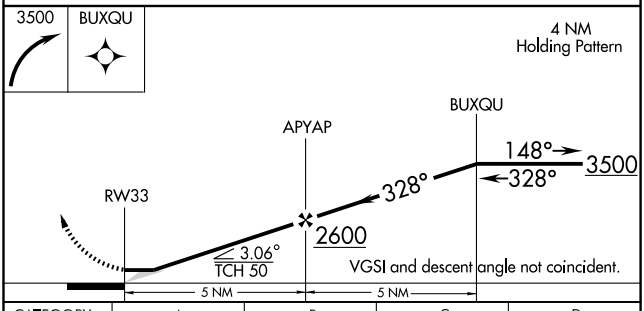
MISSED APPROACH: Climbing right turn to 3500 direct BUXQU WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1380-1 438 (500-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)

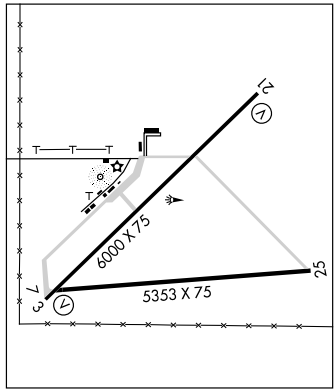
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VALLEY MILLS MUNI (9F1) 3 SE UTC−6(−5DT) N31°37.26′ W97°25.77′ SAN ANTONIO
751 NOTAM FILE FTW
RWY 06–24: 3028X40 (TURF)
RWY 24: Tree.
RWY 14–32: 2788X40 (TURF)
RWY 14: Road. **RWY 32:** Fence.
AIRPORT REMARKS: Unattended. Remote Controlled acft opr in immediate vicinity of arpt. 1′ ditches on edges of Rwy 24. Rwy 06–24 and Rwy 14–32 rough. All rwys soft when wet. Rwy 06–24 white painted tires outline rwy and thlds.
COMMUNICATIONS: CTAF 122.9

VALTR N31°51.62′ W106°19.06′ NOTAM FILE ELP. EL PASO
NDB (HW/LOM) 242 EL 212° 4.4 NM to El Paso Intl. L–6F

VAN HORN

CULBERSON CO (VHN) 3 NE UTC−6(−5DT) N31°03.47′ W104°47.03′ EL PASO
3957 B **FUEL** 100LL, JET A1+ NOTAM FILE ABQ H–6F, L–6J
RWY 03–21: H6000X75 (ASPH) S–15 MIRL 0.6% up SW IAP
RWY 03: VASI(V2R)—GA 3.0° TCH 23′. Brush.
RWY 21: VASI(V2L)—GA 3.0° TCH 24′.
RWY 07–25: H5353X75 (ASPH) S–15 MIRL 0.9% up W
RWY 07: Brush.
AIRPORT REMARKS: Unattended. For fuel call 432–283–2237/2920/2003. MIRL Rwy 03–21 and Rwy 07–25 preset low ints SS–SR, to increase ints ACTIVATE—CTAF. After SR ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
ALBUQUERQUE CENTER APP/DEP CON 135.875 **GCO** 121.725 (ALBUQUERQUE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.
HUDSPETH (L) VORTACW 115.0 HUP Chan 97 N31°34.12′ W105°22.58′ 123° 43.2 NM to fld. 4390/12E.
VAN HORN NDB (MHW) 233 VHN N31°03.70′ W104°47.20′ at fld. NOTAM FILE ABQ. Unmonitored.



VAN HORN N31°03.70′ W104°47.20′ NOTAM FILE ABQ. EL PASO
NDB (MHW) 233 VHN at Culberson Co. Unmonitored. L–6J

VAN ZANDT COUNTY RGNL (See WILLS POINT)

VEELS N32°27.34′ W94°47.86′ NOTAM FILE GGG. MEMPHIS
NDB (LOM) 410 GG 128° 6.1 NM to East Texas Rgnl.

VEGA

OLDHAM CO (E52) 2 SE UTC−6(−5DT) N35°13.84′ W102°23.93′ ALBUQUERQUE
3995 B NOTAM FILE FTW L–15B
RWY 17–35: H4200X60 (ASPH) S–20 MIRL
RWY 17: PAPI (P2L) P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AMA.
PANHANDLE (H) VORTACW 116.6 PNH Chan 113 N35°14.10′ W101°41.94′ 262° 34.4 NM to fld. 3595/8E.

NDB VHN 233	APP CRS 223°	Rwy Idg 6000 TDZE 3939 Apt Elev 3957

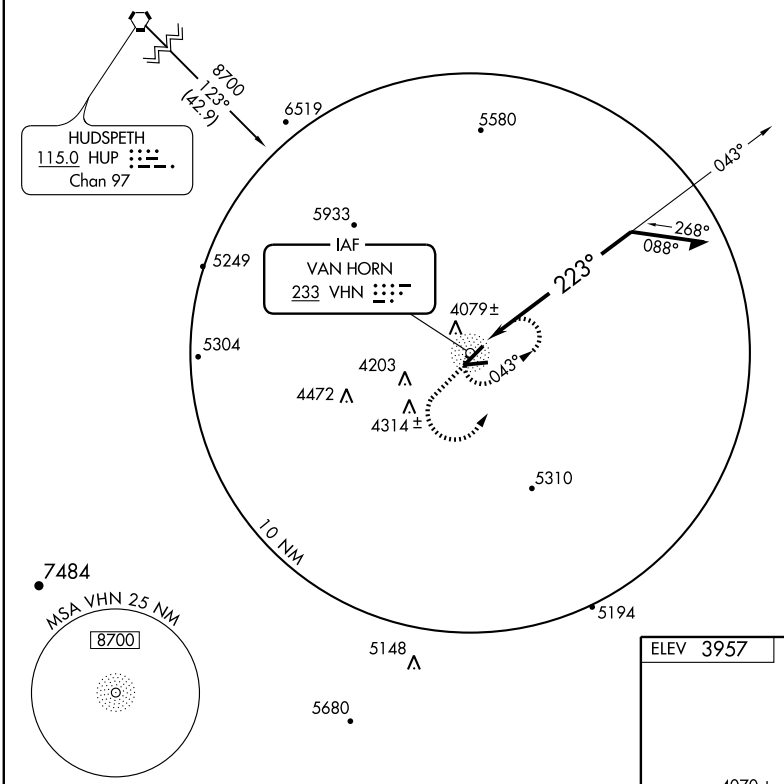
NDB RWY 21

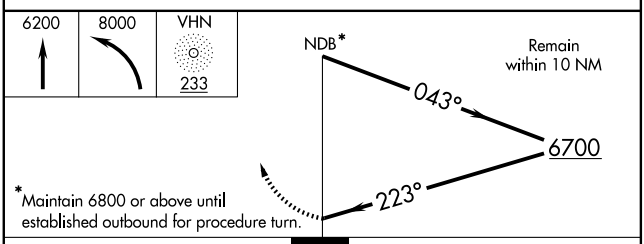
VAN HORN/CULBERSON COUNTY (VHN)

▼ Obtain local altimeter setting on CTAF; when not received, procedure not authorized.
▲ NA

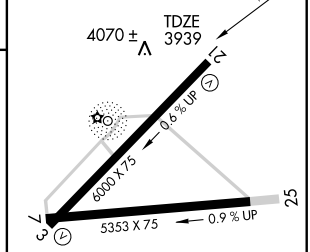
MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct VHN NDB and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 (L)	121.725





*Maintain 6800 or above until established outbound for procedure turn.



MIRL Rwys 3-21 and 7-25 (L)

CATEGORY	A	B	C	D
S-21	4780-1 841 (900-1)	4780-1¼ 841 (900-1¼)	4780-2½ 841 (900-2½)	4780-2¾ 841 (900-2¾)
CIRCLING	4780-1 823 (900-1)	4780-1¼ 823 (900-1¼)	4780-2½ 823 (900-2½)	4780-3 823 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6000
215°	TDZE	3939
	Apt Elev	3957

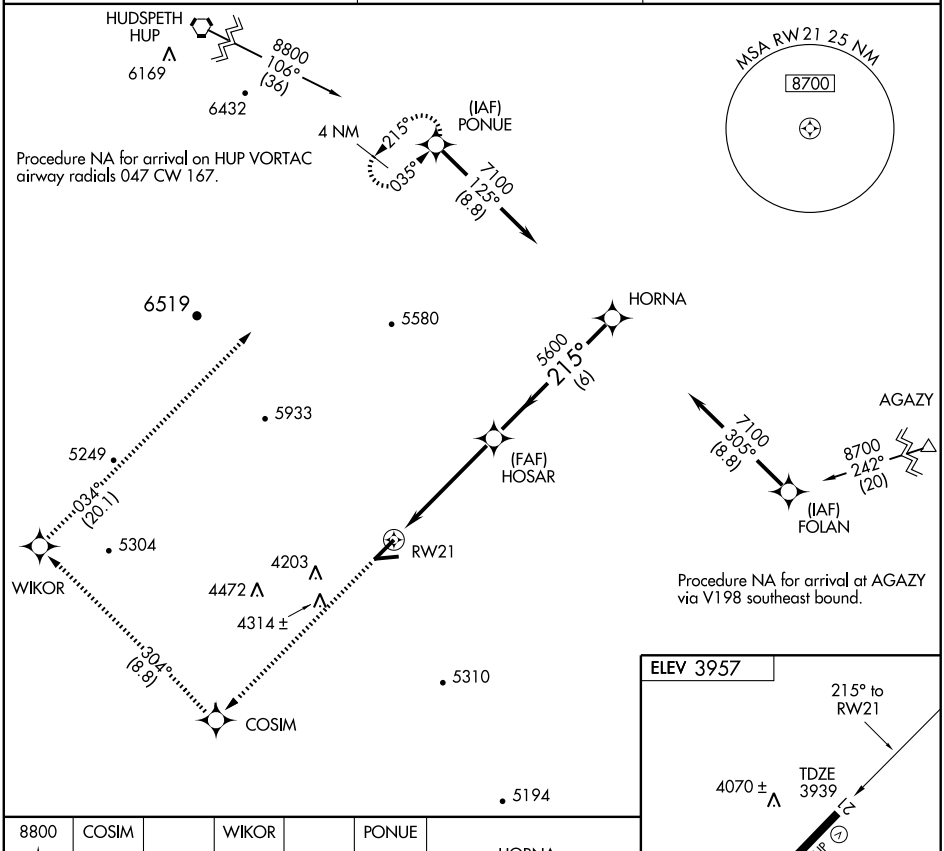
RNAV (GPS) RWY 21

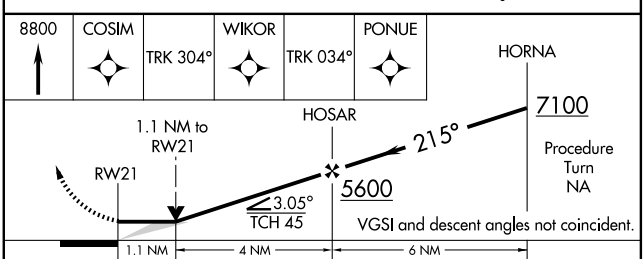
VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

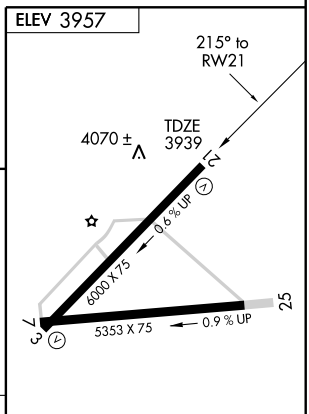
MISSED APPROACH: Climb to 8800 direct COSIM WP, and via 304° track to WIKOR WP and via 034° track to PONUE WP and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725





CATEGORY	A	B	C	D
LNAV MDA	4300-1 361 (400-1)			4300-1¼ 361 (400-1¼)
CIRCLING	4440-1 483 (500-1)	4460-1 503 (600-1)	4480-1½ 523 (600-1½)	4840-3 883 (900-3)



SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VERNON

WILBARGER CO (FØ5) 4 N UTC−6(−5DT) N34°13.54′ W99°17.03′ — DALLAS–FT. WORTH H–6H, L–17B IAP

1265 B **FUEL** 100LL, JET A NOTAM FILE FØ5

RWY 02–20: H5099X100 (ASPH) S–30, D–40, 2D–60 MIRL

RWY 20: VASI(V4L)–GA 3.0° TCH 25′. Road.

RWY 16–34: H4304X80 (ASPH) S–10 MIRL

AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hours call 940–839–6365. ACTIVATE VASI Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (940) 552–8600

COMMUNICATIONS: CTAF/UNICOM 122.8

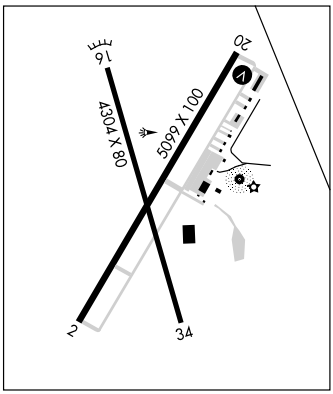
Ⓡ **ALTUS APP/DEP CON** 125.1 (Mon–Fri 1430–0830Z‡ except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon–Fri 0830–1430Z‡, Sat–Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 283° 37.2 NM to fld. 1100/10E.

NDB (MHW) 230 VRT N34°13.56′ W99°16.76′ at fld. NOTAM FILE FØ5. Unmonitored.



VICTORIA RGNL (VCT) 5 NE UTC−6(−5DT) N28°51.15′ W96°55.11′ — HOUSTON H–7C, L–20I, 21A IAP

115 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE VCT

RWY 12L–30R: H9101X150 (ASPH–CONC–GRVD) S–28, D–49, 2S–64, 2D–87 HIRL

RWY 12L: MALSR.

RWY 30R: PAPI(P4L)—GA 3.0° TCH 55′. Rgt tfc.

RWY 17–35: H4899X150 (ASPH–GRVD) S–28, D–49, 2D–87 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Fence.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole.

RWY 12R–30L: H4643X150 (CONC) S–28, D–49, 2D–87

RWY 12R: Thld dsplcd 431′. Rgt tfc.

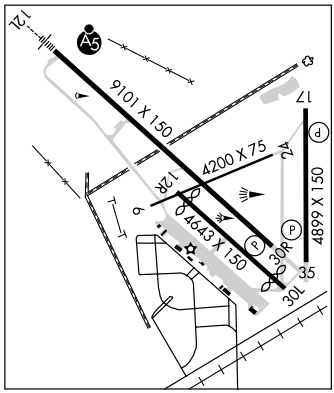
RWY 30L: Thld dsplcd 551′. Pole.

RWY 06–24: H4200X75 (ASPH) S–28, D–49, 2D–87

RWY 06: P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–4200	TODA–4200	ASDA–4200	LDA–4200
RWY 12L:	TORA–9101	TODA–9101	ASDA–9101	LDA–9101
RWY 12R:	TORA–4643	TODA–4643	ASDA–4643	LDA–4212
RWY 17:	TORA–4899	TODA–4899	ASDA–4899	LDA–4899
RWY 24:	TORA–4200	TODA–4200	ASDA–4200	LDA–4200
RWY 30L:	TORA–4643	TODA–4643	ASDA–4643	LDA–4092
RWY 30R:	TORA–9101	TODA–9101	ASDA–9101	LDA–9101
RWY 35:	TORA–4899	TODA–4899	ASDA–4899	LDA–4899



AIRPORT REMARKS: Attended Mon–Sat 1200–0200Z‡, Sun 1200–0000Z‡. Between 0400–1300Z‡ all unscheduled acft ops with more than 9 passenger seats contact ARFF 361–582–5889. Rwy 06–24, Rwy 12R–30L and Rwy 17–35 not available for air carrier ops with more than 9 passenger seats. Rwy 06–24 northwest 2800′ of rwy grvd. Rwy 12R–30L has extensive block cracking. HIRL Rwy 12L–30R preset low ints, to increase ints and ACTIVATE MALSR Rwy 12L—CTAF. MIRL Rwy 17–35 preset med ints only. PAPI Rwy 30R, Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: ASOS 119.025 (361) 578-9916.

COMMUNICATIONS: CTAF 126.075 **ATIS** 119.025 **UNICOM** 122.7

RCO 122.2 (MONTGOMERY COUNTY RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 135.05

TOWER 126.075 (1300–0400Z‡) **GND CON** 120.525

AIRSPACE: CLASS D svc (1300–0400Z‡) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE VCT.

(L) VORW/DME 109.0 VCT Chan 27 N28°54.02′ W96°58.74′ 126° 4.3 NM to fld. 130/6E.

FOSTR NDB (LOM) 226 VC N28°54.91′ W97°00.03′ 125° 5.7 NM to fld.

ILS/DME 111.5 I–VCT Chan 52 Rwy 12L. Class IE. LOM FOSTR NDB. LOC unmonitored.

HELIPAD H1: H60X60 (ASPH)

NDB VRT	APP CRS	Rwy Idg	5099
230	193°	TDZE	1259
		Apt Elev	1265

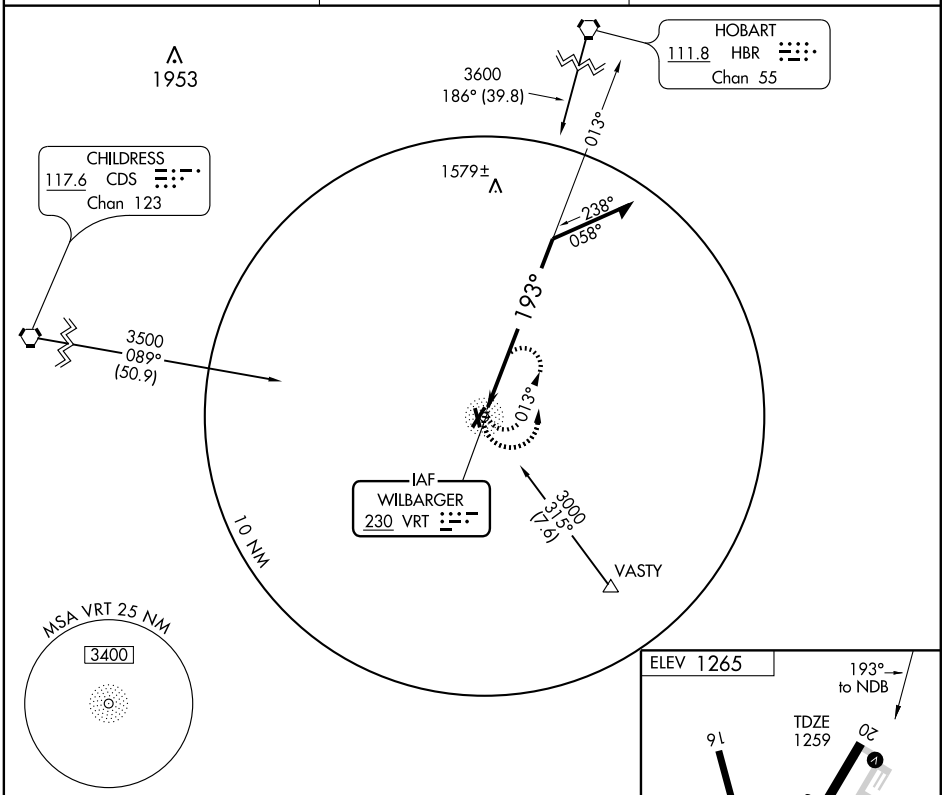
NDB RWY 20

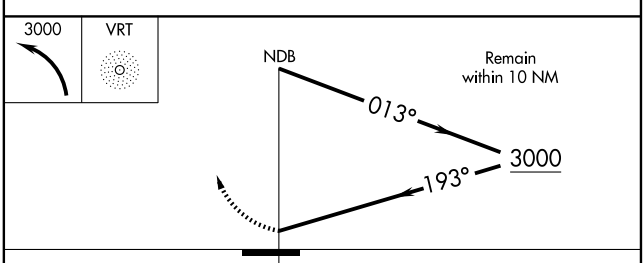
VERNON/ WILBARGER COUNTY (F05)

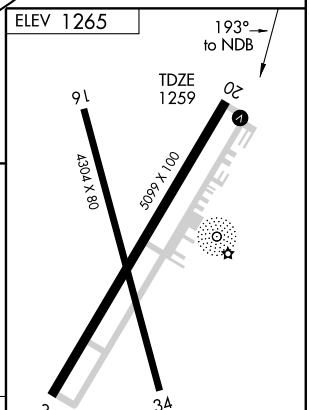
Visibility reduction by helicopters NA. When local altimeter setting not received, use Frederick altimeter setting: increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 in VRT NDB holding pattern.

AWOS-3	ALTUS APP CON ★	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1940-1	681 (700-1)	1940-2 681 (700-2)	NA
CIRCLING	1940-1	675 (700-1)	1940-2 675 (700-2)	NA

MIRL Rwy 2-20 and 16-34

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS		
024°	Rwy Idg	5099
	TDZE	1265
	Apt Elev	1265

RNAV (GPS) RWY 2

VERNON/ WILBARGER COUNTY (F05)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frederick altimeter setting: increase all MDA 40 feet. VDP NA when using Frederick altimeter setting.

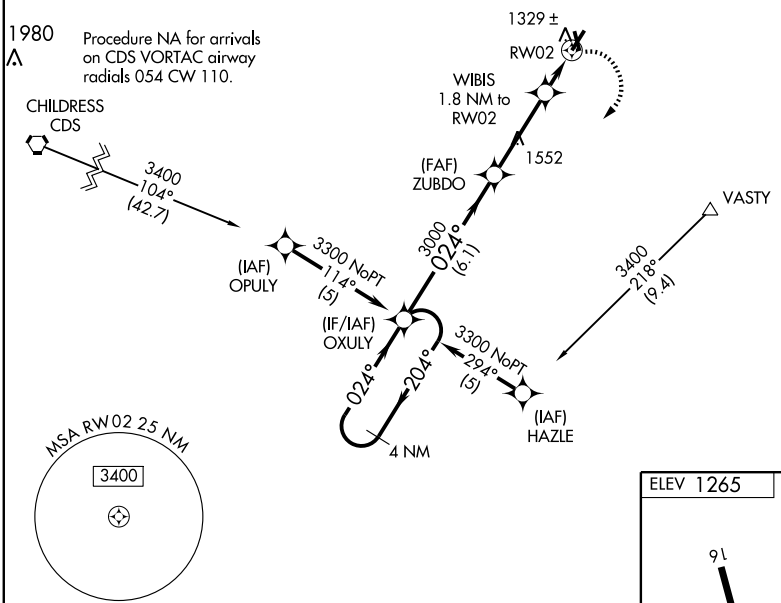
MISSED APPROACH: Climbing right turn to 3000 direct OXULY and hold.

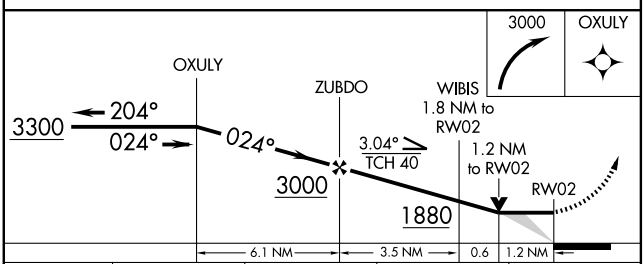
AWOS-3	ALTUS APP CON*	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L

SC-2, 26 AUG 2010 to 23 SEP 2010

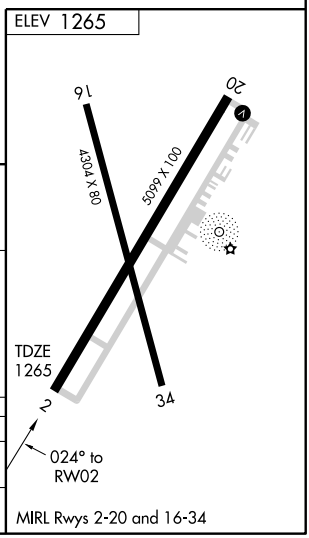
1980

Procedure NA for arrivals on CDS VORTAC airway radials 054 CW 110.





CATEGORY	A	B	C	D
LNAV MDA	1680-1 415 (500-1)		1680-1¼ 415 (500-1¼)	NA
CIRCLING	1680-1 415 (500-1)	1720-1 455 (500-1)	1720-1½ 455 (500-1½)	NA



MIRL Rwys 2-20 and 16-34

WAAS	APP CRS	Rwy Idg	5099
CH 63018	204°	TDZE	1259
W20A		Apt Elev	1265

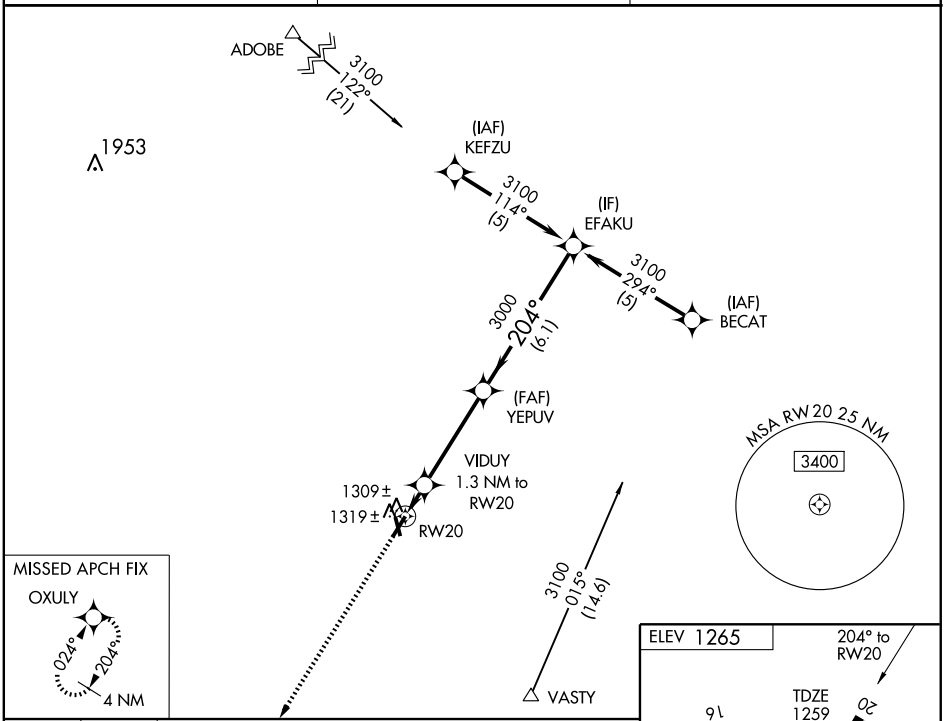
RNAV (GPS) RWY 20

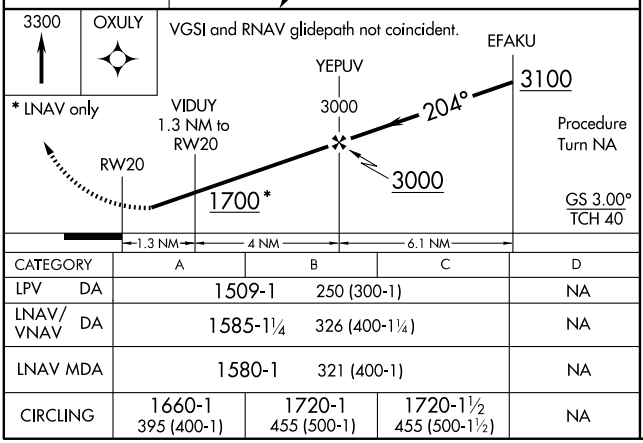
VERNON/ WILBARGER COUNTY (FØ5)

T A Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Frederick altimeter setting: increase all DA/MDA 40 feet.

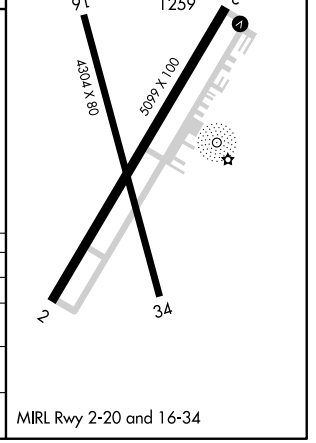
MISSED APPROACH: Climb to 3300 direct OXULY and hold.

AWOS-3	ALTUS APP CON ★	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1509-1	250 (300-1)		NA
LNAV/VNAV DA	1585-1¼	326 (400-1¼)		NA
LNAV MDA	1580-1	321 (400-1)		NA
CIRCLING	1660-1 395 (400-1)	1720-1 455 (500-1)	1720-1½ 455 (500-1½)	NA



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VERNON

WILBARGER CO (FØ5) 4 N UTC−6(−5DT) N34°13.54′ W99°17.03′ — DALLAS–FT. WORTH H–6H, L–17B IAP

1265 B **FUEL** 100LL, JET A NOTAM FILE FØ5

RWY 02–20: H5099X100 (ASPH) S–30, D–40, 2D–60 MIRL

RWY 20: VASI(V4L)–GA 3.0° TCH 25′. Road.

RWY 16–34: H4304X80 (ASPH) S–10 MIRL

AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hours call 940–839–6365. ACTIVATE VASI Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (940) 552–8600

COMMUNICATIONS: CTAF/UNICOM 122.8

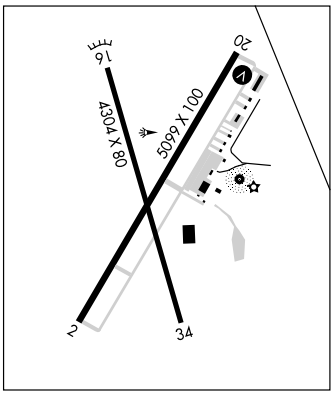
Ⓡ **ALTUS APP/DEP CON** 125.1 (Mon–Fri 1430–0830Z‡ except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon–Fri 0830–1430Z‡, Sat–Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 283° 37.2 NM to fld. 1100/10E.

NDB (MHW) 230 VRT N34°13.56′ W99°16.76′ at fld. NOTAM FILE FØ5. Unmonitored.



VICTORIA RGNL (VCT) 5 NE UTC−6(−5DT) N28°51.15′ W96°55.11′ — HOUSTON H–7C, L–20I, 21A IAP

115 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE VCT

RWY 12L–30R: H9101X150 (ASPH–CONC–GRVD) S–28, D–49, 2S–64, 2D–87 HIRL

RWY 12L: MALSR.

RWY 30R: PAPI(P4L)—GA 3.0° TCH 55′. Rgt tfc.

RWY 17–35: H4899X150 (ASPH–GRVD) S–28, D–49, 2D–87 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Fence.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole.

RWY 12R–30L: H4643X150 (CONC) S–28, D–49, 2D–87

RWY 12R: Thld dsplcd 431′. Rgt tfc.

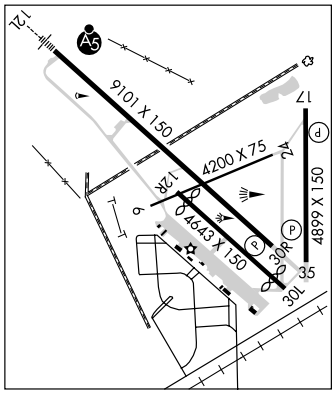
RWY 30L: Thld dsplcd 551′. Pole.

RWY 06–24: H4200X75 (ASPH) S–28, D–49, 2D–87

RWY 06: P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–4200	TODA–4200	ASDA–4200	LDA–4200
RWY 12L:	TORA–9101	TODA–9101	ASDA–9101	LDA–9101
RWY 12R:	TORA–4643	TODA–4643	ASDA–4643	LDA–4212
RWY 17:	TORA–4899	TODA–4899	ASDA–4899	LDA–4899
RWY 24:	TORA–4200	TODA–4200	ASDA–4200	LDA–4200
RWY 30L:	TORA–4643	TODA–4643	ASDA–4643	LDA–4092
RWY 30R:	TORA–9101	TODA–9101	ASDA–9101	LDA–9101
RWY 35:	TORA–4899	TODA–4899	ASDA–4899	LDA–4899



AIRPORT REMARKS: Attended Mon–Sat 1200–0200Z‡, Sun 1200–0000Z‡. Between 0400–1300Z‡ all unscheduled acft ops with more than 9 passenger seats contact ARFF 361–582–5889. Rwy 06–24, Rwy 12R–30L and Rwy 17–35 not available for air carrier ops with more than 9 passenger seats. Rwy 06–24 northwest 2800′ of rwy grvd. Rwy 12R–30L has extensive block cracking. HIRL Rwy 12L–30R preset low ints, to increase ints and ACTIVATE MALSR Rwy 12L—CTAF. MIRL Rwy 17–35 preset med ints only. PAPI Rwy 30R, Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: ASOS 119.025 (361) 578-9916.

COMMUNICATIONS: CTAF 126.075 **ATIS** 119.025 **UNICOM** 122.7

RCO 122.2 (MONTGOMERY COUNTY RADIO)

Ⓡ **HOUSTON CENTER APP/DEP CON** 135.05

TOWER 126.075 (1300–0400Z‡) **GND CON** 120.525

AIRSPACE: CLASS D svc (1300–0400Z‡) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE VCT.

(L) VORW/DME 109.0 VCT Chan 27 N28°54.02′ W96°58.74′ 126° 4.3 NM to fld. 130/6E.

FOSTR NDB (LOM) 226 VC N28°54.91′ W97°00.03′ 125° 5.7 NM to fld.

ILS/DME 111.5 I–VCT Chan 52 Rwy 12L. Class IE. LOM FOSTR NDB. LOC unmonitored.

HELIPAD H1: H60X60 (ASPH)

LOC/DME I-VCT	APP CRS	Rwy Idg	9101
111.5	126°	TDZE	115
Chan 52		Apt Elev	115

ILS or LOC RWY 12L

VICTORIA RGNL (VCT)

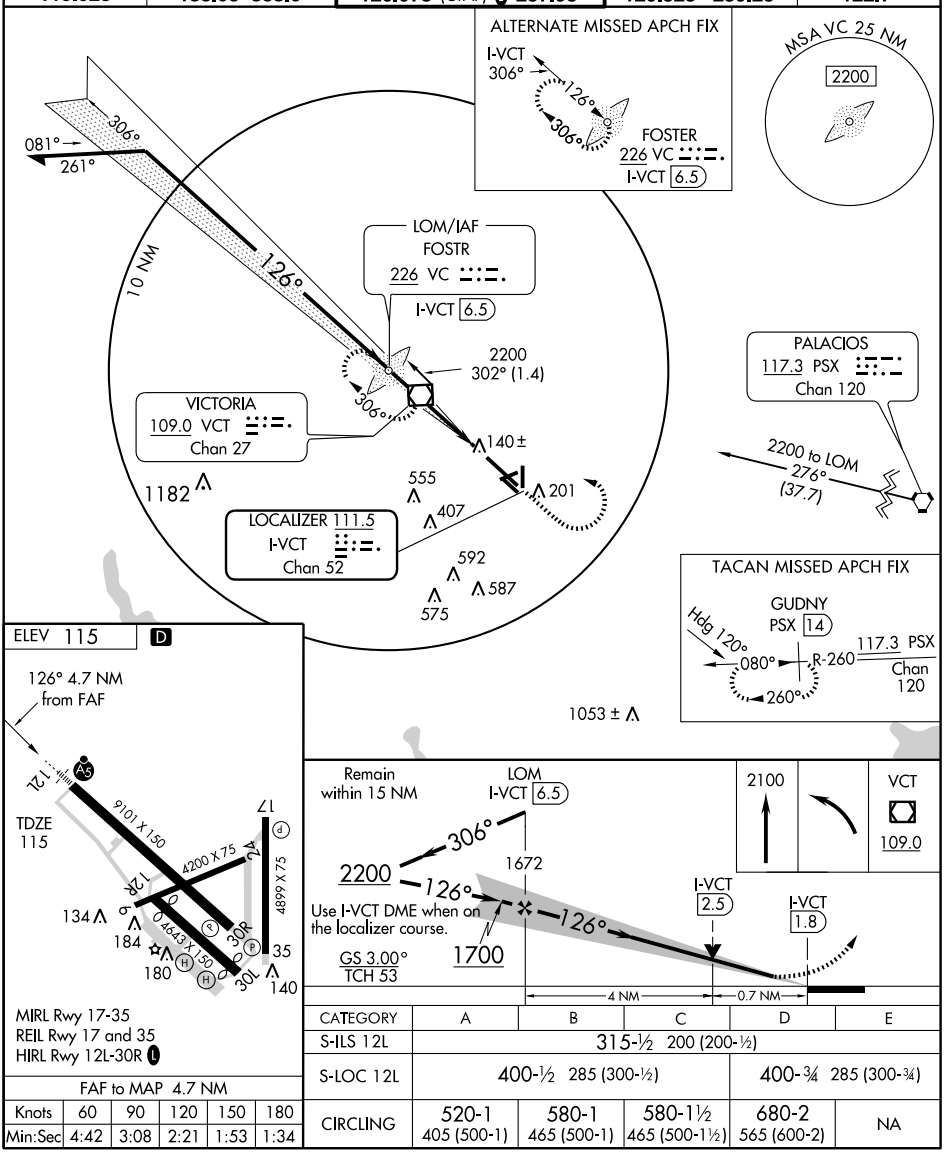
For inoperative MALSR, increase S-LOC 12L Cat D and E visibility to 1 mile and S-ILS Cat E visibility to ¾ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-LOC 12L Cat E visibility to 1¼ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase DA 52 feet and all MDA 60 feet.

NA

MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 via heading 120° and PSX VORTAC R-260 to GUDNY/14 DME and hold W, RT, 080° inbound.)

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-ILS 12L	315-½ 200 (200-½)				
S-LOC 12L	400-½ 285 (300-½)			400-¾ 285 (300-¾)	
CIRCLING	520-1 405 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 9101
CH 82709	126°	TDZE 115
W12A		Apt Elev 115

RNAV (GPS) RWY 12L

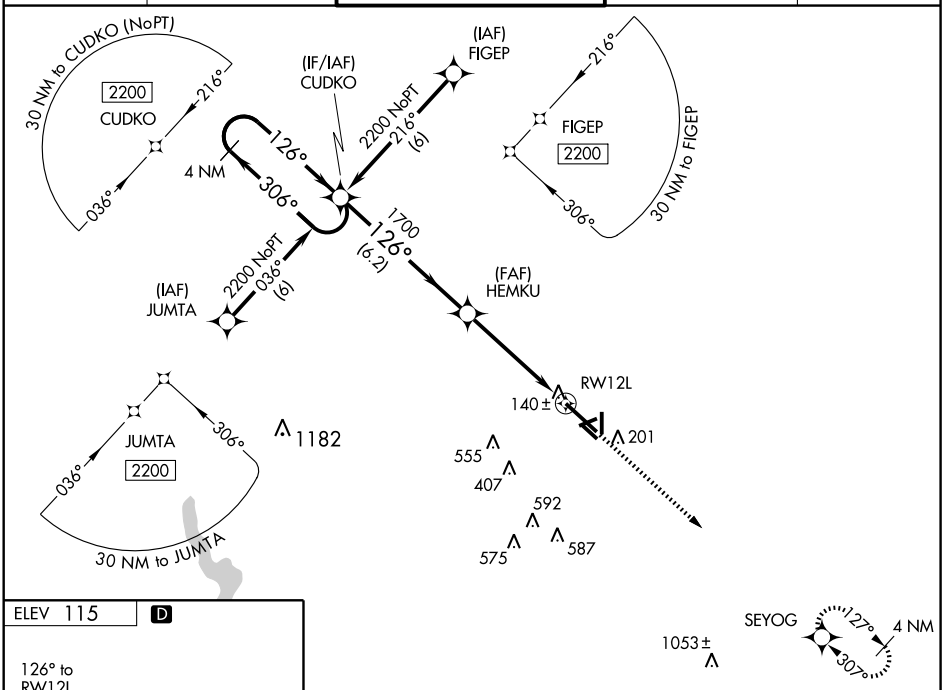
VICTORIA RGNL (VCT)

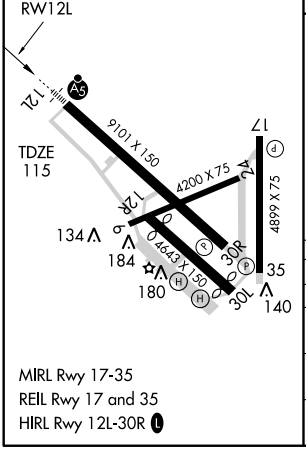
Baro-VNAV NA when using Port Lavaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E and LNAV/VNAV Cat D and E visibility ¼ mile and LNAV Cat E visibility ½ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV Cat A, B, and C and LNAV Cat C, D, and E visibility ¼ mile.

MALSR

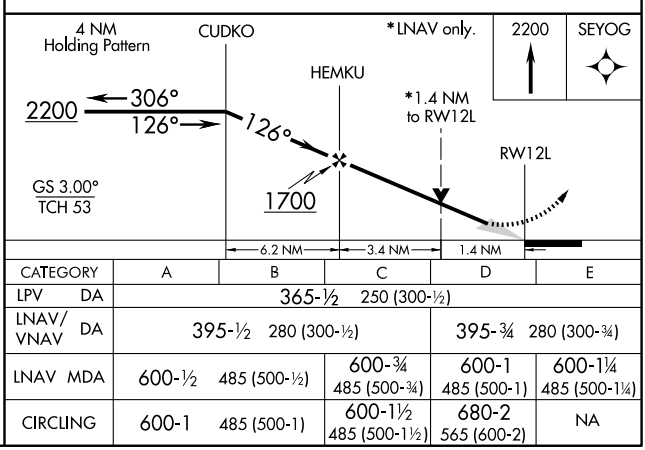
MISSED APPROACH: Climb to 2200 direct SEYOG and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7





MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L



1053±

SEYOG 127° 4 NM 307°

CATEGORY	A	B	C	D	E
LPV DA	365-½ 250 (300-½)				
LNAV/VNAV DA	395-½ 280 (300-½)			395-¾ 280 (300-¾)	
LNAV MDA	600-½ 485 (500-½)		600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1 485 (500-1)		600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9101
306°	TDZE	106
	Apt Elev	115

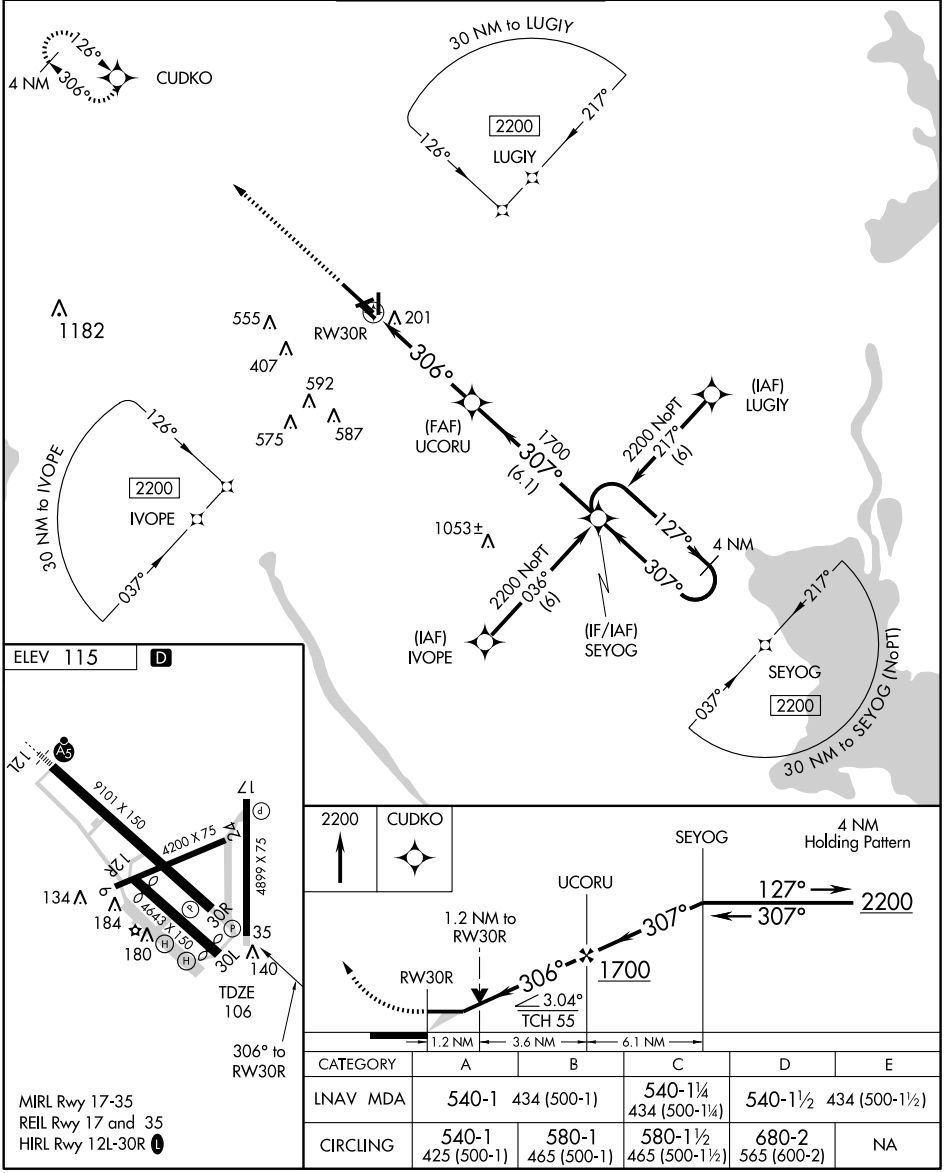
RNAV (GPS) RWY 30R

VICTORIA RGNL (VCT)

DME/DME RNP-0.3 NA. VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase LNAV Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct CUDKO and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7



MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

CATEGORY	A	B	C	D	E
LNAV MDA	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	540-1½ 434 (500-1½)	
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

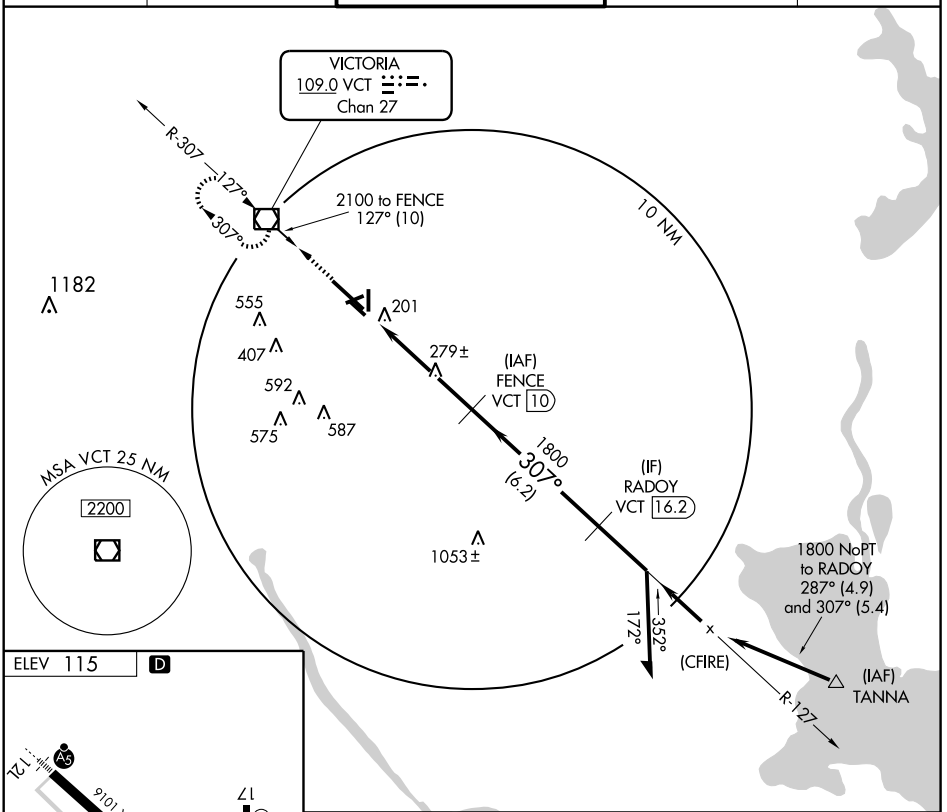
VOR/DME VCT	APP CRS	Rwy Idg 9101
109.0	307°	TDZE 106
Chan 27		Apt Elev 115

VOR/DME RWY 30R
VICTORIA RGNL (VCT)

VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 80 feet, increase S-30R Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct VCT VOR/DME and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7



CATEGORY	A	B	C	D	E
S-30R	540-1	434 (500-1)	540-1¼ 434 (500-1¼)	540-1½	434 (500-1½)
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

VOR/DME VCT	APP CRS	Rwy Idg	9101
109.0	127°	TDZE	115
Chan 27		Apt Elev	115

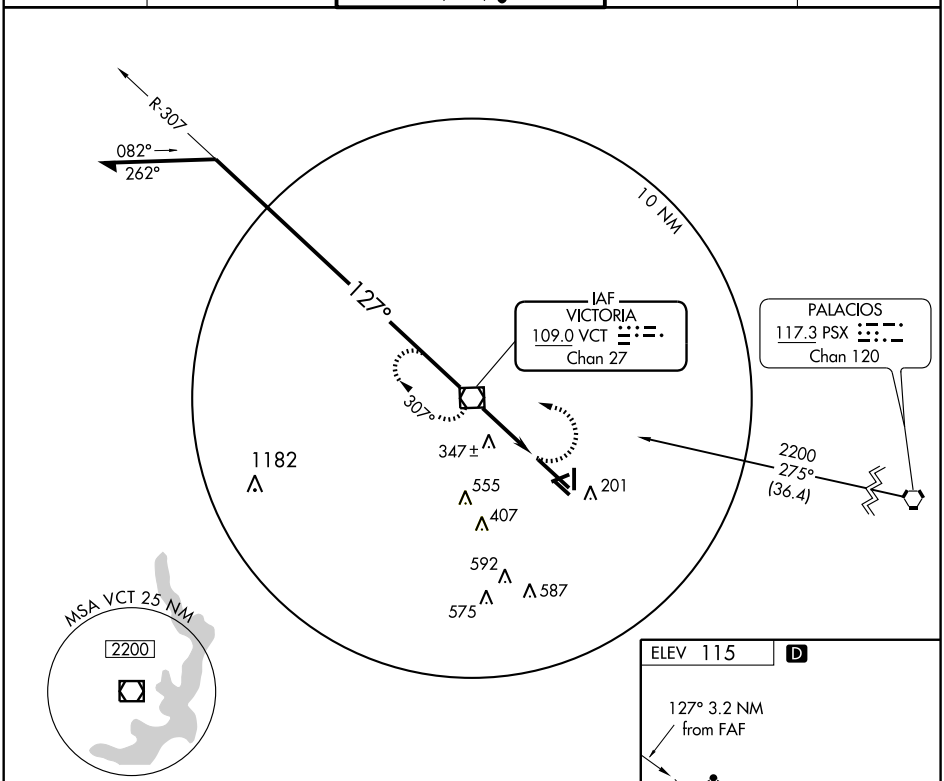
VOR RWY 12L
VICTORIA RGNL (VCT)

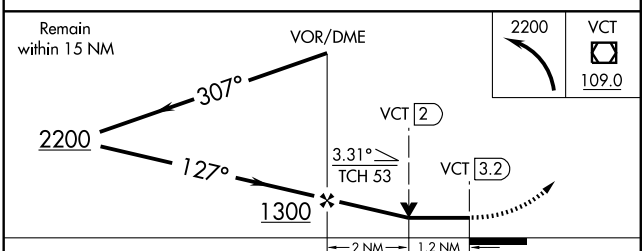
For inoperative MALSR, increase S-12L Cat E visibility to 1¾ miles. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-12L Cat E visibility to 2 miles. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase S-12L Cat C, D, and E visibility ¼ mile.

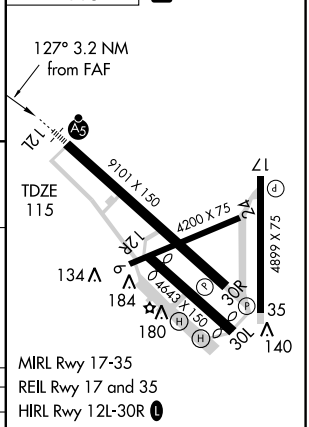
MALSR

MISSED APPROACH: Climbing left turn to 2200 direct VCT VOR/DME and hold, continue climb-in-hold to 2200.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7





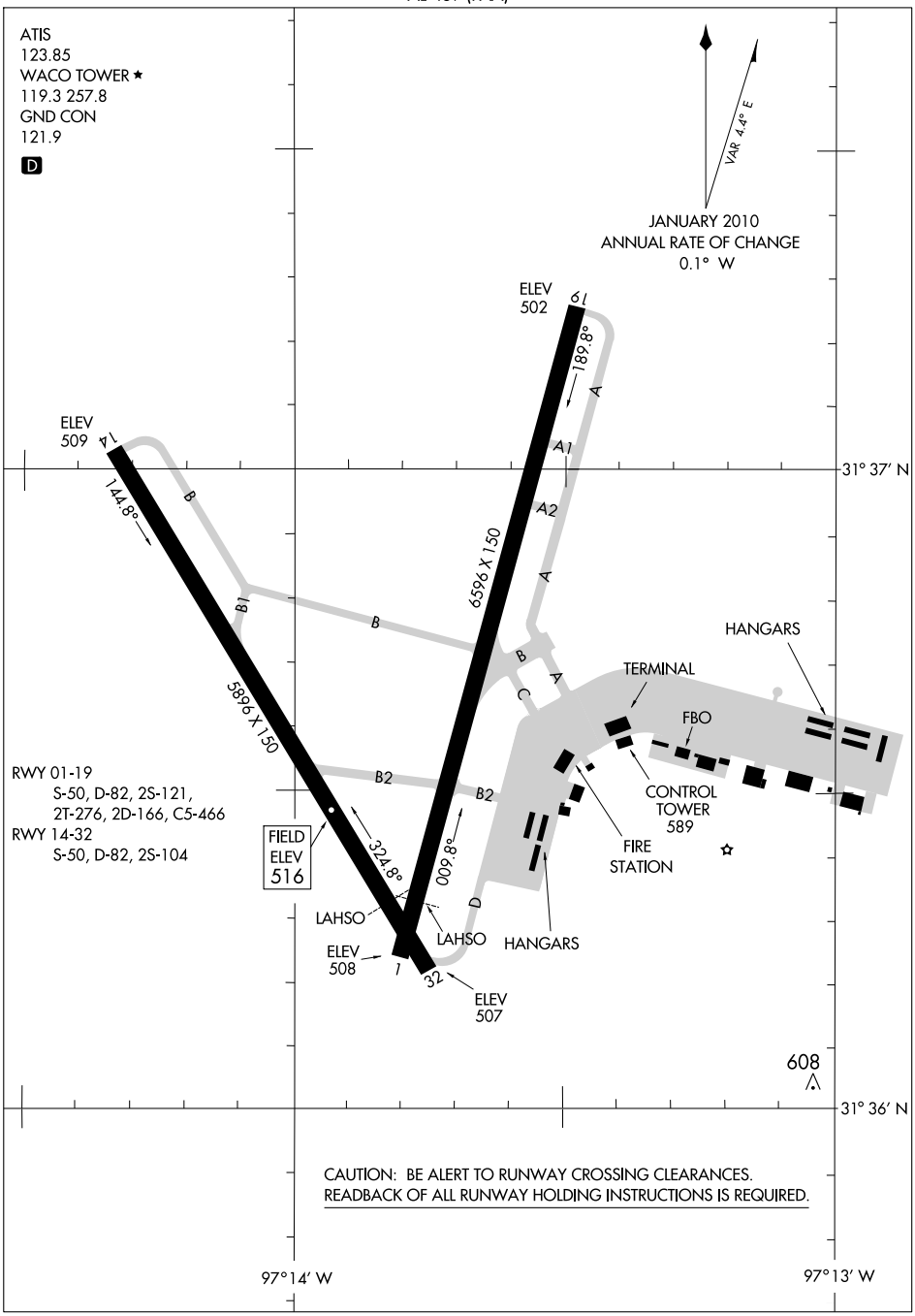


CATEGORY	A	B	C	D	E
S-12L	600-½	485 (500-½)	600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1	485 (500-1)	600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010



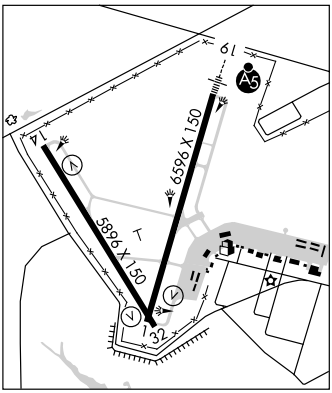
SC-3, 26 AUG 2010 to 23 SEP 2010

WACO RGNL (ACT) 5 NW UTC−6(−5DT) N31°36.68′ W97°13.83′ **SAN ANTONIO**
516 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE ACT **H–6H, L–19D, A**
RWY 01–19: H6596X150 (ASPH–GRVD) S–50, D–82, 2S–121, 2T–276, 2D–166, C5–466 HIRL **IAP, AD**
RWY 01: VASI(V4R)—GA 3.0° TCH 54′. Road. **RWY 19:** MALSR.
RWY 14–32: H5896X150 (ASPH) S–50, D–82, 2S–104 MIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 59′.
RWY 32: VASI(V4L)—GA 3.0° TCH 59′. Road.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	01–19	5150
RWY 19	14–32	6050

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–6596	TODA–6596	ASDA–6596	LDA–6596
RWY 14:	TORA–5896	TODA–5896	ASDA–5896	LDA–5896
RWY 19:	TORA–6596	TODA–6596	ASDA–6596	LDA–6596
RWY 32:	TORA–5896	TODA–5896	ASDA–5896	LDA–5896



AIRPORT REMARKS: Attended 1045–0500Z‡. PPR for unscheduled air carrier ops call arpt manager 254–750–8657. Twy C exit only. MIRL Rwy 14–32, REIL Rwy 14 and twy lgts preset low ints, when wind favors, otherwise not available. When twr clsd HIRL Rwy 01–19 and MALSR Rwy 19 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Model Aircraft Activity.
WEATHER DATA SOURCES: ASOS (254) 754–6148. **HIWAS** 115.3 ACT.
COMMUNICATIONS: CTAF 119.3 **ATIS** 123.85 **UNICOM** 122.95
RCO 122.15 (FORT WORTH RADIO)
Ⓡ **APP CON** 127.65 (1200–0600Z‡)
Ⓡ **DEP CON** 126.125 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
TOWER 119.3 (1200–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
(H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 138° 3.6 NM to fld. 510/9E. **HIWAS.**
COFFI NDB (LOM) 358 AC N31°41.64′ W97°12.23′ 186° 4.5 NM to fld.
ILS/DME 109.7 I–ACT Chan 34 Rwy 19. Class 1E. LOM COFFI NDB. Unmonitored when twr clsd.
ASR (1200–0600Z‡)

WINGS FOR CHRIST INTL FLIGHT ACADEMY (73F) 8 NE UTC−6(−5DT) **SAN ANTONIO**
N31°37.43′ W97°01.35′
455 NOTAM FILE FTW
RWY 16–34: 3000X80 (TURF) LIRL
RWY 16: Thld dsplcd 315′. Road. **RWY 34:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended continuously. +4′ fence along both sides of rwy 70′ from centerline south half of rwy. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9

WALDRON FLD NOLF (NWL) N27°38.00′ W97°18.78′ NOTAM FILE SJT. **BROWNSVILLE**
AIRSPACE: CLASS D svc Mon–Fri 1330Z‡–SS except holidays other times Class G. **L–21A**

WALLER

SKYDIVE HOUSTON (37X) 4 S UTC−6(−5DT) N29°59.60′ W95°55.82′ **HOUSTON**
235 B S2 NOTAM FILE CXO
RWY 17–35: 4190X50 (ASPH–TRTD)
RWY 17: Trees.
RWY 35: Trees.
RWY N–S: 3030X53 (TURF) LIRL
RWY N: Brush.
RWY S: Trees.
AIRPORT REMARKS: Unattended. High concentration of skydiving activity within 3NM radius of arpt. For repairs call 936–931–1600. Rwy 17–35 CLOSED indef. Rwy 17–35 severely grass encroached. 2950′ of Rwy N–S avbl for ngt ops, Rwy N thld relocated 440′ at ngt. Rotating bcn OTS indef. Rwy N–S LIRL OTS indef. ACTIVATE LIRL RWY N–S—CTAF. Call 832–607–5698 for availability.
COMMUNICATIONS: CTAF 122.9

WARD AIRPARK (See BEASLEY)

APP CRS	Rwy Idg	6596
007°	TDZE	511
	Apt Elev	516

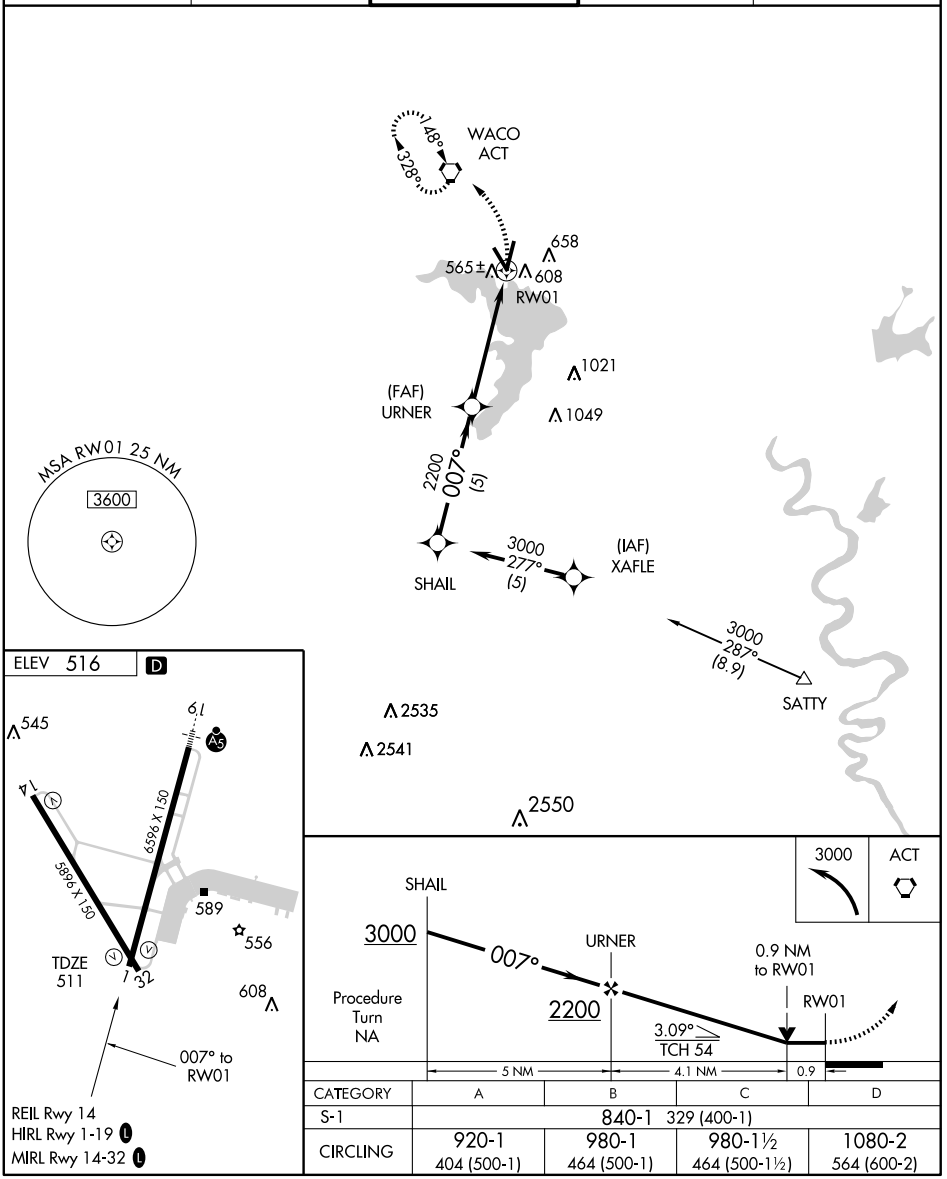
GPS RWY 1
WACO RGNL (ACT)

NA

ASR

MISSED APPROACH: Climbing left turn to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-1	840-1 329 (400-1)			
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

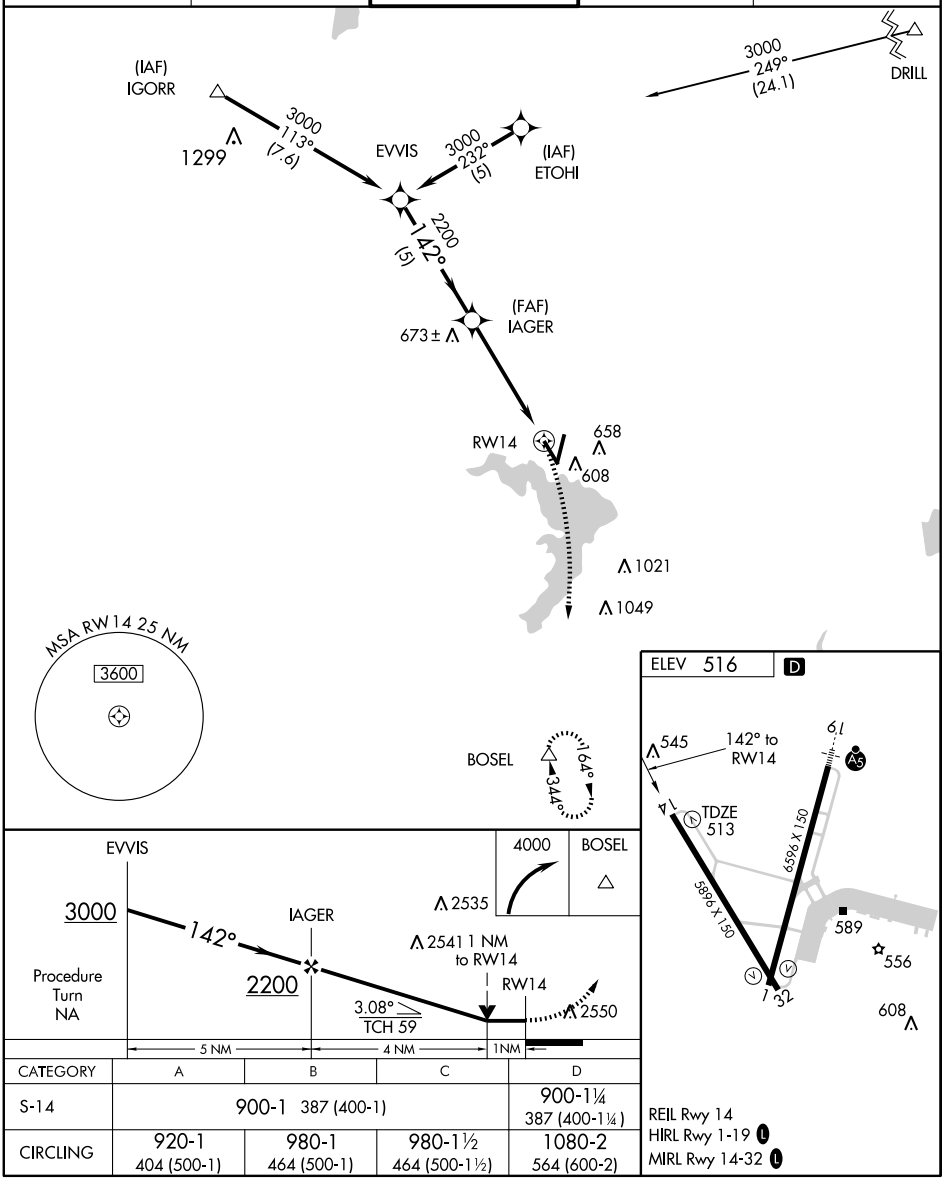
APP CRS	Rwy Idg	5896
142°	TDZE	513
	Apt Elev	516

GPS RWY 14
WACO RGNL (ACT)

NA
ASR

MISSED APPROACH: Climbing right turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

GPS RWY 19
WACO RGNL (ACT)

APP CRS	Rwy Idg	6596
187°	TDZE	505
	Apt Elev	516

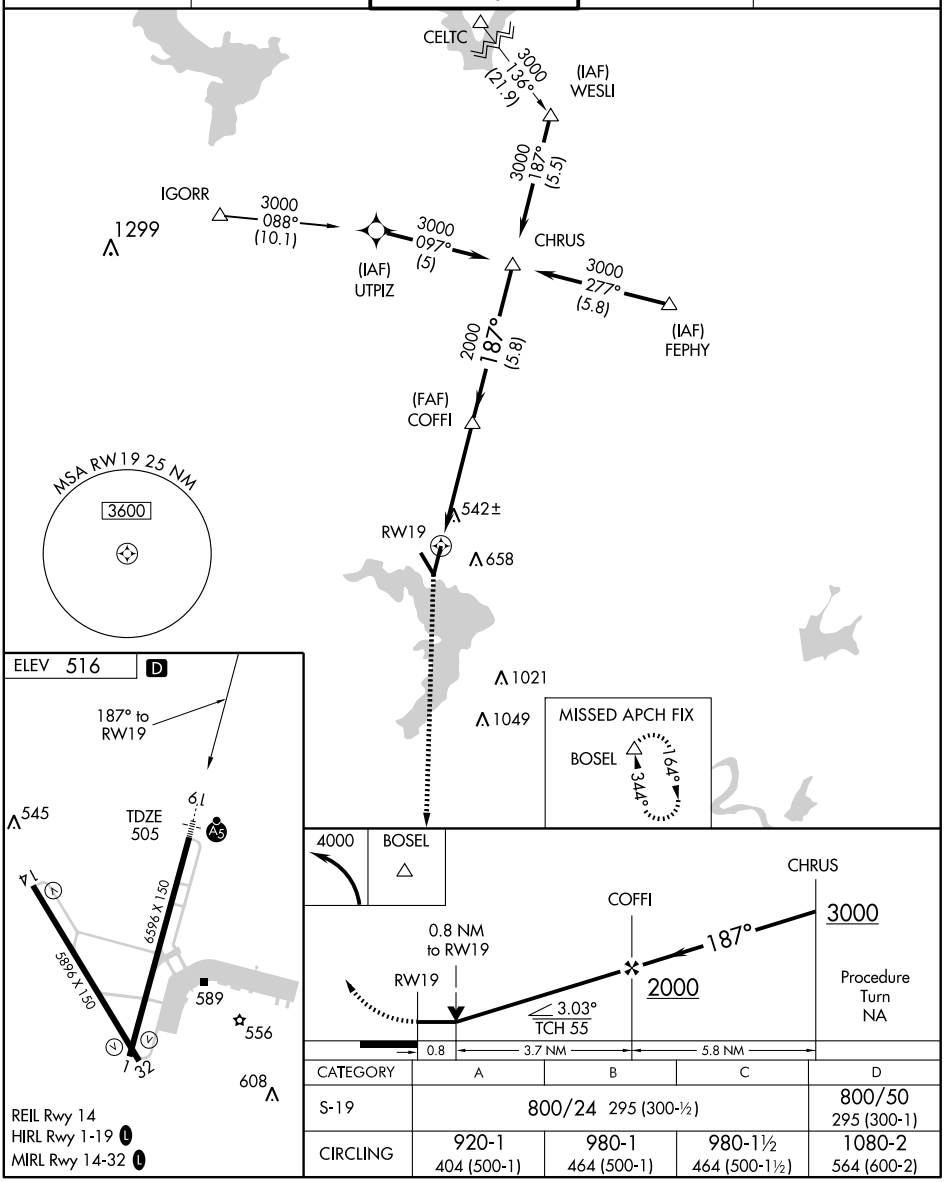
NA
ASR

Inoperative table does not apply to S-19 Cat D.

MALSR

MISSED APPROACH: Climbing left turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-19	800/24 295 (300-½)			800/50 295 (300-1)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

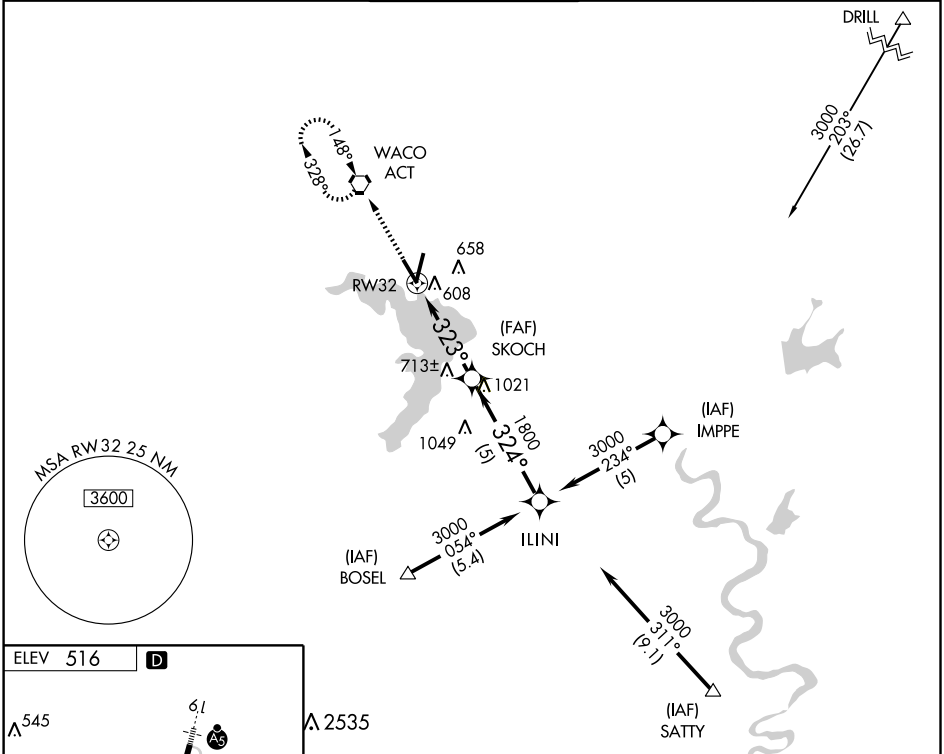
APP CRS	Rwy Idg	5896
323°	TDZE	516
	Apt Elev	516

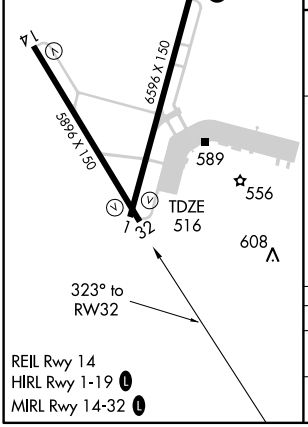
GPS RWY 32
WACO RGNL (ACT)

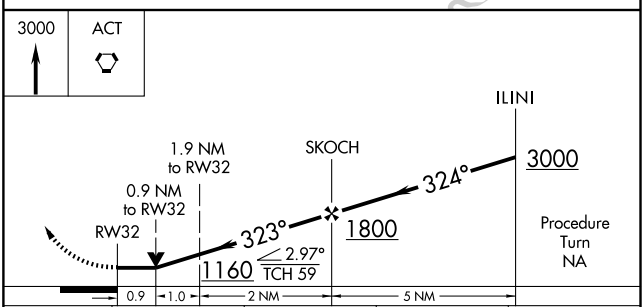
NA
ASR

MISSED APPROACH: Climb to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	860-1 344 (400-1)			860-1¼ 344 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 19

WACO RGNL (ACT)

LOC I-ACT	APP CRS	Rwy Idg	6596
109.7	187°	TDZE	505
Chan 34		Apt Elev	516

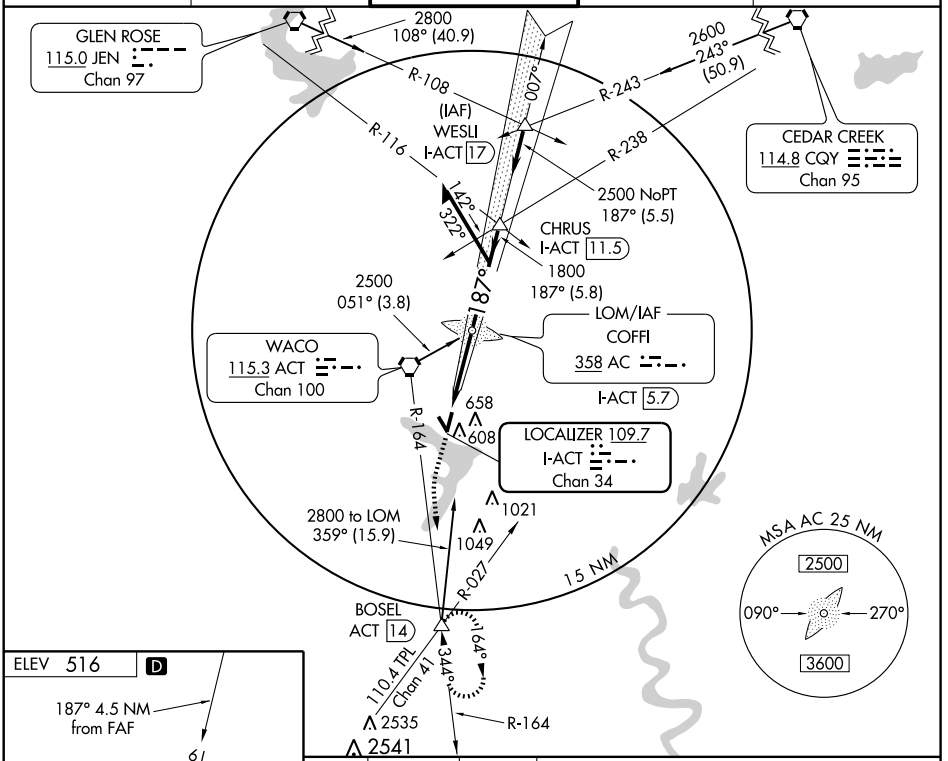
For inoperative MALSR, increase S-LOC 19 Cat D visibility to RVR 5000.

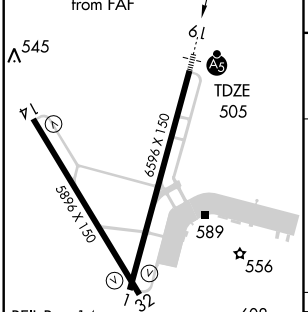
ASR * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

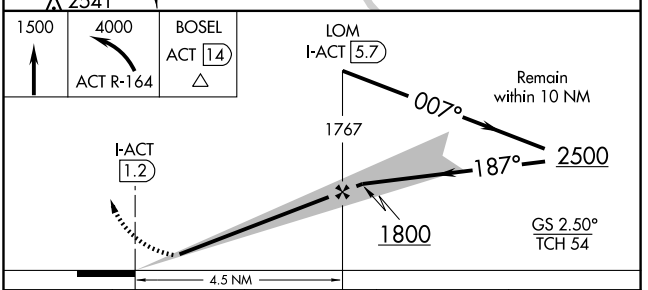
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ACT R-164 to BOSEL INT/14 DME and hold.

ATIS	WACO APP CON *	WACO TOWER *	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 19	* 705/24 200 (200-½)			
S-LOC 19	800/24 295 (300-½)			800/40 295 (300-¾)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	321°	TDZE	516
Chan 100		Apt Elev	516

VOR/DME RWY 32

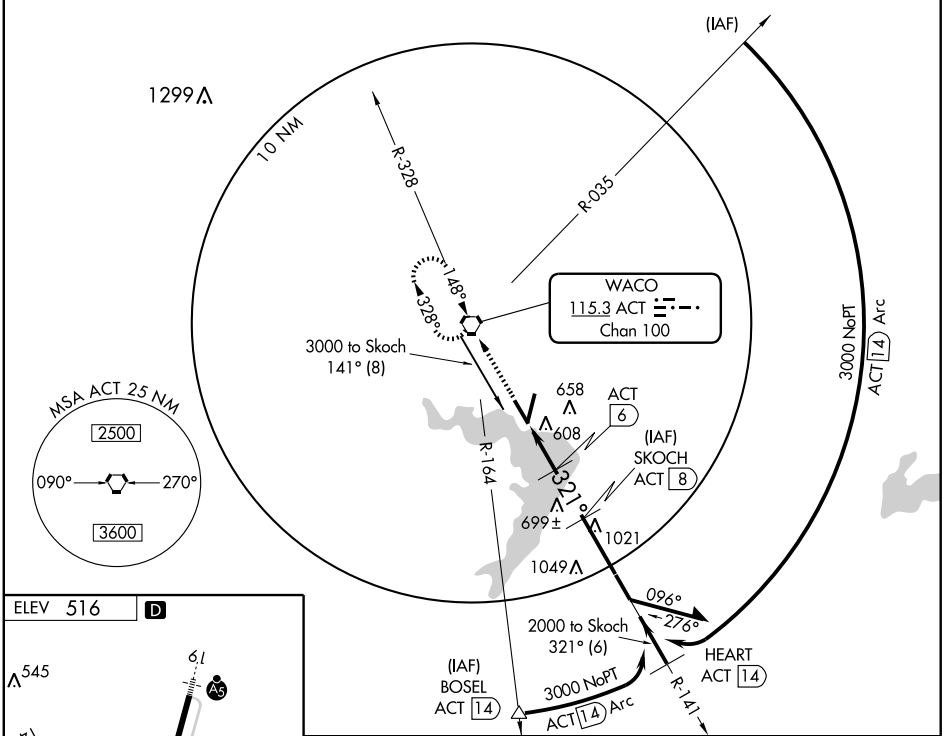
WACO RGNL (ACT)

ASR

MISSED APPROACH: Climb to 3000 via R-141 to ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) Ⓛ 257.8	121.9	122.95

SC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-32	880-1 364 (400-1)			880-1¼ 364 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

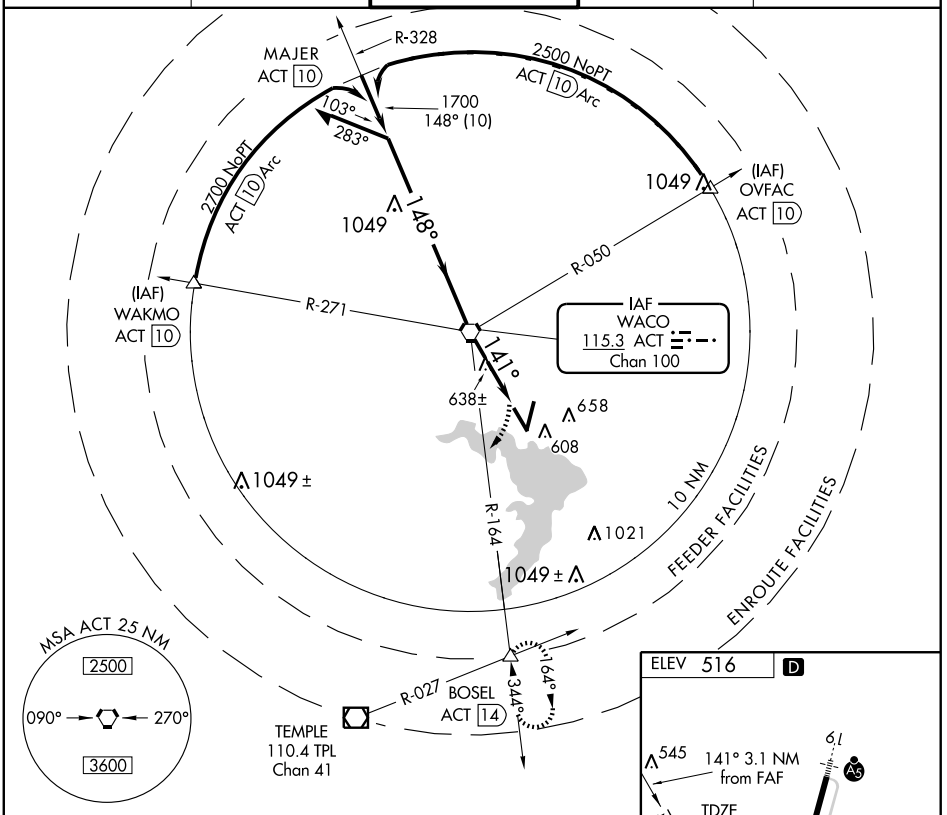
VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	141°	TDZE	513
Chan 100		Apt Elev	516

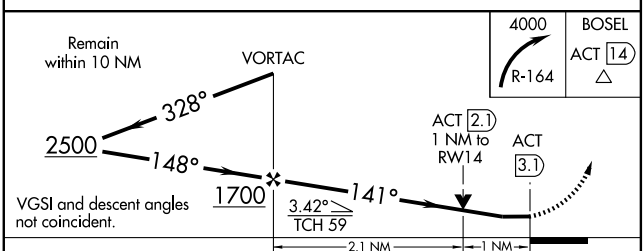
VOR RWY 14
WACO RGNL (ACT)

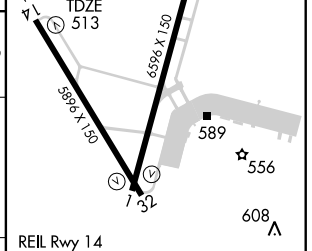
ASR

MISSED APPROACH: Climbing right turn to 4000 via R-164 to BOSEL/INT 14.00 DME and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95





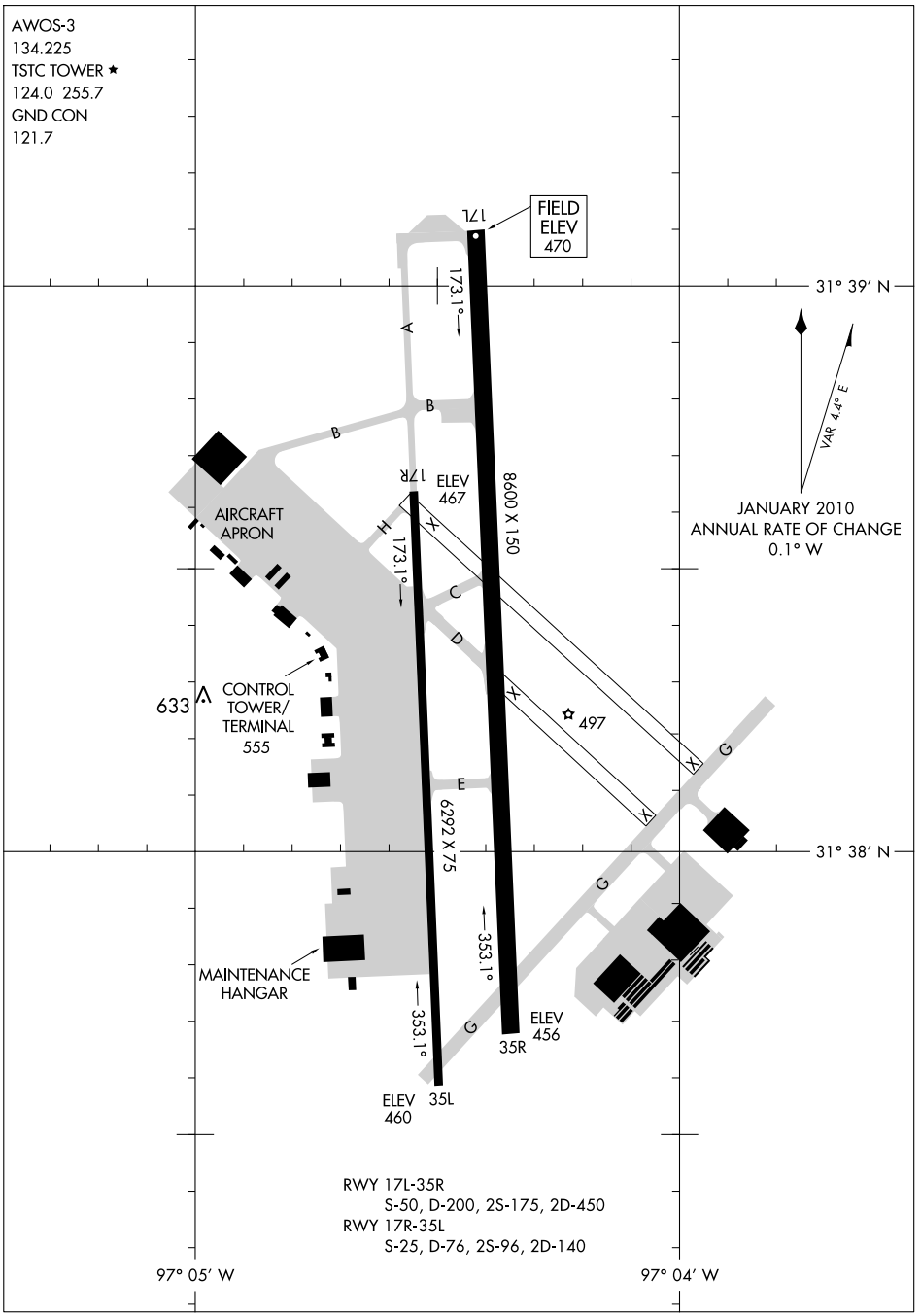


CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-3, 26 AUG 2010 to 23 SEP 2010



SC-3, 26 AUG 2010 to 23 SEP 2010

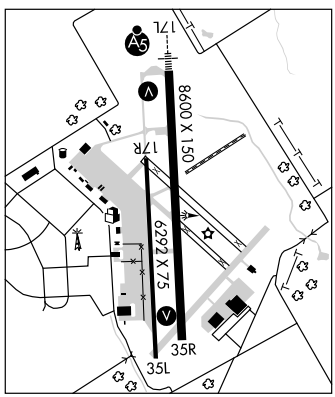
SC-3, 26 AUG 2010 to 23 SEP 2010

VULTURES ROW (See SANGER)

WACO

Mc GREGOR EXECUTIVE (PWG) 4 W UTC−6(−5DT) N31°29.10′ W97°18.99′ **SAN ANTONIO**
592 B S4 **FUEL** 100LL, JET A1 + OX 3, 4 NOTAM FILE PWG **H–6H, L–19D, 21A**
RWY 17–35: H5501X75 (ASPH) S–30 MIRL 0.4% up N **IAP**
RWY 17: REIL. PAPI(P4L)–GA 3.0° TCH 37′. Trees.
RWY 35: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 04–22: H3484X55 (ASPH) S–12
RWY 04: Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. For fuel after hours call 254–848–2345. Military fuel contract. Calm wind less than 5 kts use Rwy 17. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.525 (254) 848–4581.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WACO APP CON** 127.65 **DEP CON** 126.125 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
GCO 121.725 (WACO CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 184° 10.9 NM to fld. 510/9E.
HIWAS.
ASR (1200–0600Z‡)

TSTC WACO (CNW) 8 NE UTC−6(−5DT) N31°38.27′ W97°04.45′ **SAN ANTONIO**
470 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW **H–6H, L–19D, A**
RWY 17L–35R: H8600X150 (ASPH) S–50, D–200, 2S–175, 2D–450 MIRL **IAP, AD**
RWY 17L: MALSR. VASI(V4R)—GA 3.0° TCH 53′.
RWY 35R: VASI(V4L)—GA 3.0° TCH 39′. Rgt tfc.
RWY 17R–35L: H6292X75 (CONC) S–25, D–76, 2S–96, 2D–140
RWY 17R: Rgt tfc. **RWY 35L:** Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. Seasonal migratory birds and waterfowl. Radio blind spots at the south end of the arpt. Areas not visible from the twr at the south end of the arpt. Night ops 24 hours advance notice, call 254–867–3866. Auxiliary power unit available for jet acft. Rwy 17R–35L CLOSED SS–SR, avbl ngt for taxiing only. Rwy 17R–35L green centerline reflectors along full length of rwy. When twr clsd MIRL Rwy 17L–35R preset low ints, to increase ints and ACTIVATE MALSR Rwy 17L and VASI Rwy 17L and Rwy 35R—121.7.



WEATHER DATA SOURCES: AWOS–3 134.225 (254) 867–3880. LAWRS.
COMMUNICATIONS: CTAF 124.0 **UNICOM** 122.95
WACO RCO 122.15 (FORT WORTH RADIO)
Ⓡ **WACO APP CON** 127.65 **DEP CON** 126.125 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
TOWER 124.0 (1300–0500Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 089° 10.1 NM to fld. 510/9E.
HIWAS.
LEROI NDB (LOM) 378 CN N31°44.46′ W97°04.69′ 171° 6.2 NM to fld.
ROBINSON NDB (MHW) 400 ROB N31°30.23′ W97°04.18′ 351° 8.0 NM to fld. NOTAM FILE FTW.
ILS 110.7 I–CNW Rwy 17L. LOM LEROI NDB. ILS unmonitored.
ASR (1200–0600Z‡)

GPS RWY 17L

WACO/ TSTC WACO (CNW)

APP CRS	Rwy Idg	8600
171°	TDZE	469
	Apt Elev	470

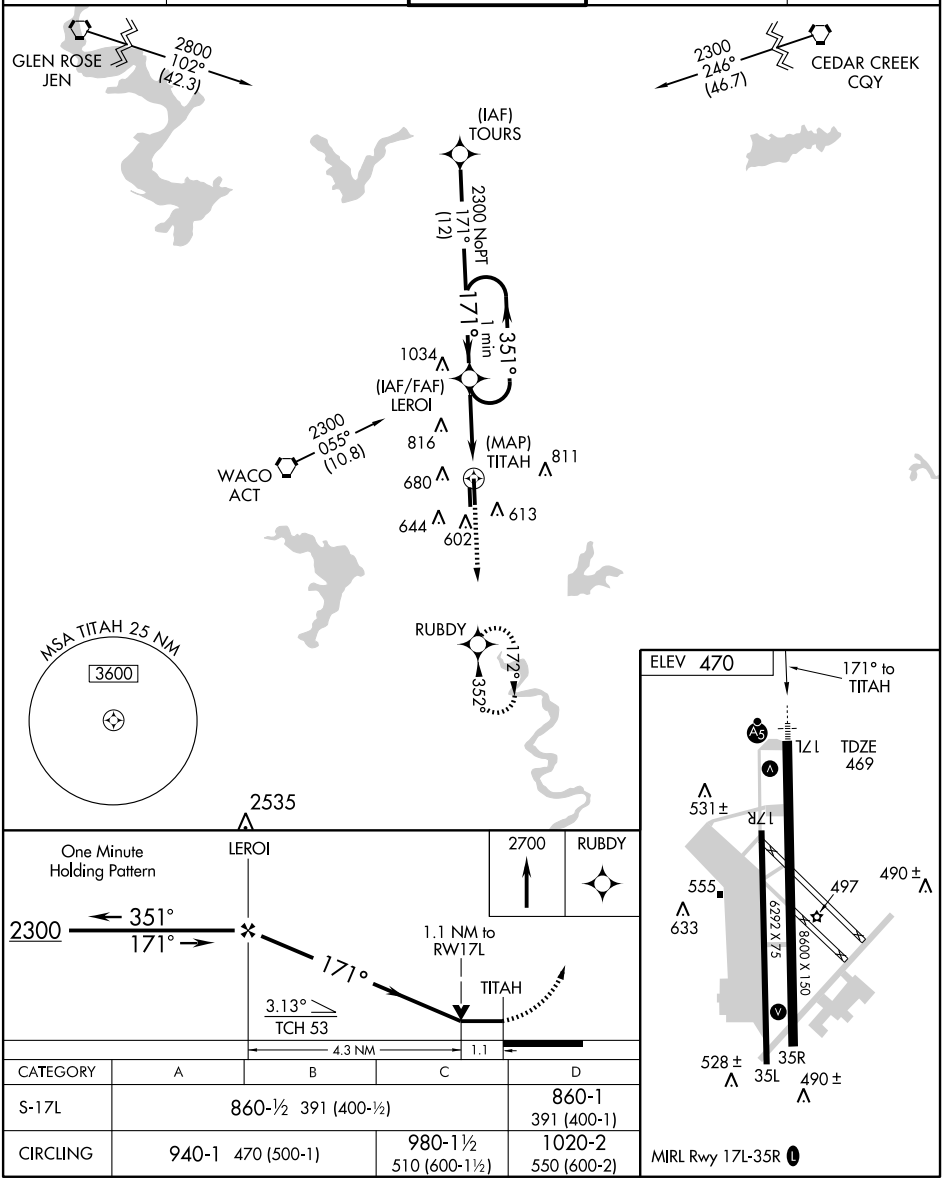
NA
ASR

For inoperative MALSR, increase S-ILS 17L Cat D visibilty to 1¼.

MALSR

MISSED APPROACH: Climb to 2700 direct RUBDY and hold.

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95



CATEGORY	A	B	C	D
S-17L	860-½ 391 (400-½)			860-1 391 (400-1)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8600
352°	TDZE	461
	Apt Elev	470

GPS RWY 35R

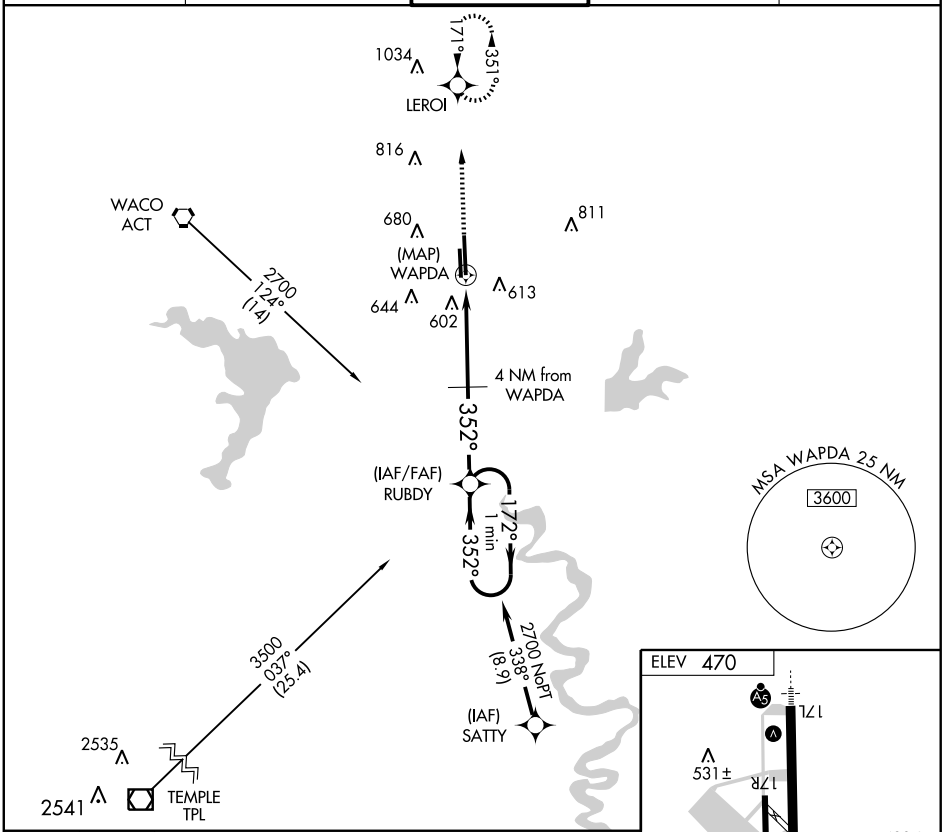
WACO/ TSTC WACO (CNW)

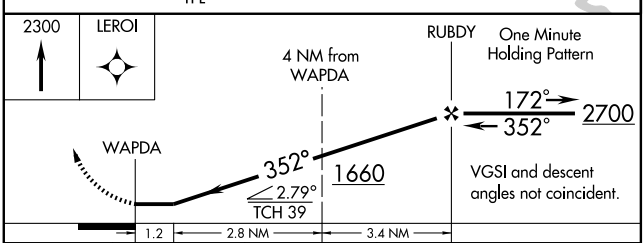
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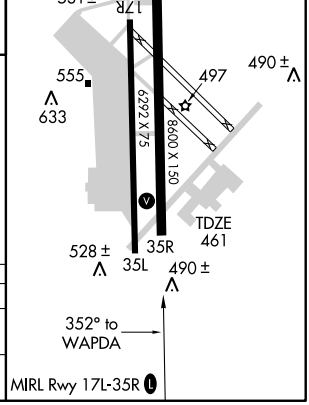
ASR

MISSED APPROACH: Climb to 2300 direct LEROI and hold.

AWOS-3	WACO APP CON★	TSTC TOWER★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D
S-35R	860-1 399 (400-1)			860-1¼ 399 (400-1¼)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-CNW	APP CRS	Rwy Idg	8600
110.7	171°	TDZE	470
		Apt Elev	470

ILS or LOC RWY 17L

WACO/ TSTC WACO (CNW)

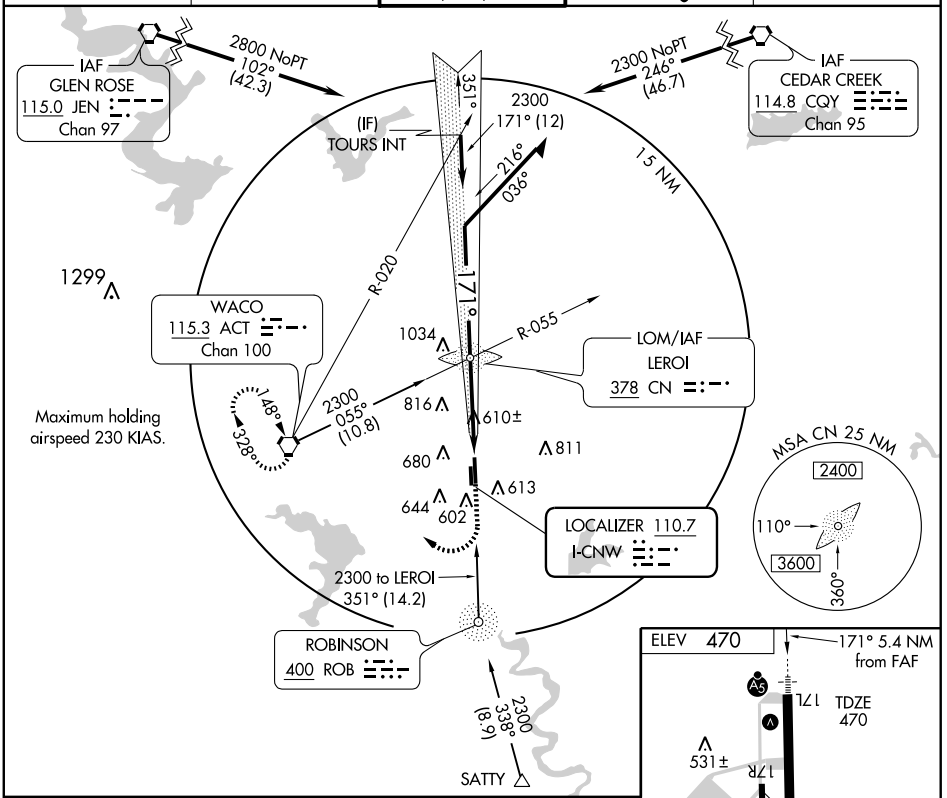
ASR

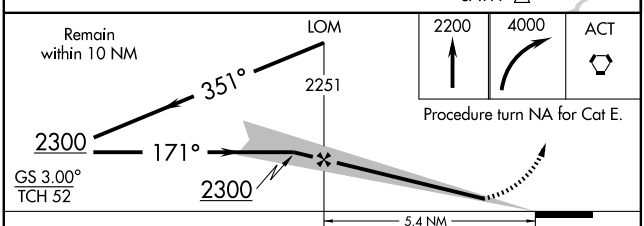
For inoperative MALSR, increase S-ILS 17L Cat E visibility to ¾, and S-LOC-17L Cat E to 1¼. When local altimeter setting not received, use Waco Rgnl altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase S-LOC 17L Cats C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

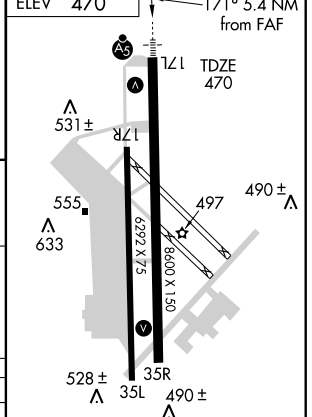
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct ACT VORTAC and hold. (TACAN aircraft continue via ACT R-305 to IGORR/ACT 14 DME and hold S, RT, 305° inbound)

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D	E
S-ILS 17L	670-½ 200 (200-½)				
S-LOC 17L	860-½ 390 (400-½)			860-¾ 390 (400-¾)	
CIRCLING	940-1 470 (500-1)	960-1 490 (500-1)	1040-1½ 570 (600-1½)	1040-2 570 (600-2)	1180-2½ 710 (800-2½)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

NDB ROB	APP CRS	Rwy Idg	8600
400	352°	TDZE	461
		Apt Elev	470

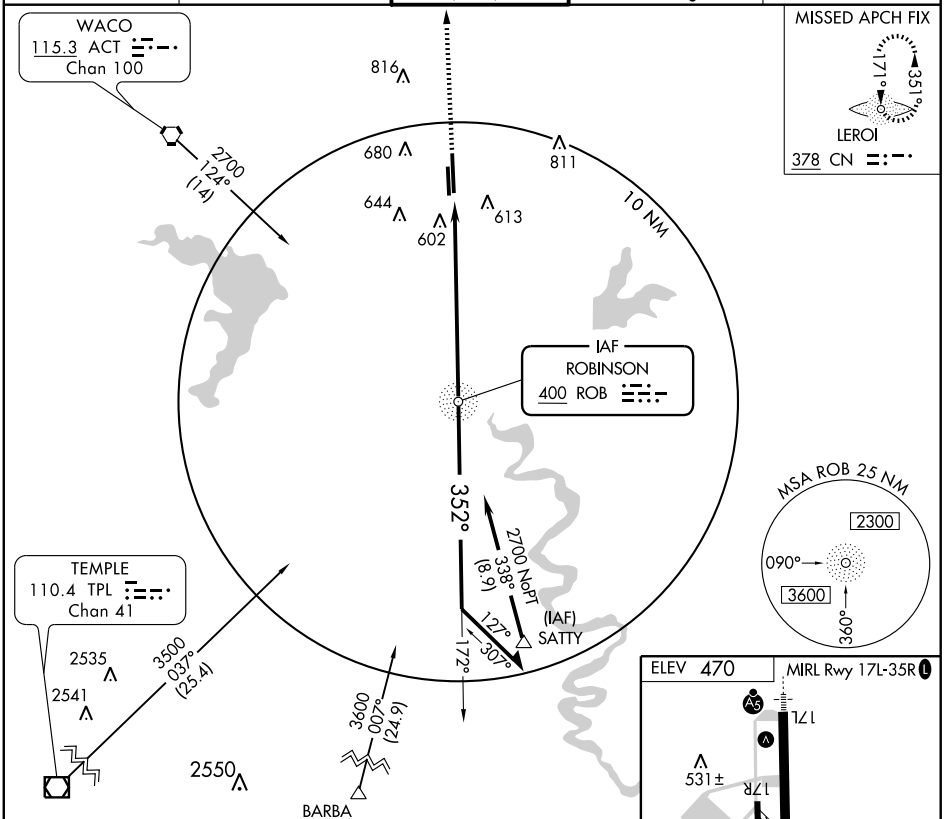
NDB RWY 35R

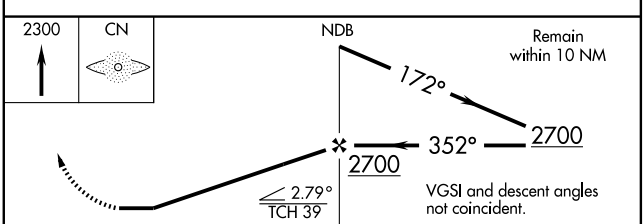
WACO/ TSTC WACO (CNW)

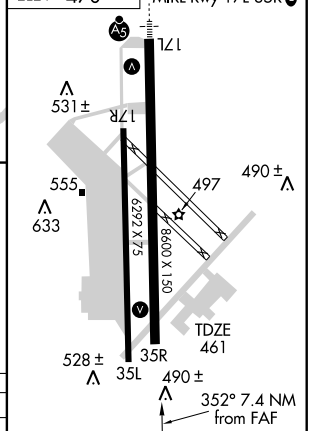
ASR

MISSED APPROACH: Climb to 2300 direct CN LOM and hold.

AWOS-3	WACO APP CON★	TSTC TOWER★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95







CATEGORY	A	B	C	D
S-35R	1020-1	559 (600-1)	1020-1½ 559 (600-1½)	1020-1¾ 559 (600-1¾)
CIRCLING	1020-1	550 (600-1)	1020-1½ 550 (600-1½)	1020-2 550 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

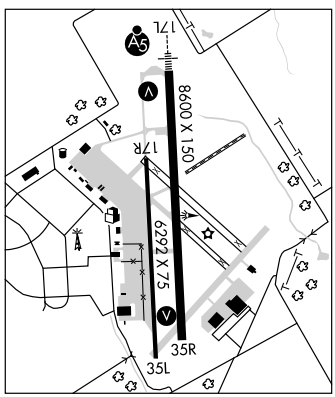
SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VULTURES ROW (See SANGER)

WACO

Mc GREGOR EXECUTIVE (PWG) 4 W UTC−6(−5DT) N31°29.10′ W97°18.99′ **SAN ANTONIO**
592 B S4 **FUEL** 100LL, JET A1 + OX 3, 4 NOTAM FILE PWG **H–6H, L–19D, 21A**
RWY 17–35: H5501X75 (ASPH) S–30 MIRL 0.4% up N **IAP**
RWY 17: REIL. PAPI(P4L)–GA 3.0° TCH 37′. Trees.
RWY 35: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 04–22: H3484X55 (ASPH) S–12
RWY 04: Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. For fuel after hours call 254–848–2345. Military fuel contract. Calm wind less than 5 kts use Rwy 17. MIRL Rwy 17–35 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.525 (254) 848–4581.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WACO APP CON** 127.65 **DEP CON** 126.125 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
GCO 121.725 (WACO CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 184° 10.9 NM to fld. 510/9E.
HIWAS.
ASR (1200–0600Z‡)

TSTC WACO (CNW) 8 NE UTC−6(−5DT) N31°38.27′ W97°04.45′ **SAN ANTONIO**
470 B S2 **FUEL** 100LL, JET A NOTAM FILE FTW **H–6H, L–19D, A**
RWY 17L–35R: H8600X150 (ASPH) S–50, D–200, 2S–175, 2D–450 MIRL **IAP, AD**
RWY 17L: MALSR. VASI(V4R)—GA 3.0° TCH 53′.
RWY 35R: VASI(V4L)—GA 3.0° TCH 39′. Rgt tfc.
RWY 17R–35L: H6292X75 (CONC) S–25, D–76, 2S–96, 2D–140
RWY 17R: Rgt tfc. **RWY 35L:** Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. Seasonal migratory birds and waterfowl. Radio blind spots at the south end of the arpt. Areas not visible from the twr at the south end of the arpt. Night ops 24 hours advance notice, call 254–867–3866. Auxiliary power unit available for jet acft. Rwy 17R–35L CLOSED SS–SR, avbl ngt for taxiing only. Rwy 17R–35L green centerline reflectors along full length of rwy. When twr clsd MIRL Rwy 17L–35R preset low ints, to increase ints and ACTIVATE MALSR Rwy 17L and VASI Rwy 17L and Rwy 35R—121.7.



WEATHER DATA SOURCES: AWOS–3 134.225 (254) 867–3880. LAWRS.
COMMUNICATIONS: CTAF 124.0 **UNICOM** 122.95
WACO RCO 122.15 (FORT WORTH RADIO)
Ⓡ **WACO APP CON** 127.65 **DEP CON** 126.125 (1200–0600Z‡)
FORT WORTH CENTER APP/DEP CON 133.3 (0600–1200Z‡)
TOWER 124.0 (1300–0500Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ACT.
WACO (H) VORTACW 115.3 ACT Chan 100 N31°39.74′ W97°16.14′ 089° 10.1 NM to fld. 510/9E.
HIWAS.
LEROI NDB (LOM) 378 CN N31°44.46′ W97°04.69′ 171° 6.2 NM to fld.
ROBINSON NDB (MHW) 400 ROB N31°30.23′ W97°04.18′ 351° 8.0 NM to fld. NOTAM FILE FTW.
ILS 110.7 I–CNW Rwy 17L. LOM LEROI NDB. ILS unmonitored.
ASR (1200–0600Z‡)

RNAV (GPS) RWY 17

WACO/MC GREGOR EXECUTIVE (PWG)

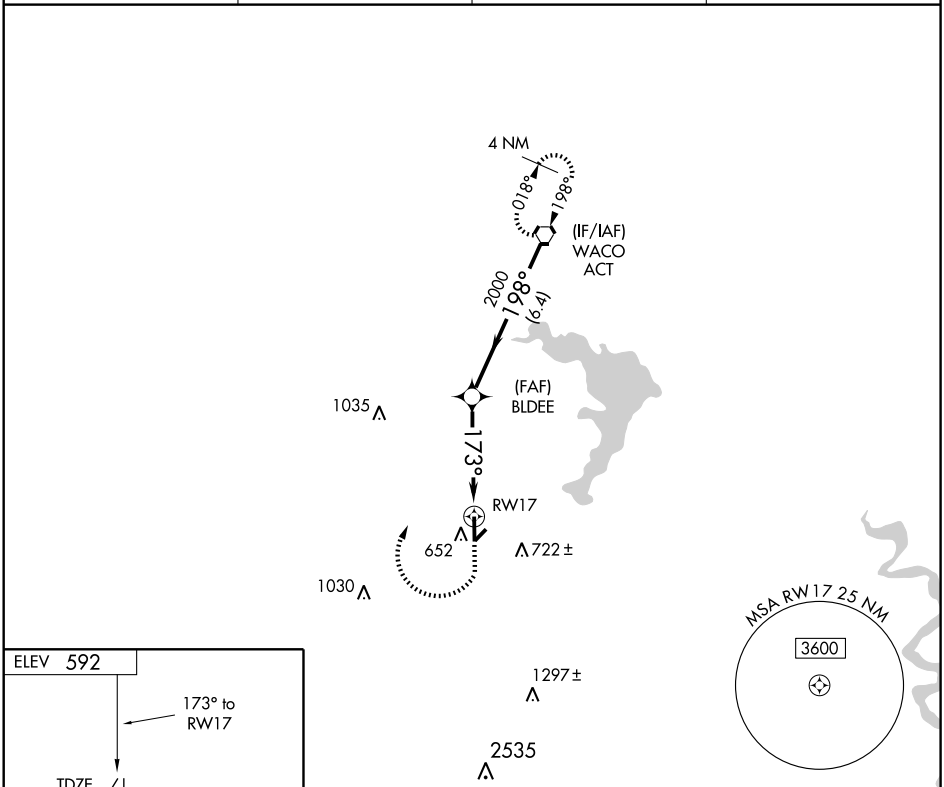
APP CRS	Rwy Idg	5501
173°	TDZE	592
	Apt Elev	592

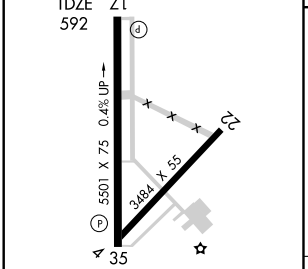
NA
ASR

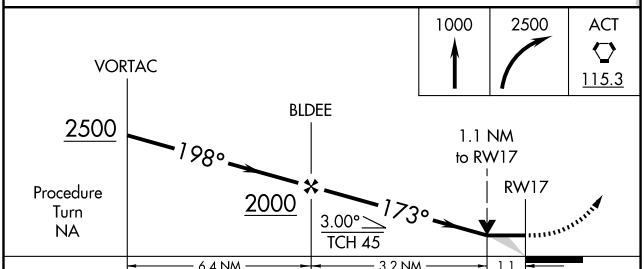
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 388 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

MIRL Rwy 17-35 L
REIL Rwy 17

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

WACO/MC GREGOR EXECUTIVE (PWG)

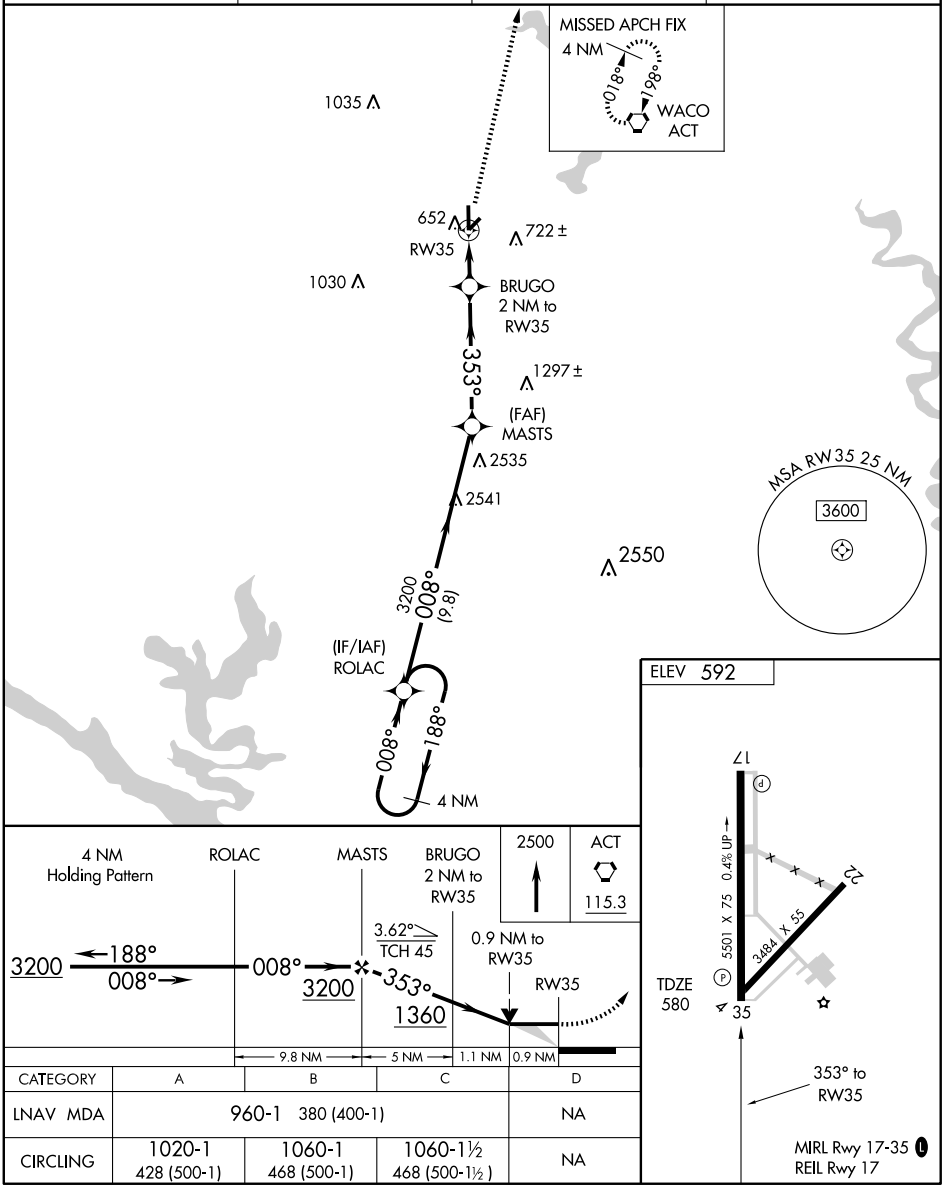
APP CRS	Rwy Idg	5501
353°	TDZE	580
	Apt Elev	592

NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	960-1 380 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC ACT	APP CRS	Rwy Idg 5501
115.3	185°	TDZE 592
Chan 100		Apt Elev 592

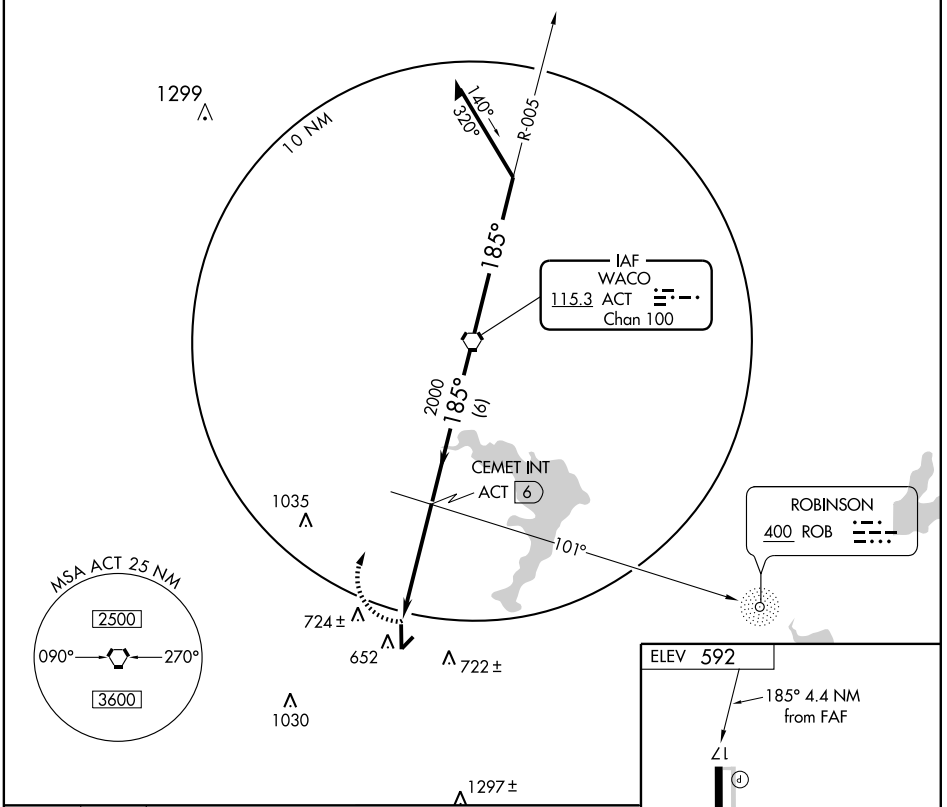
VOR RWY 17

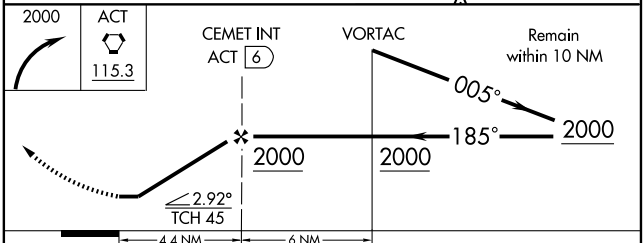
WACO/MC GREGOR EXECUTIVE (PWG)

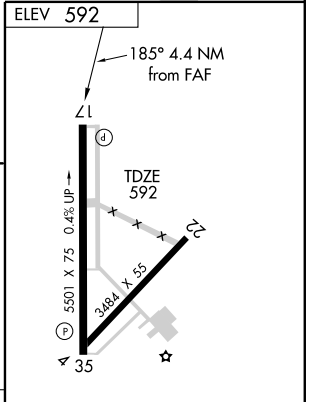
ASR — DME or ADF required.

MISSED APPROACH: Climbing right turn to 2000 direct ACT VORTAC.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	980-1 388 (400-1)			NA
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

REIL Rwy 17
MIRL Rwy 17-35 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WEATHERFORD

HORSESHOE BEND (F78) 12 SW UTC−6(−5DT) N32°34.37′ W97°52.35′ **DALLAS–FT. WORTH**

715 NOTAM FILE FTW

RWY 17–35: 3000X30 (GRVL)

RWY 17: Fence. **RWY 35:** Tree.

AIRPORT REMARKS: Unattended. Watch for deer and motor vehicles on rwy. Rwy 35 +70′ trees at 635′ 80′ east of centerline and +20′ p–line at 650′ on centerline. Rwy 17–35 grass growing thru the entire length of rwy. Use extreme care ultralight activity on and invof arpt. Off arpt strobe light by prior request call 817–596–9335.

COMMUNICATIONS: CTAF 122.9

PARKER CO (WEA) 5 E UTC−6(−5DT) N32°44.78′ W97°40.95′ **DALLAS–FT. WORTH**

990 S4 **FUEL** 100LL NOTAM FILE FTW **L–17C, A**

RWY 17–35: H2889X40 (ASPH) S–7.5 LIRL (NSTD) **IAP**

RWY 17: Thld dsplcd 219′. Tree. **RWY 35:** Tree.

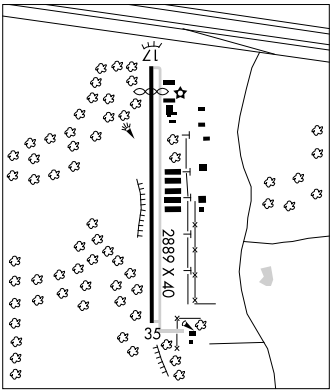
AIRPORT REMARKS: Attended 1400–0200Z‡. Fuel avbl 24 hrs self serve. Wildlife invof arpt. Rwy 17–35 restricted to acft 7500 lbs or less. Arpt CLOSED to transient student training. Rwy 17–35 NSTD LIRL. Rwy 17 night dsplcd thld 2 clear lgts, 2 red lgts on rwy end.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **RGNL APP/DEP CON** 135.975

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MILLSAP (H) VORTACW 117.7 MQP Chan 124 N32°43.58′ W97°59.84′ 077° 16.0 NM to fld. 890/9E.



WEISER AIR PARK (See HOUSTON)

WELLINGTON

MARIAN AIRPARK (FØ6) 1 SE UTC−6(−5DT) N34°50.74′ W100°11.76′ **DALLAS–FT. WORTH**

2008 B **FUEL** 100LL NOTAM FILE FTW **L–17B**

RWY 12–30: H4035X60 (ASPH) S–2.5 MIRL

RWY 12: Thld dsplcd 525′. Road. **RWY 30:** Road.

RWY 17–35: 1700X175 (TURF)

RWY 17: Road.

RWY 04–22: 1010X135 (TURF)

RWY 22: Pole.

AIRPORT REMARKS: Attended 1300–2300Z‡. Rotating bcn OTS indef. Extensive agricultural ops during spring and summer. Rwy 17–35 marked with +2′ barrel halves painted black and yellow. Rwy 04–22 marked with +3′ barrel halves painted black and yellow.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CDS.

CHILDRESS (L) VORTACW 117.6 CDS Chan 123 N34°22.14′ W100°17.34′ 359° 28.9 NM to fld. 1920/10E.

HIWAS.

VORTAC MQP 117.7 Chan 124	APP CRS 077°	Rwy Idg N/A TDZE N/A Apt Elev 990

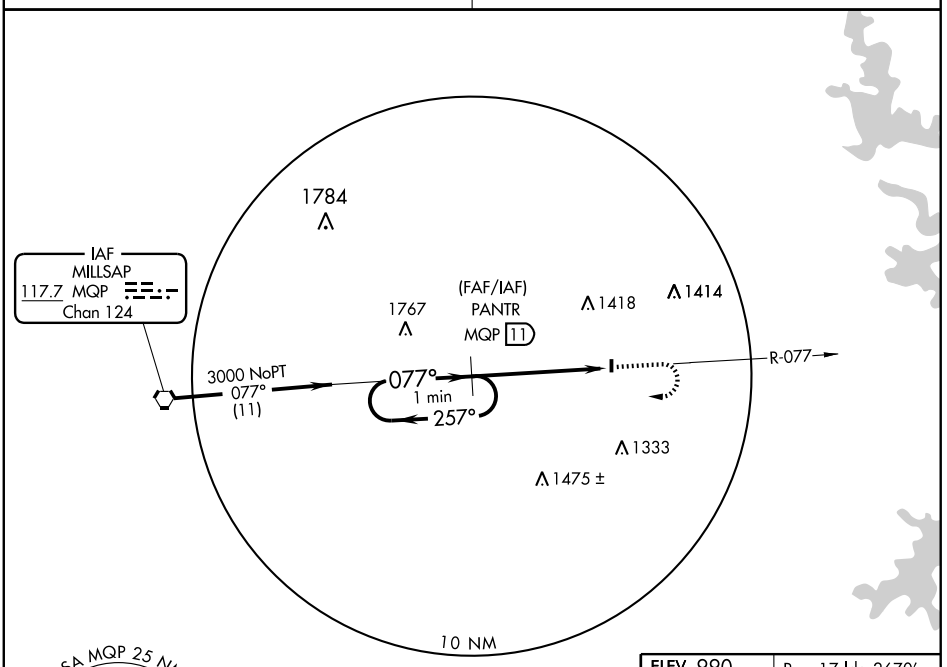
VOR/DME-A

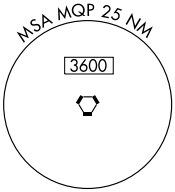
WEATHERFORD/PARKER COUNTY (WEA)

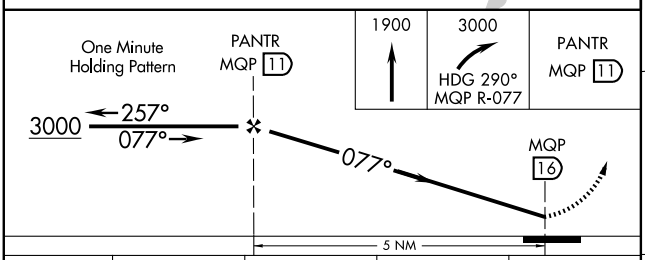
⚠ NA Use Fort Worth Meacham altimeter setting.

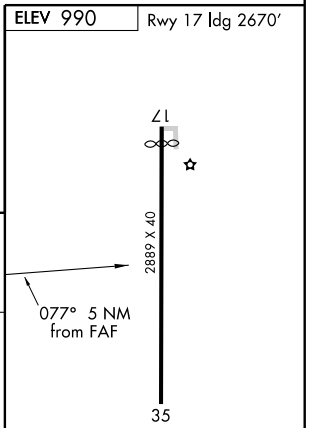
MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 via heading 290° and MQP R-077 to PANTR and hold.

REGIONAL APP CON	UNICOM
135.975 379.9	122.7 (CTAF)









CATEGORY	A	B	C	D
CIRCLING	1680-1 690 (700-1)		1680-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WESLACO

MID VALLEY (T65) 2 NE UTC−6(−5DT) N26°10.66′ W97°58.38′

BROWNSVILLE
L–20H
IAP

70 B S4 **FUEL** 100LL, JET A NOTAM FILE T65

RWY 13–31: H4998X70 (ASPH) S–12.5 MIRL

RWY 13: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 172′. Road.

RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1300–0000Z‡. Prior arrangement required other times for airport attendant. Fuel avbl 24 hrs self–serve. MIRL Rwy 13–31 and LDIN Rwy 13 preset low ints, to increase ints and ACTIVATE REIL Rwy 13 and Rwy 31—CTAF.

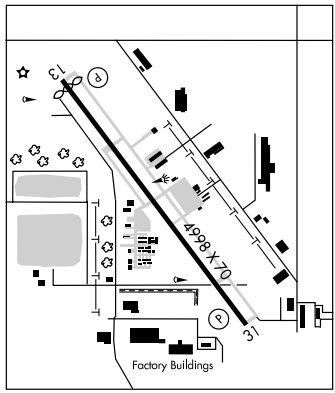
WEATHER DATA SOURCES: AWOS–3 118.575 (956) 447–0502.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **VALLEY APP/DEP CON** 121.0 **CLNC DEL** 125.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HRL.

HARLINGEN (L) VORW/DME 109.2 HRL Chan 29 N26°13.75′ W97°39.12′ 251° 17.6 NM to fld. 30/5E. **HIWAS.**



WEST CAMERON CRH N28°54.52′ W93°18.10′

GOMW

AWOS–3 120.625

WESTHEIMER AIR PARK (See HOUSTON)

WEST HOUSTON (See HOUSTON)

WHARTON

LACKEY AVIATION (94R) 5 SE UTC−6(−5DT) N29°15.97′ W96°00.46′

HOUSTON

90 NOTAM FILE CXO

RWY 15–33: H2167X20 (ASPH)

RWY 15: Fence. **RWY 33:** Building.

AIRPORT REMARKS: Unattended. For arpt attendant call 979–532–4931.

COMMUNICATIONS: CTAF 122.9

WHARTON RGNL (ARM) 5 SW UTC−6(−5DT) N29°15.26′ W96°09.26′

HOUSTON
H–7C, L–19D, 21A, GOMW
IAP

100 B S4 **FUEL** 100LL, JET A NOTAM FILE ARM

RWY 14–32: H5004X75 (ASPH) S–22 MIRL

RWY 14: PAPI(P4L)—GA 3.0° TCH 35′. P-line.

RWY 32: PAPI(P4L)—GA 3.0° TCH 31′.

AIRPORT REMARKS: Attended 1400–0000Z‡. Self serve fuel after hrs with credit card. ACTIVATE MIRL Rwy 14–32 —CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (979) 532–2791.

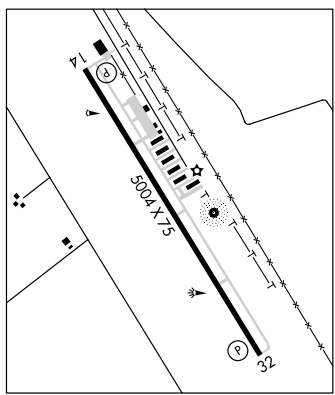
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.

EAGLE LAKE (H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 153° 25.9 NM to fld. 190/8E.

NDB (MHW) 245 ARM N29°15.28′ W96°09.12′ at fld. NOTAM FILE ARM.



APP CRS	Rwy Idg	4828
134°	TDZE	70
	Apt Elev	70

GPS RWY 13

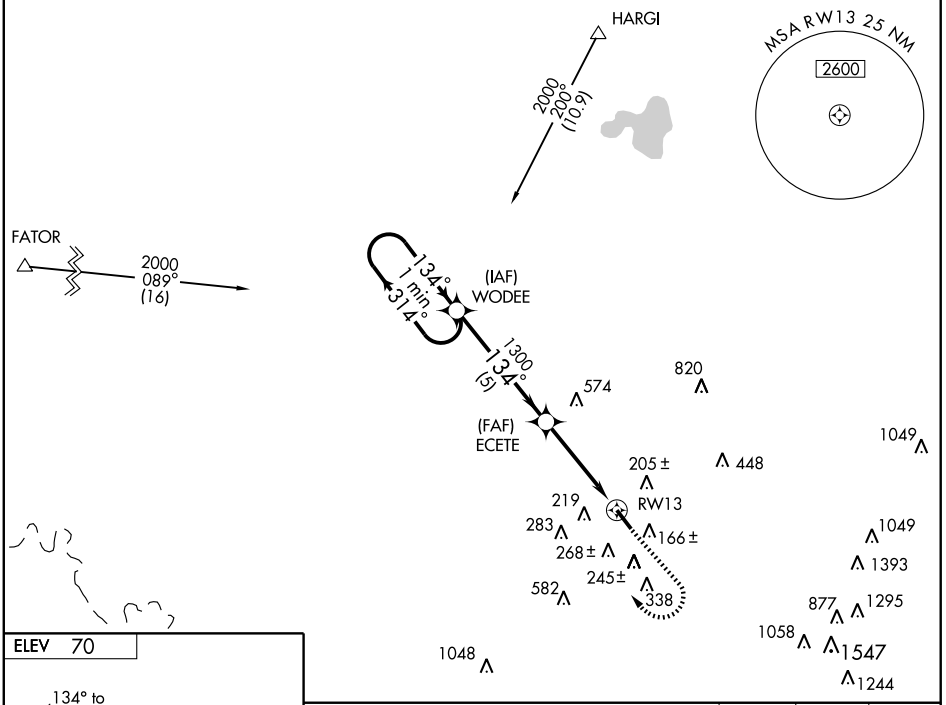
WESLACO/MID VALLEY (T65)

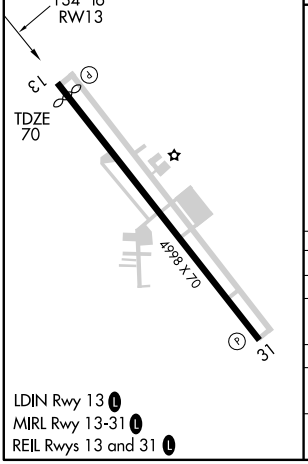
NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

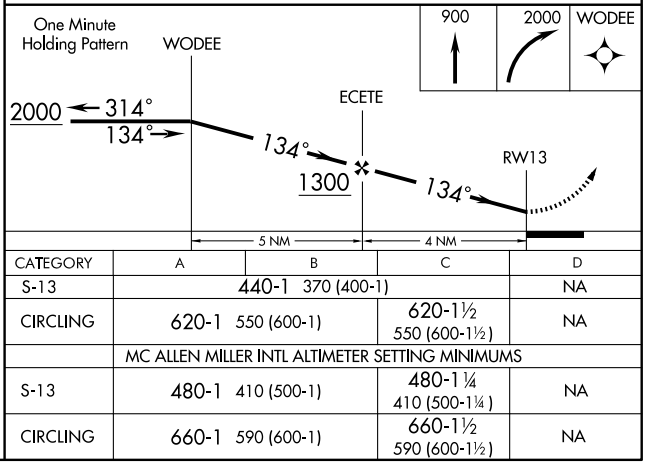
ODALS

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 direct WODEE and hold.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	440-1 370 (400-1)			NA
CIRCLING	620-1 550 (600-1)		620-1½ 550 (600-1½)	NA
	MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS			
S-13	480-1 410 (500-1)		480-1¼ 410 (500-1¼)	NA
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MFE	APP CRS	Rwy Idg	N/A
117.2	080°	TDZE	N/A
Chan 119		Apt Elev	70

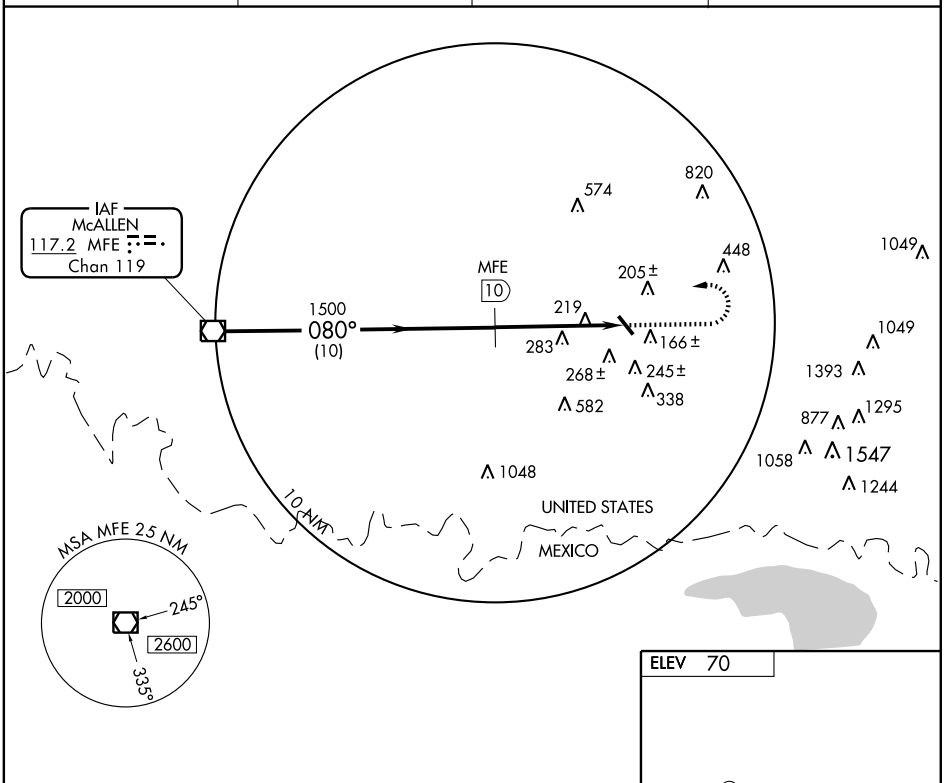
VOR/DME-A

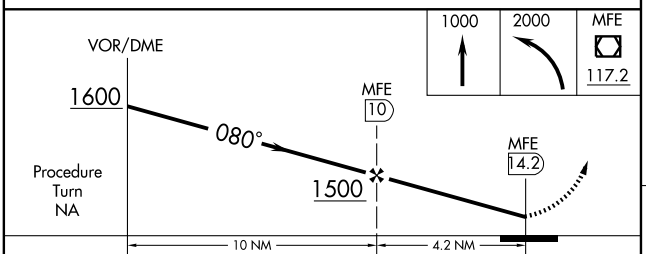
WESLACO/MID VALLEY (T65)

NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

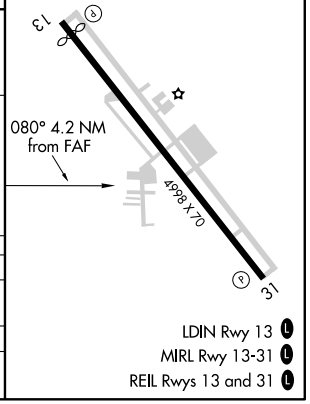
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct MFE VOR/DME.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	620-1 550 (600-1)		620-1½ 550 (600-1½)	NA
MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	NA



SC-3, 26 AUG 2010 to 23 SEP 2010

SC-3, 26 AUG 2010 to 23 SEP 2010

WESLACO

MID VALLEY (T65) 2 NE UTC−6(−5DT) N26°10.66′ W97°58.38′

BROWNSVILLE
L–20H
IAP

70 B S4 **FUEL** 100LL, JET A NOTAM FILE T65

RWY 13–31: H4998X70 (ASPH) S–12.5 MIRL

RWY 13: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 172′. Road.

RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1300–0000Z‡. Prior arrangement required other times for airport attendant. Fuel avbl 24 hrs self–serve. MIRL Rwy 13–31 and LDIN Rwy 13 preset low ints, to increase ints and ACTIVATE REIL Rwy 13 and Rwy 31—CTAF.

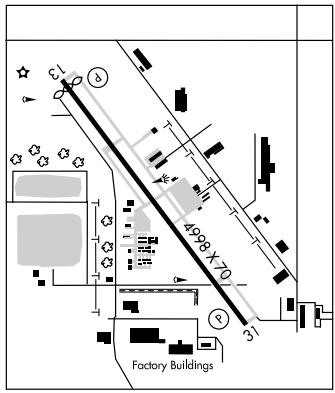
WEATHER DATA SOURCES: AWOS–3 118.575 (956) 447–0502.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **VALLEY APP/DEP CON** 121.0 **CLNC DEL** 125.95

RADIO AIDS TO NAVIGATION: NOTAM FILE HRL.

HARLINGEN (L) VORW/DME 109.2 HRL Chan 29 N26°13.75′ W97°39.12′ 251° 17.6 NM to fld. 30/5E. **HIWAS.**



WEST CAMERON CRH N28°54.52′ W93°18.10′

GOMW

AWOS–3 120.625

WESTHEIMER AIR PARK (See HOUSTON)

WEST HOUSTON (See HOUSTON)

WHARTON

LACKEY AVIATION (94R) 5 SE UTC−6(−5DT) N29°15.97′ W96°00.46′

HOUSTON

90 NOTAM FILE CXO

RWY 15–33: H2167X20 (ASPH)

RWY 15: Fence. **RWY 33:** Building.

AIRPORT REMARKS: Unattended. For arpt attendant call 979–532–4931.

COMMUNICATIONS: CTAF 122.9

WHARTON RGNL (ARM) 5 SW UTC−6(−5DT) N29°15.26′ W96°09.26′

HOUSTON
H–7C, L–19D, 21A, GOMW
IAP

100 B S4 **FUEL** 100LL, JET A NOTAM FILE ARM

RWY 14–32: H5004X75 (ASPH) S–22 MIRL

RWY 14: PAPI(P4L)—GA 3.0° TCH 35′. P-line.

RWY 32: PAPI(P4L)—GA 3.0° TCH 31′.

AIRPORT REMARKS: Attended 1400–0000Z‡. Self serve fuel after hrs with credit card. ACTIVATE MIRL Rwy 14–32 —CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (979) 532–2791.

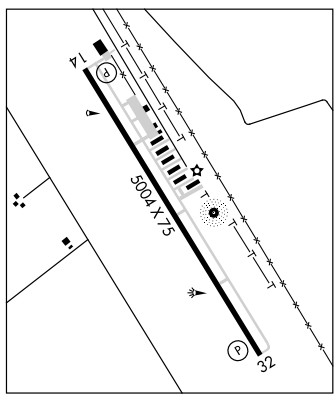
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **HOUSTON CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.

EAGLE LAKE (H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 153° 25.9 NM to fld. 190/8E.

NDB (MHW) 245 ARM N29°15.28′ W96°09.12′ at fld. NOTAM FILE ARM.

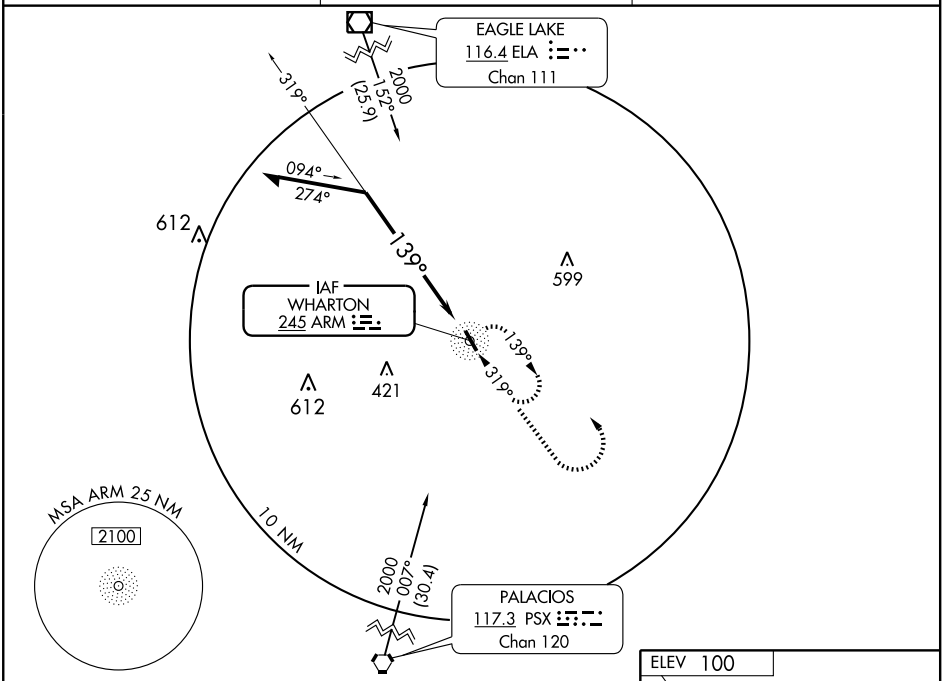


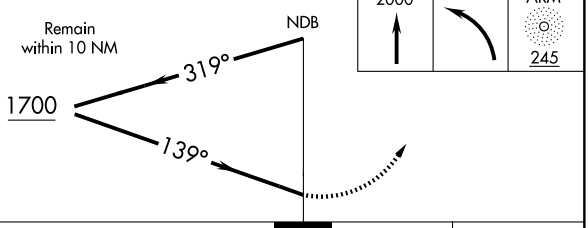
NDB ARM	APP CRS		
245	139°	Rwy Idg	5004
		TDZE	100
		Apt Elev	100

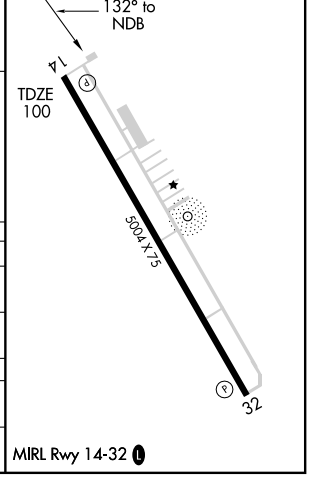
NDB RWY 14
WHARTON RGNL (ARM)

NA	Obtain local altimeter setting on CTAF; when not received use Victoria altimeter setting.
	MISSED APPROACH: Climb to 2000 then left turn to ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-14	560- 1	460 (500-1)	560- 1¼ 460 (500-1¼)	NA
CIRCLING	560- 1	460 (500-1)	560- 1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-14	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA
CIRCLING	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010

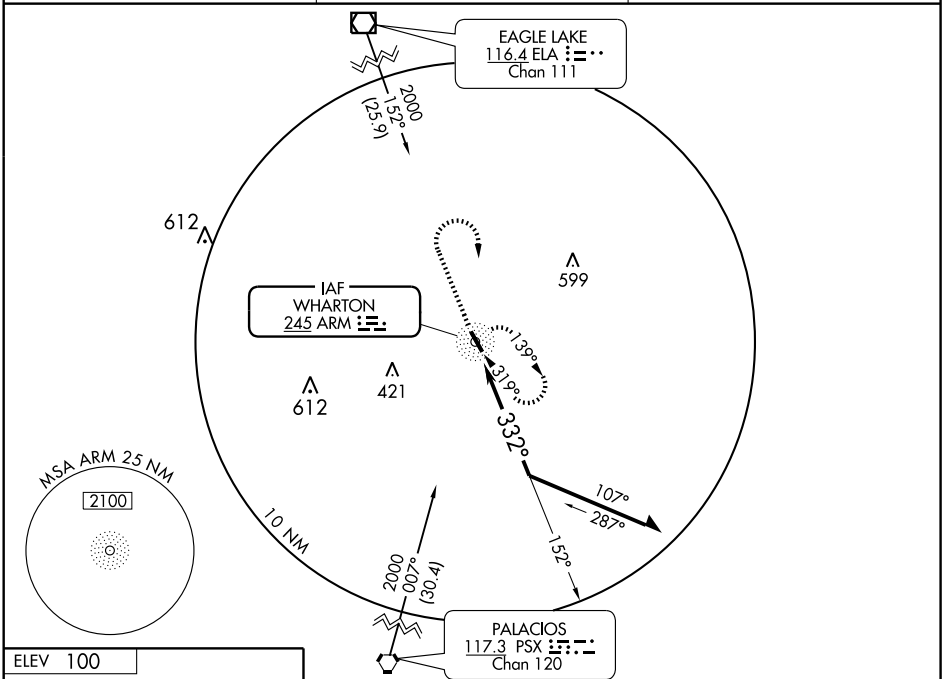
NDB ARM	APP CRS	Rwy Idg	5004
245	332°	TDZE	100
		Apt Elev	100

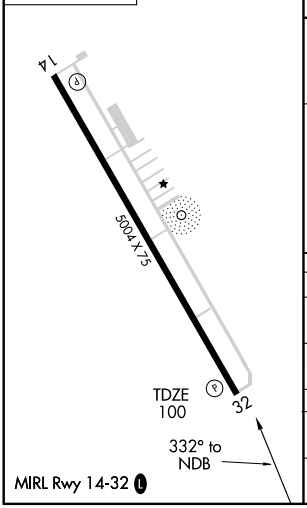
NDB RWY 32
WHARTON RGNL (ARM)

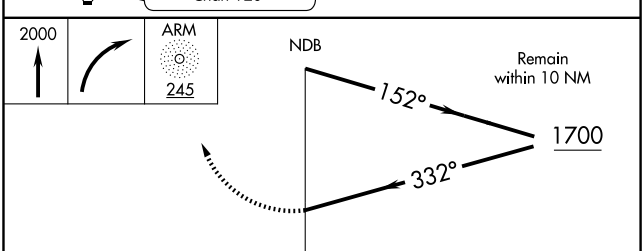
NA — Obtain local altimeter setting on CTAF; when not received use Victoria Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then right turn direct ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	560-1	460 (500-1)	560-1¼ 460 (500-1¼)	NA
CIRCLING	560-1	460 (500-1)	560-1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-32	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA
CIRCLING	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5004
CH 77714	145°	TDZE	100
W14A		Apt Elev	100

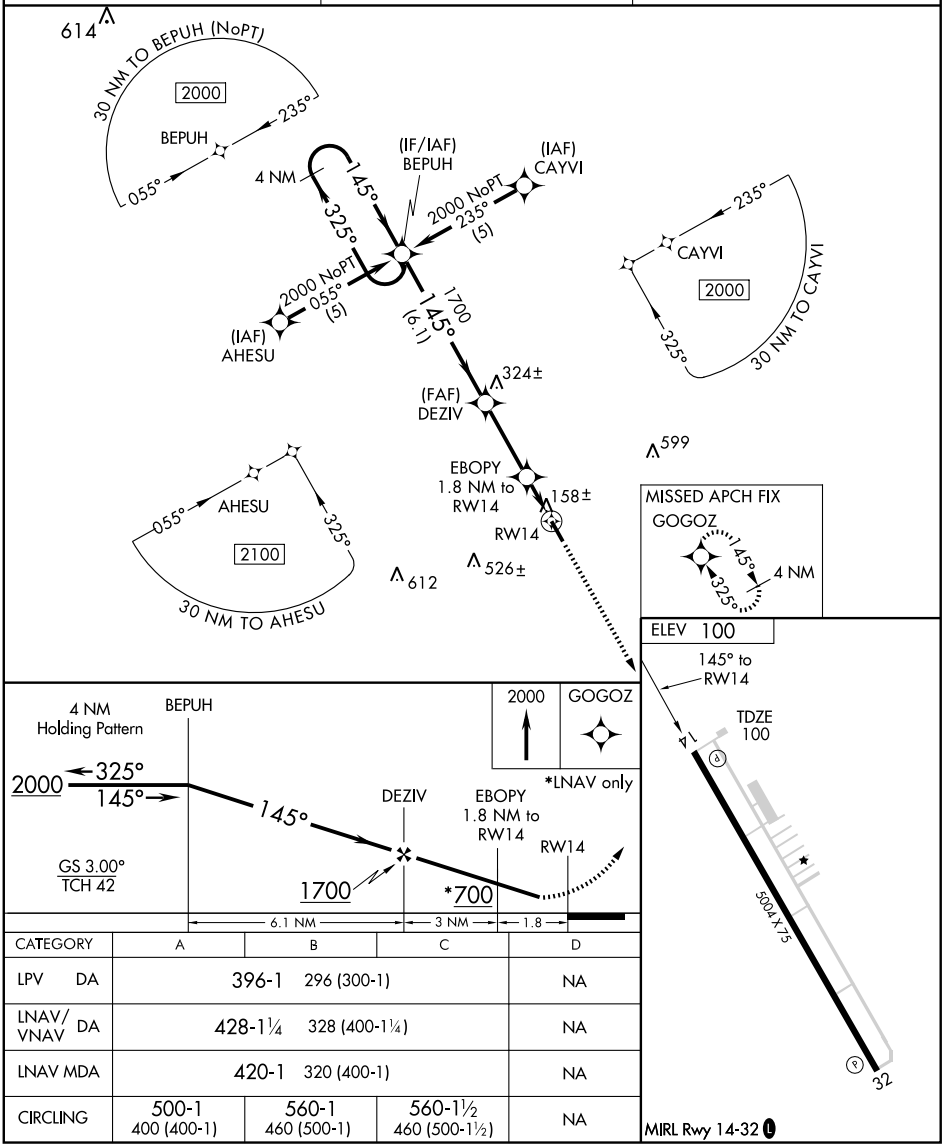
RNAV (GPS) RWY 14

WHARTON RGNL (ARM)

T A Baro-VNAV NA when using Victoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct GOGOZ and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	396-1	296 (300-1)		NA
LNAV/VNAV DA	428-1¼	328 (400-1¼)		NA
LNAV MDA	420-1	320 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

MIRL Rwy 14-32 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5004
CH 58114	325°	TDZE	99
W32A		Apt Elev	100

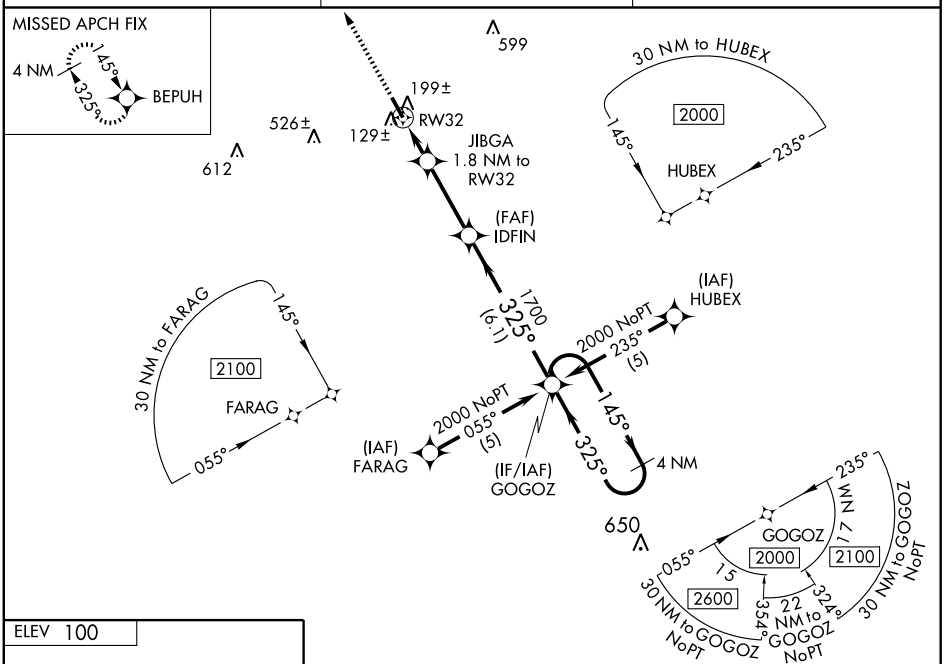
RNAV (GPS) RWY 32

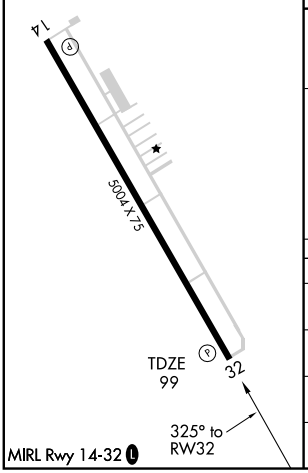
WHARTON RGNL (ARM)

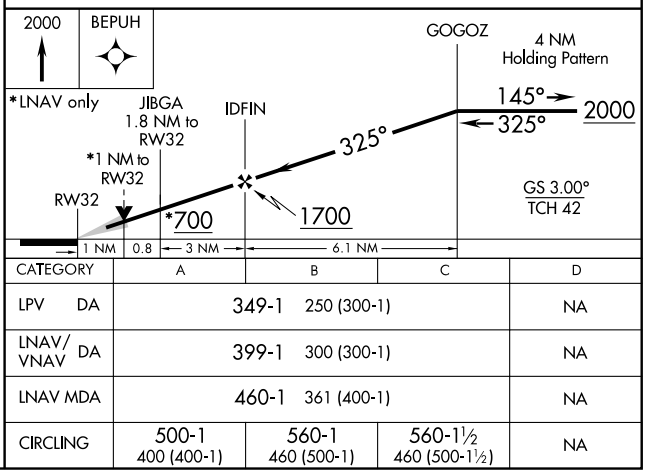
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 direct BEPUH and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	349-1	250 (300-1)		NA
LNAV/VNAV DA	399-1	300 (300-1)		NA
LNAV MDA	460-1	361 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

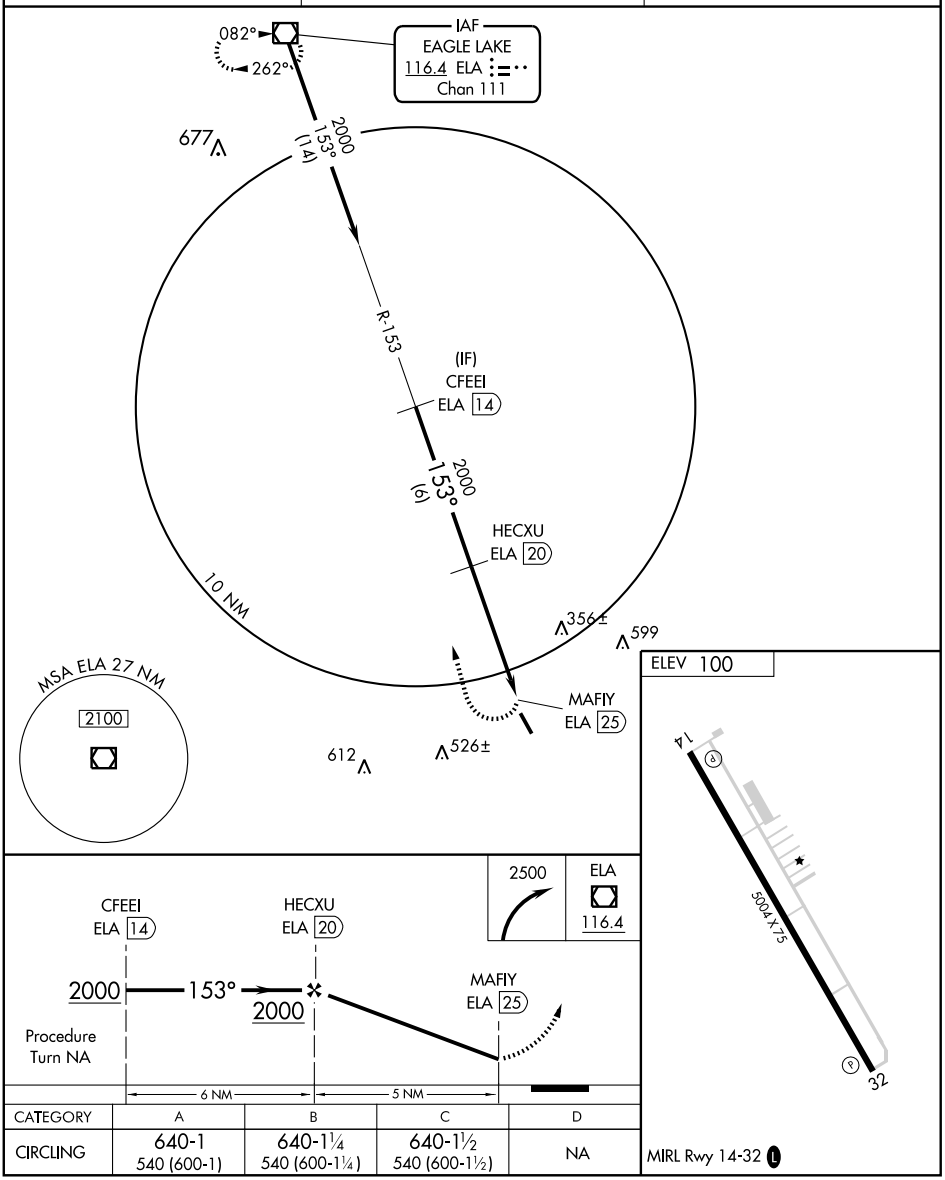
VOR/DME ELA 116.4 Chan 111	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 100

VOR/DME-A
WHARTON RGNL (ARM)

When local altimeter setting not received, use Victoria altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct ELA VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L

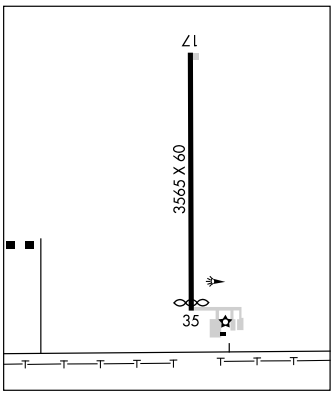


CATEGORY	A	B	C	D
CIRCLING	640-1 540 (600-1)	640-1¼ 540 (600-1¼)	640-1½ 540 (600-1½)	NA

MIRL Rwy 14-32 L

SC-5, 26 AUG 2010 to 23 SEP 2010
SC-5, 26 AUG 2010 to 23 SEP 2010

WHEELER MUNI (T59) 4 E UTC−6(−5DT) N35°27.07′ W100°12.00′ **DALLAS–FT. WORTH**
2470 B **FUEL** 100LL NOTAM FILE FTW **L–15C**
RWY 17–35: H3565X60 (ASPH) S–12 LIRL 1.1% up S **IAP**
RWY 35: Thld dsplcd 57′. Road.
AIRPORT REMARKS: Unattended. For fuel call 806–826–5537 (Sheriff's office). 407′ AGL tower 19 NM SSW of arpt.
COMMUNICATIONS: CTAF: 122.9
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.
SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71′ W99°38.12′ 273° 28.4 NM to fld. 1990/10E.



WHITESBORO

FLYING H RANCH (T29) 2 SW UTC–6(–5DT) N33°37.94′ W96°56.45′ **DALLAS–FT. WORTH**
760 NOTAM FILE FTW
RWY 18–36: 2500X200 (TURF)
RWY 18: Thld dsplcd 600′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 75′ marked p–lines 900′ from Rwy 18 across centerline. No student training. No touch and go ops. Rwy 18 dsplcd thld marked with white conc tiles on each side of rwy.
COMMUNICATIONS: CTAF 122.9

WHITNEY

LAKE WHITNEY STATE PARK (F5Ø) 3 SW UTC−6(−5DT) N31°55.51′ W97°21.88′ **SAN ANTONIO**
564 NOTAM FILE FTW
RWY 17–35: H2000X50 (ASPH) S–10
RWY 17: Tree. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Turn-a-round on Rwy 35 often used for acft parking. Ultralight aircraft prohibited.
COMMUNICATIONS: CTAF 122.9

WICHITA FALLS N33°59.24′ W98°35.61′ NOTAM FILE SPS. **DALLAS–FT WORTH**
(H) VORTACW 112.7 SPS Chan 74 **H–6H, L–17B**
196° 2.6 NM to Wichita Valley. 1100/10E.
RCO 122.65 (FORT WORTH RADIO).

WICHITA FALLS

KICKAPOO DOWNTOWN (CWC) 3 S UTC−6(−5DT) N33°51.64′ W98°29.42′ **DALLAS–FT. WORTH**
1003 B S4 **FUEL** 100LL, JET A TPA—1800(797) NOTAM FILE FTW **L–17B**
RWY 17–35: H4450X75 (CONC) S–30 MIRL 0.5% up S **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0°TCH 37′. Thld dsplcd 150′. Road.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Thld dsplcd 250′. Highway.
AIRPORT REMARKS: Attended 1200–0200Z‡. CAUTION: Do not mistake KICKAPOO DOWNTOWN for SHEPPARD AFB/WICHITA FALLS MUNI 7 miles N. Intensive jet trainer tfc 2300–3000′ MSL within Alert Area A–636. Remain blo 1800′ MSL until in radar ctc with apch ctl for tfc advisories. Antennas 2051′ and 2047′ MSL 3–5 miles NW of arpt. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and REIL Rwy 17 and Rwy 35—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 119.625 (940) 766–2967.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SHEPPARD APP/DEP CON** 120.4 (Mon–Fri 1200–0300Z‡ Sun 1800–2300Z‡, exc hol.) **CLNC DEL** 121.2 940–676–8354
FORT WORTH CENTER APP/DEP CON 133.5 (Mon–Fri 0300–1200Z‡, Sun 2300–1800Z‡, Sat and holidays 24 hrs.)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 136° 9.2 NM to fld. 1100/10E.
SCOTLAND NDB (MHW) 344 SKB N33°46.94′ W98°29.29′ 359° 4.7 NM to fld. Unmonitored 0200–1200Z‡.

VORTAC SYO 115.2 Chan 99	APP CRS 273°	Rwy Idg N/A TDZE N/A Apt Elev 2468

VOR/DME or GPS-A

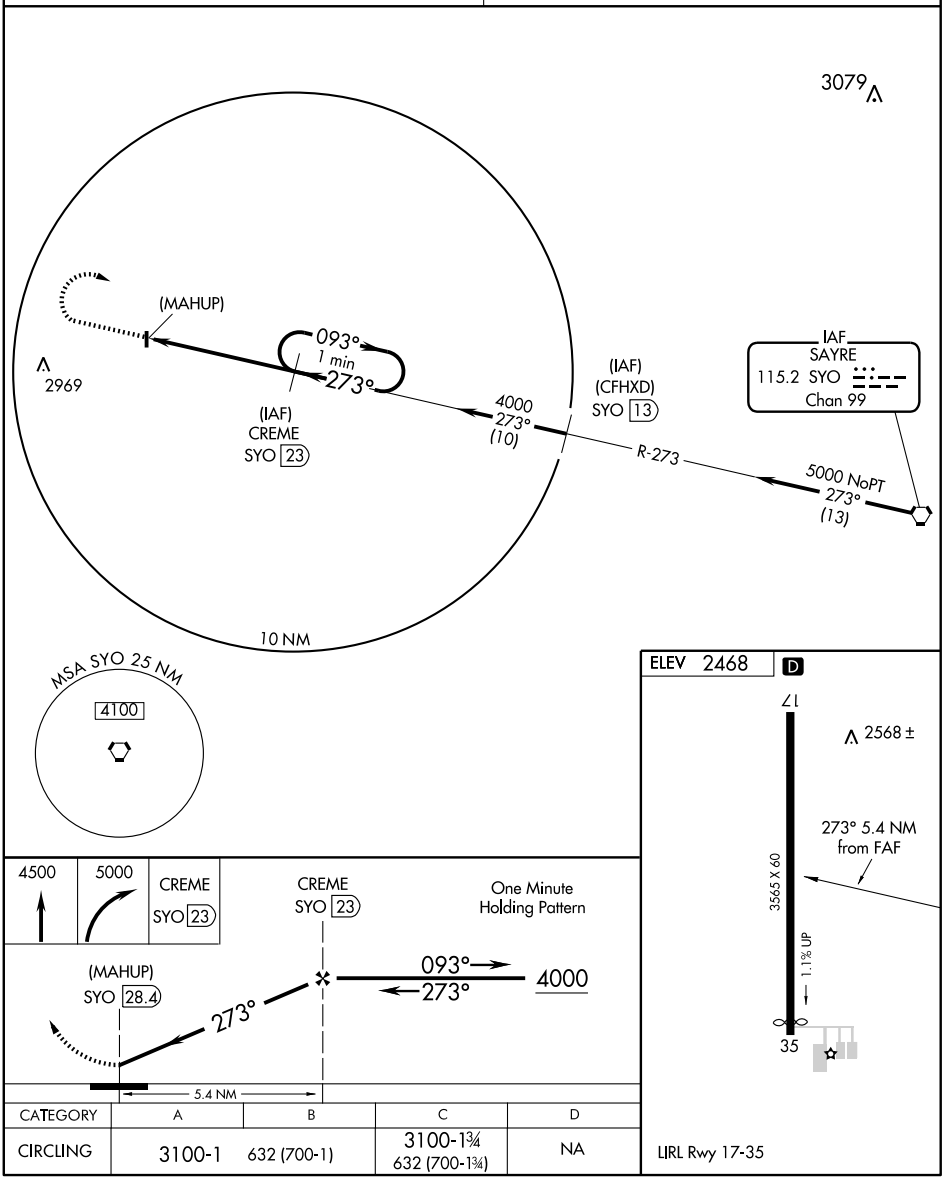
WHEELER MUNI (T59)

Use Clinton-Sherman altimeter setting; if not received, procedure not authorized.

NA

MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct CREME and hold.

ALBUQUERQUE CENTER	CTAF
127.85 285.475	122.9

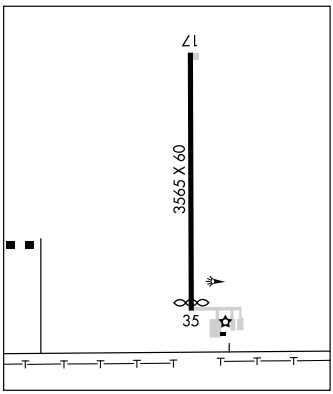


CATEGORY	A	B	C	D
CIRCLING	3100-1	632 (700-1)	3100-1¾ 632 (700-1¾)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

WHEELER MUNI (T59) 4 E UTC−6(−5DT) N35°27.07′ W100°12.00′ **DALLAS–FT. WORTH**
2470 B **FUEL** 100LL NOTAM FILE FTW **L–15C**
RWY 17–35: H3565X60 (ASPH) S–12 LIRL 1.1% up S **IAP**
RWY 35: Thld dsplcd 57′. Road.
AIRPORT REMARKS: Unattended. For fuel call 806–826–5537 (Sheriff's office). 407′ AGL tower 19 NM SSW of arpt.
COMMUNICATIONS: CTAF: 122.9
Ⓡ **ALBUQUERQUE CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.
SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71′ W99°38.12′ 273° 28.4 NM to fld. 1990/10E.



WHITESBORO

FLYING H RANCH (T29) 2 SW UTC–6(–5DT) N33°37.94′ W96°56.45′ **DALLAS–FT. WORTH**
760 NOTAM FILE FTW
RWY 18–36: 2500X200 (TURF)
RWY 18: Thld dsplcd 600′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 75′ marked p–lines 900′ from Rwy 18 across centerline. No student training. No touch and go ops. Rwy 18 dsplcd thld marked with white conc tiles on each side of rwy.
COMMUNICATIONS: CTAF 122.9

WHITNEY

LAKE WHITNEY STATE PARK (F5Ø) 3 SW UTC−6(−5DT) N31°55.51′ W97°21.88′ **SAN ANTONIO**
564 NOTAM FILE FTW
RWY 17–35: H2000X50 (ASPH) S–10
RWY 17: Tree. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Turn-a-round on Rwy 35 often used for acft parking. Ultralight aircraft prohibited.
COMMUNICATIONS: CTAF 122.9

WICHITA FALLS N33°59.24′ W98°35.61′ NOTAM FILE SPS. **DALLAS–FT WORTH**
(H) VORTACW 112.7 SPS Chan 74 **H–6H, L–17B**
196° 2.6 NM to Wichita Valley. 1100/10E.
RCO 122.65 (FORT WORTH RADIO).

WICHITA FALLS

KICKAPOO DOWNTOWN (CWC) 3 S UTC−6(−5DT) N33°51.64′ W98°29.42′ **DALLAS–FT. WORTH**
1003 B S4 **FUEL** 100LL, JET A TPA—1800(797) NOTAM FILE FTW **L–17B**
RWY 17–35: H4450X75 (CONC) S–30 MIRL 0.5% up S **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0°TCH 37′. Thld dsplcd 150′. Road.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Thld dsplcd 250′. Highway.
AIRPORT REMARKS: Attended 1200–0200Z‡. CAUTION: Do not mistake KICKAPOO DOWNTOWN for SHEPPARD AFB/WICHITA FALLS MUNI 7 miles N. Intensive jet trainer tfc 2300–3000′ MSL within Alert Area A–636. Remain blo 1800′ MSL until in radar ctc with apch ctl for tfc advisories. Antennas 2051′ and 2047′ MSL 3–5 miles NW of arpt. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and REIL Rwy 17 and Rwy 35—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: AWOS–3 119.625 (940) 766–2967.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SHEPPARD APP/DEP CON** 120.4 (Mon–Fri 1200–0300Z‡ Sun 1800–2300Z‡, exc hol.) **CLNC DEL** 121.2 940–676–8354
FORT WORTH CENTER APP/DEP CON 133.5 (Mon–Fri 0300–1200Z‡, Sun 2300–1800Z‡, Sat and holidays 24 hrs.)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 136° 9.2 NM to fld. 1100/10E.
SCOTLAND NDB (MHW) 344 SKB N33°46.94′ W98°29.29′ 359° 4.7 NM to fld. Unmonitored 0200–1200Z‡.

NDB SKB	APP CRS	Rwy Idg	4200
344	350°	TDZE	998
		Apt Elev	1003

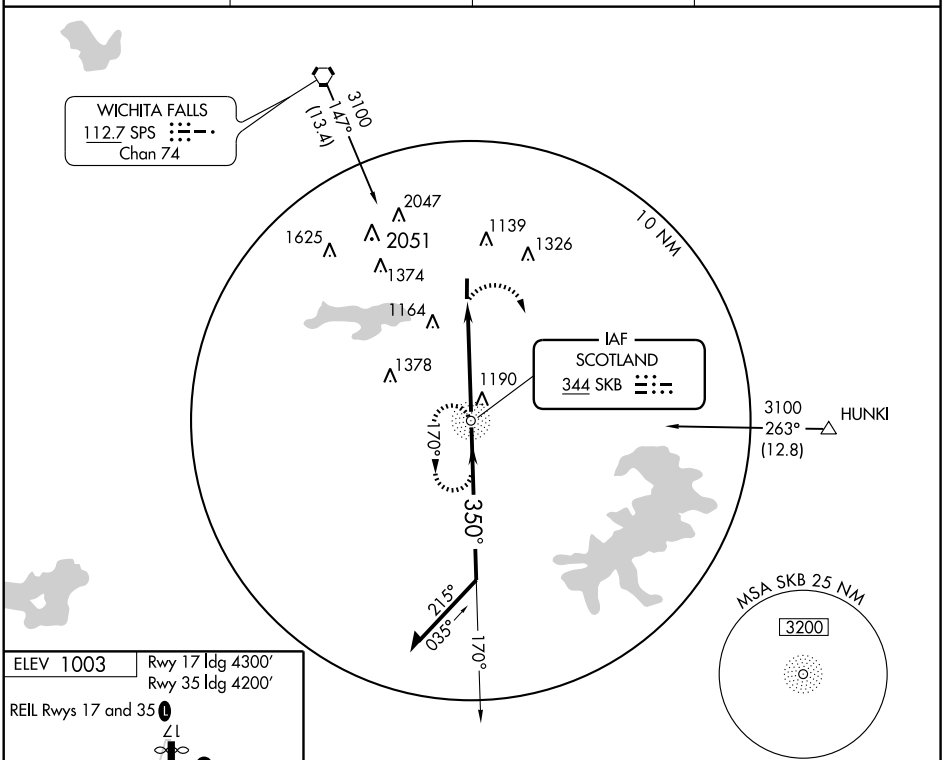
NDB RWY 35

WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

▼ Use Sheppard AFB/Wichita Falls Muni altimeter setting.
▲ NA

MISSED APPROACH: Climbimg right turn to 3100 direct SKB NDB and hold. Continue climb-in-hold to 3100.

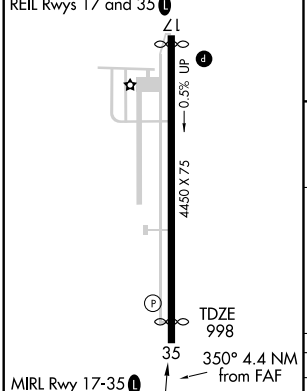
AWOS-3	SHEPPARD APP CON *	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L



ELEV 1003

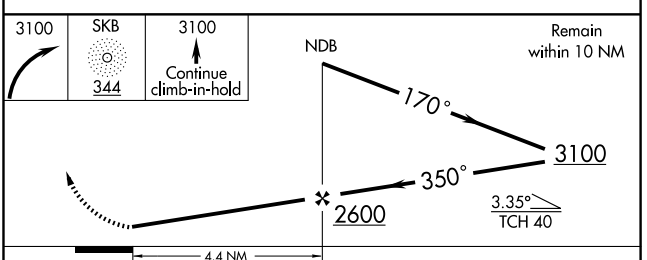
Rwy 17 ldg 4300′
Rwy 35 ldg 4200′

REIL Rwys 17 and 35 L



MIRL Rwy 17-35 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-35	1520-1	522 (600-1)	1520-1½ 522 (600-1½)	NA
CIRCLING	1520-1	517 (600-1)	1520-1½ 517 (600-1½)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

NDB SKB	APP CRS	Rwy Idg	4200
344	353°	TDZE	998
		Apt Elev	1003

RNAV (GPS) RWY 35

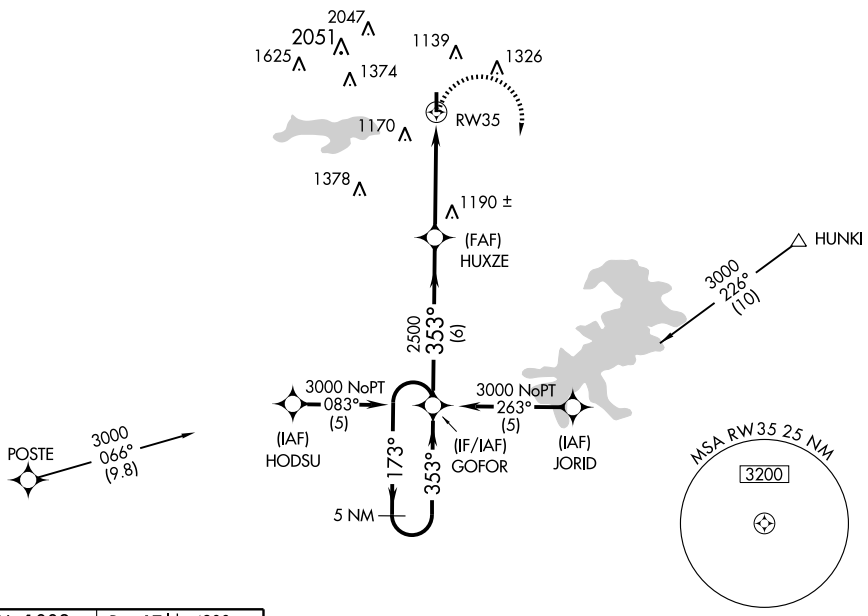
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting. DME/DME RNP-0.3 not authorized.

NA

MISSED APPROACH: Climbing right turn to 3000 direct GOFOR and hold.

AWOS-3	SHEPPARD APP CON *	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L

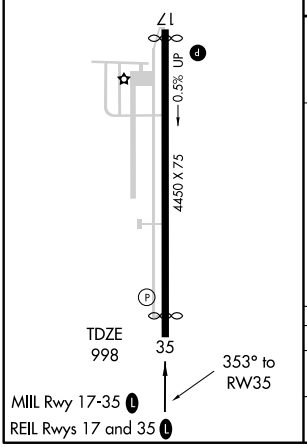


SC-2, 26 AUG 2010 to 23 SEP 2010

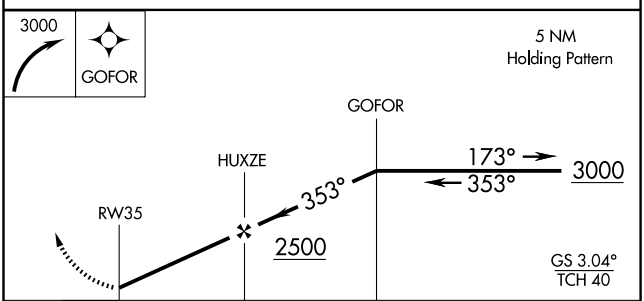
SC-2, 26 AUG 2010 to 23 SEP 2010

ELEV 1003

Rwy 17 ldg 4300
Rwy 35 ldg 4200



Procedure not authorized for arrivals at POSTE via V77 southwest bound.
Procedure not authorized for arrivals at POSTE via V278 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1460-1	462 (500-1)	1460-1¼ 462 (500-1¼)	NA
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	NA

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 079° 5.1 NM to fld. 1100/10E.

(L) TACAN Chan 45 SHP (110.8) N33°58.96′ W98°29.26′ at fld. 1020/10E. No NOTAM MP Wed 0600–1100Z‡.

ILS/DME 109.7 I–SPS Chan 34 Rwy 33L Class IE. ILS unmonitored 0300–1200Z‡. LOM unmonitored. ILS apch not monitored weekends and holidays. MP Mon, Tue 0600–1100Z‡. LOM SHUT DOWN.

ILS 110.5 I–SHP Rwy 15C. Class IT. ILS unmonitored 0300–1200Z‡. ILS apch not monitored weekends and holidays. MP Mon, Tue 1000–1200Z‡.

ASR (1200–0300Z‡) **PAR** (1230–0300Z‡)

COMM/NAV/WEATHER REMARKS: When ASR and Identification Friend/Foe–Selective Identification Feature out PAR avbl via radar pickup from ILS Rwy 33L or LOC back course Rwy 15R apch as appropriate. ASOS observation augmented during afld opr hr. ASOS is fixed sensor located near S end Rwy 15R–33L, measures clouds up to maximum height 12,000 feet. Radar see Terminal FLIP for Radar Minima

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WICHITA VALLEY (F14) 8 NW UTC−6(−5DT) N33°56.86′ W98°37.00′ **DALLAS–FT. WORTH**

1005 **FUEL** 100LL NOTAM FILE FTW **L–17B**

RWY 13–31: H3320X40 (ASPH) S–8, D–12.5 LIRL (NSTD) 0.7% up NW **IAP**

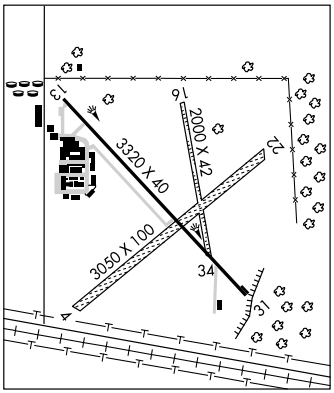
RWY 13: Road. **RWY 31:** Trees.

RWY 04–22: 3050X100 (TURF)

RWY 04: P-line. **RWY 22:** Trees.

RWY 16–34: 2000X42 (TURF) 0.6% up S

RWY 16: Fence. **RWY 34:** P-line.



AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs with major credit card. Intensive jet training tfc 2800–4500′ MSL vicinity of arpt and Sheppard AFB 6 miles NE. Ctc apch control for tfc advisories. Unlighted tower 150′ AGL 2 miles S. Rwy 13–31 NSTD LIRL. Rwy 13 thld lgts are a green/red, Rwy 31 thld lgts are 2 green/red obstruction lgts on bank across rwy end.
NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SHEPPARD APP/DEP CON** 118.2 (Mon–Fri 1200–0300Z‡, Sat–Sun 1800–2300Z‡, exc hol.)

FORT WORTH CENTER APP/DEP CON 133.5 (Mon–Fri 0300–1200Z‡, Sun 2300–1800Z‡, Sat and holidays 24 hrs.)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 196° 2.6 NM to fld. 1100/10E.

WICHITA VALLEY (See WICHITA FALLS)

WILBARGER CO (See VERNON)

WILLIAM P. HOBBY (See HOUSTON)

WILLS POINT

VAN ZANDT COUNTY RGNL (76F) 3 SE UTC−6(−5DT) N32°40.89′ W95°59.05′ **DALLAS–FT. WORTH**

518 B S2 NOTAM FILE FTW **L–17D**

RWY 17–35: H3230X50 (ASPH) S–12 LIRL

RWY 17: Tree.

AIRPORT REMARKS: Unattended. Airframe and powerplant repairs by prior arrangement, call 903–873–2578.
NOTE: See Special Notices—Model Aircraft Activity.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 016° 32.0 NM to fld. 400/6E.

WINGS FOR CHRIST INTL FLIGHT ACADEMY (See WACO)

WINK N31°52.49′ W103°14.63′ NOTAM FILE INK. **EL PASO**

(H) VORTACW 112.1 INK Chan 58 **H–6G, L–6G**

148° 6.1 NM to Winkler Co. 2860/11E.

RCO 122.05 (SAN ANGELO RADIO)

VORTAC SPS 112.7 Chan 74	APP CRS 196°	Rwy Idg N/A TDZE N/A Apt Elev 1005

VOR-B

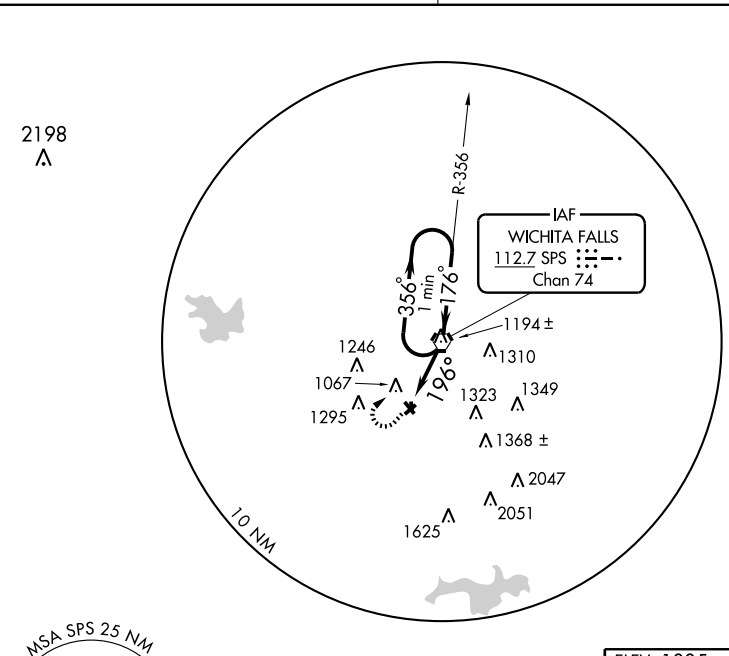
WICHITA FALLS/ WICHITA VALLEY (F14)

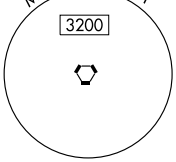
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting; If not received, use Frederick Rgnl altimeter setting and increase all MDAs 100 feet. Circling to Rwy 4-22 and 16-34 NA.

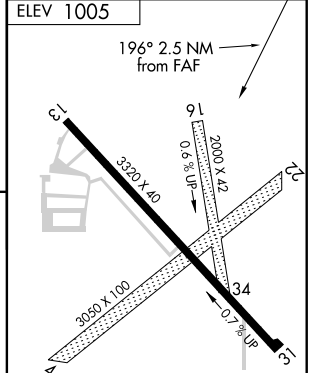
NA

MISSED APPROACH: Climbing right turn to 2400 direct SPS VORTAC and hold.

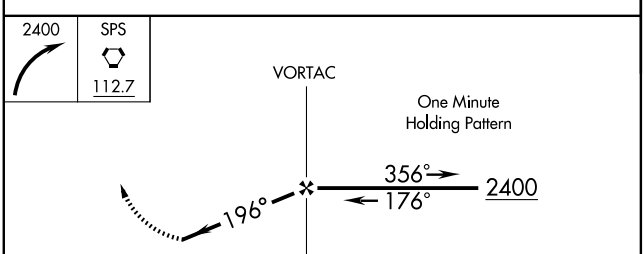
SHEPPARD APP CON *	UNICOM
118.2 292.3	122.8 (CTAF)







LIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	1520-1	515 (600-1)	1680-2 675 (700-2)	NA

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC SPS 112.7 Chan 74	APP CRS 015°	Rwy Idg N/A TDZE N/A Apt Elev 1005

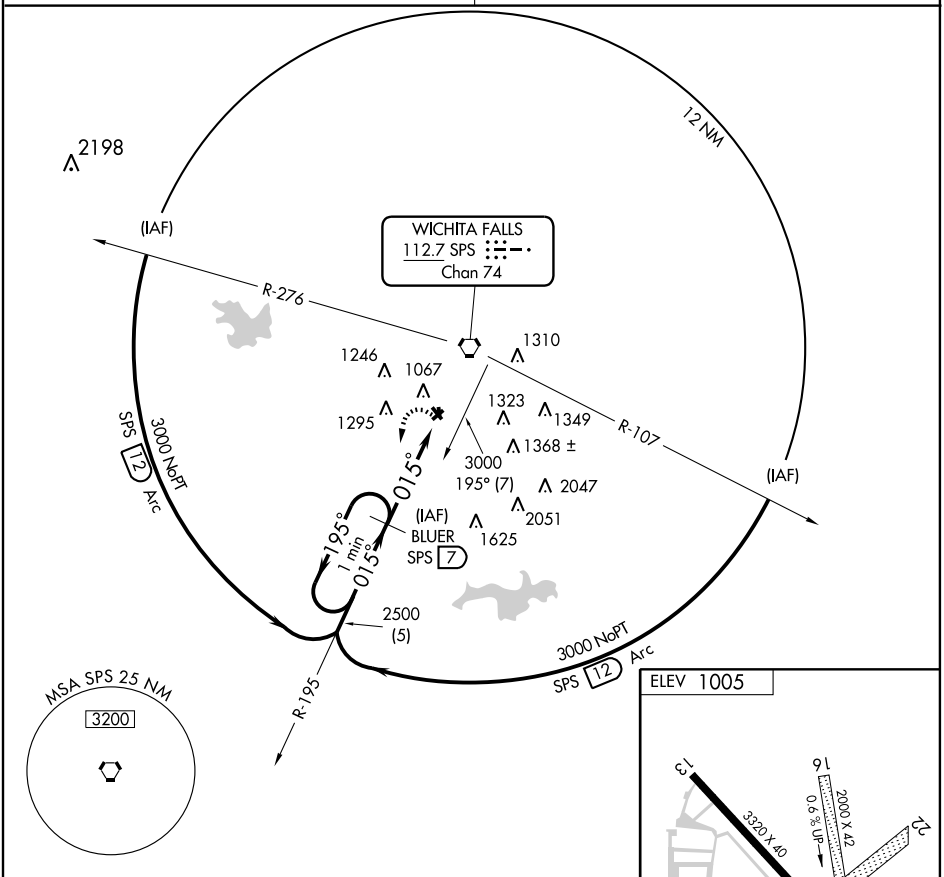
VOR/DME-C

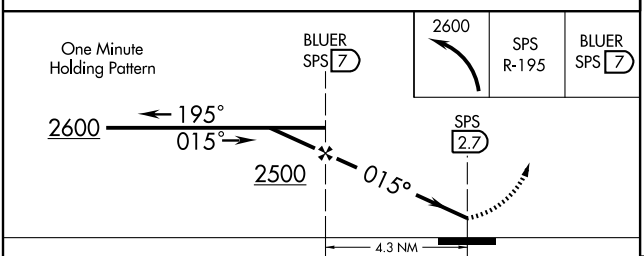
WICHITA FALLS/ WICHITA VALLEY (F14)

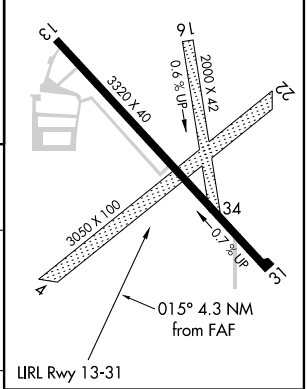
NA Use Sheppard AFB / Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SPS R-195 to BLUER 7 DME and hold.

SHEPPARD APP CON *	UNICOM
118.2 292.3	122.8 (CTAF)



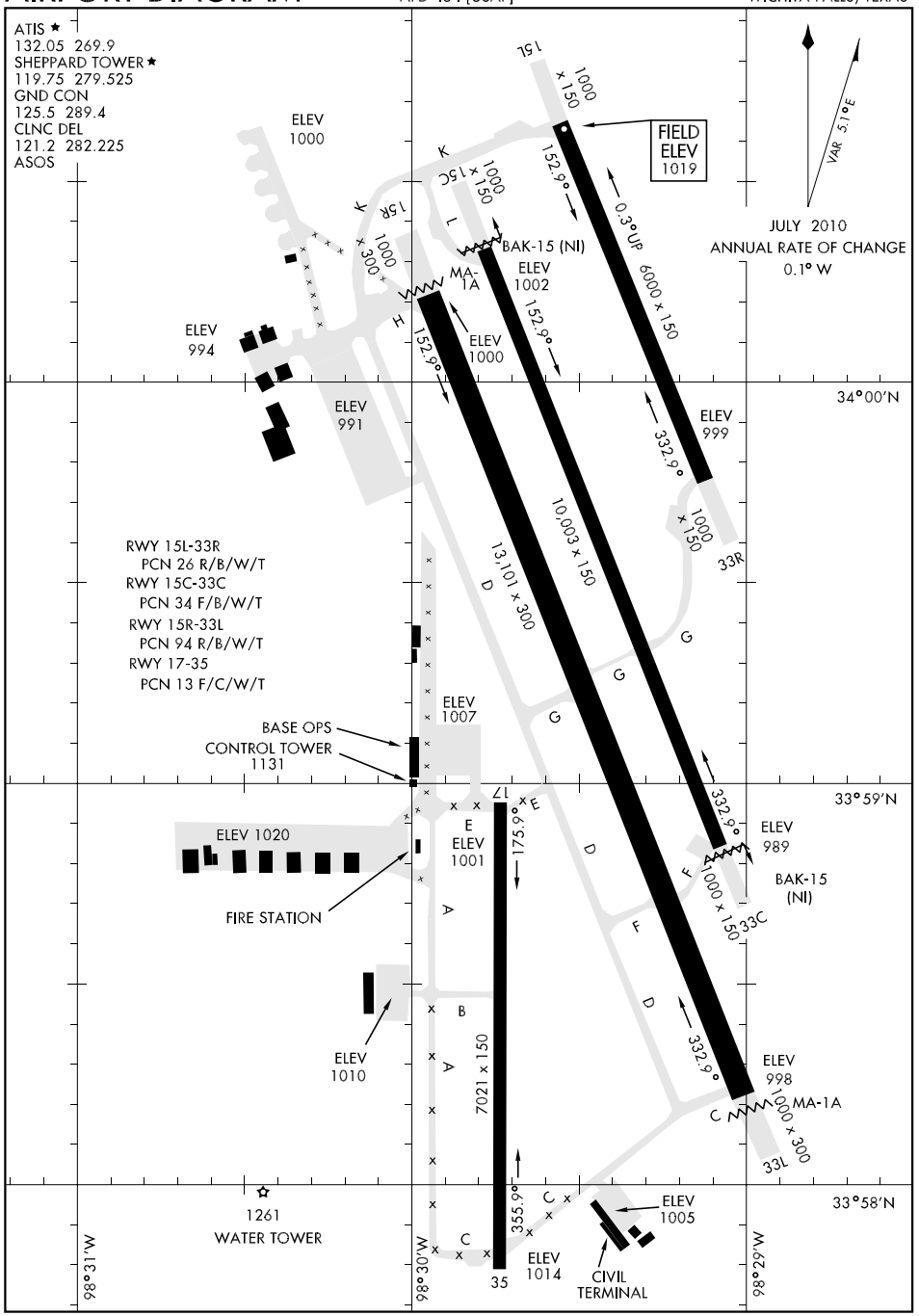




CATEGORY	A	B	C	D
CIRCLING	1460-1 455 (500-1)		1680-2 675 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

SHEPPARD AFB/WICHITA FALLS MUNI (SPS)(KSPS) CIV/MIL 5 N UTC−6(−5DT) **DALLAS–FT. WORTH**
N33°59.33′ W98°29.51′ **H–6H, L–17B**
1019 B S2 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE SPS
RWY 15R–33L: H13101X300 (CONC) S–60, D–200, 2S–175, 2D–345, 2D/D1–593, 2D/2D2–840, 2T–595 PCN 94 R/B/B/W/T HIRL
RWY 15R: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Rgt tfc.
RWY 33L: MALSR. PAPI(P4L)—GA 3.0° TCH 56′.
RWY 15C–33C: H10003X150 (ASPH–CONC) S–60, D–160, 2S–175, 2D–250 PCN 34 F/B/W/T HIRL
RWY 15C: ALSF1. PAPI(P4L)—GA 3.0° TCH 46′. **RWY 33C:** ALSF1. PAPI(P4L)—GA 3.0° TCH 48′.
RWY 17–35: H7021X150 (ASPH) S–20, D–45, 2D–80 PCN 13 F/C/W/T HIRL
RWY 17: LDIN. Rgt tfc. **RWY 35:** REIL.
RWY 15L–33R: H6000X150(ASPH–CONC) S–20, D–45, 2D–80 PCN 26 R/B/W/T HIRL 0.3% up NW
RWY 15L: REIL. **RWY 33R:** REIL.
ARRESTING GEAR/SYSTEMS
RWY 15R MA–1A CHAG (145′ OVRN) MA–1A CHAG (144′ OVRN) → **RWY 33L**
RWY 15C ← BAK–15 CHAG (175′ OVRN) BAK 15 CHAG (175′ OVRN) → **RWY 33C**
MILITARY SERVICE: LGT Rwy 15C–PAPI and pilot ctl lgt OTS, med ints continuous. Rwy 17 lead-in lights OTS. Rwy 15R sequence flashing lgts OTS. **A–GEAR** MA–1A Rwy 15R–33L not raised, unless 80th FTW is flying, rqr 30 minutes prior notice when twr opr. **JASU** 3(AM32–95) 1(MC–1) 3(AM/32A–86D) **FUEL** J8 (Mil) J8+100 (Mil) (NC 100LL, A) **FLUID** SP PRESAIR LOX **OIL** O–148–156(MIL) JOAP results avbl weekdays except holidays 1345–2100Z‡. **TRAN ALERT** Opr weekday 1130–0300Z‡, Sun 1800–2230Z‡. Clsd Sat and holidays. Qualified weapons/munitions personnel not avbl to safe fighter type acft.
AIRPORT REMARKS: Attended continuously. Military arpt conducts high performance jet training in a high density environment Mon–Fri 1300–0300Z‡ and when twr hrs extended by NOTAM, occasionally Sat and Sun. Rwy 17–35 clsd indef. Migratory bird activity on and invof arpt from Oct–Apr. Do not confuse parallel twy with Rwy 15R–33L. During periods when control twr is clsd, exercise caution when taxiing, the civil arpt is located to the S and the military ramp is located to the W of the rwys. Rwy 15C first 2000′ and last 1000′ conc, middle zone asph. Rwy 15L–33R first and last 1000′ conc, middle zone asph. Due to close proximity of Rwys 33L and 33C use vigilance with monitor ground track for the Hi-TACAN Rwy 33C apch. Solo students not authorized. Transient acft limited to 1 apch to a full stop ldg during student training. Weather observation limited to west due to hangar restricted view. **TFC PAT** TPA—light acft 1819(800), conventional and jet acft 2319(1300). Overhead Rwy 15R–33L 2819(1800). Arresting gear Rwy 15C–33C BAK–15 has cable with interconnect. Rwy 15C BAK–15 located 175′ into overrun. Rwy 33C BAK–15 located 175′ into overrun. Rwy 15R–33L MA–1A raised, unless 80th FTW is flying, require 30 minutes prior notice when twr operational. Rwy 15R–33L PAPI Runway Reference Point and PAR/ILS Runway Point of Intercept not coincidental. Rwy 15C–33C PAPI glide slope and PAR/ILS glide slope not coincidental. When twr clsd ACTIVATE MALSR Rwy 33L—CTAF. Rwys 17–35, 15L–33R and 15C–33C are unlgtd.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Aerodrome official business use only for mil acft park apron unavbl. PPR, 24 hr prior notice rqr, ctc afld OPS DSN 736–2180/6474, C940–676–2180/6474. All tran acft must be chocked 30 minutes prior to tran alert closing; PPR expires 30 minutes prior to afld closing. **CAUTION** Air Traffic Control personnel in accordance with the cooperative WX Watch (CWW) will alert WX personnel on any unreported WX condition that could affect flt safety. Mil arpt conducts high performance jet training in a high density environment within 95 NM of KSPS Mon–Fri 1200–0300Z‡ to FL390 and when twr hrs extd by NOTAM, occasionally Sat and Sun. **MISC** Base OPS weekdays 1130–0300Z‡, Sun 1800–2300Z‡, clsd Sat and holidays. AETC fighter acft expect reduced rwy separation: Day/VFR, similar type acft 3000′, dissimilar type acft 6000′, ngt 6000′ all AETC acft. Tran AETC acft notify twr on initial ctc if reduced rwy separation is not desired. Military wx advisory/warning avbl on req METRO. Parking for tran acft is not co–located with flight planning and wx facilities. Ctc Base taxi DSN–736–1843 C940–676–1843, or U–Drive DSN 736–6813 C940–676–6813 prior to arr. Tran Mil acft will not receive support from Sheppard AFB outside of published hrs. Expect no Air Force svc while parked at the municipal arpt. For arr/dep req outside of published hrs ctc the Airfield Ops Flight/Command Center at C940–782–1597. NOTE: See Special Notices—Aerobatic Practice Area.
WEATHER DATA SOURCES: ASOS (940) 855–9045.
COMMUNICATIONS: CTAF 119.75 279.525 **ATIS** 132.05 269.9 **UNICOM** 122.95
WICHITA FALLS RCO 122.65 255.4 (FORT WORTH RADIO)
Ⓡ **SHEPPARD APP CON** 118.2 269.025 (Mon–Fri 1200–0300Z‡, Sun 1800–2300Z‡, exc hol.)
Ⓡ **SHEPPARD DEP CON** 118.2 120.4 269.025 316.075(Mon–Fri 1200–0300Z‡, Sun 1800–2300Z‡, exc hol.)
FORT WORTH CENTER APP/DEP CON 133.5 350.35 (Mon–Fri 0300–1200Z‡, Sun 2300–1800Z‡, Sat and holidays 24 hrs.)
SHEPPARD TOWER 119.75 279.525 (Mon–Fri 1130–0300Z‡, Sun 1800–2300Z‡, clsd Sat and holidays. Other times use CTAF 119.75 279.525) **GND CON** 125.5 289.4 **CLNC DEL** 121.2 282.225
PMSV METRO 339.65 Full svc avbl Mon–Fri 1000–0300Z‡, Sun 1700–2300Z‡, clsd holidays. OT ctc 26 Operational Weather Squadron DSN 781–4775 C318–456–4775.
AIRSPACE: CLASS D svc Mon–Fri 1130–0300Z‡, Sun 1800–2300Z‡ exc Sat and holidays, other times CLASS E.

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RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 079° 5.1 NM to fld. 1100/10E.

(L) TACAN Chan 45 SHP (110.8) N33°58.96′ W98°29.26′ at fld. 1020/10E. No NOTAM MP Wed 0600–1100Z‡.

ILS/DME 109.7 I–SPS Chan 34 Rwy 33L Class IE. ILS unmonitored 0300–1200Z‡. LOM unmonitored. ILS apch not monitored weekends and holidays. MP Mon, Tue 0600–1100Z‡. LOM SHUT DOWN.

ILS 110.5 I–SHP Rwy 15C. Class IT. ILS unmonitored 0300–1200Z‡. ILS apch not monitored weekends and holidays. MP Mon, Tue 1000–1200Z‡.

ASR (1200–0300Z‡) **PAR** (1230–0300Z‡)

COMM/NAV/WEATHER REMARKS: When ASR and Identification Friend/Foe–Selective Identification Feature out PAR avbl via radar pickup from ILS Rwy 33L or LOC back course Rwy 15R apch as appropriate. ASOS observation augmented during afld opr hr. ASOS is fixed sensor located near S end Rwy 15R–33L, measures clouds up to maximum height 12,000 feet. Radar see Terminal FLIP for Radar Minima

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WICHITA VALLEY (F14) 8 NW UTC−6(−5DT) N33°56.86′ W98°37.00′ **DALLAS–FT. WORTH**

1005 **FUEL** 100LL NOTAM FILE FTW **L–17B**

RWY 13–31: H3320X40 (ASPH) S–8, D–12.5 LIRL (NSTD) 0.7% up NW **IAP**

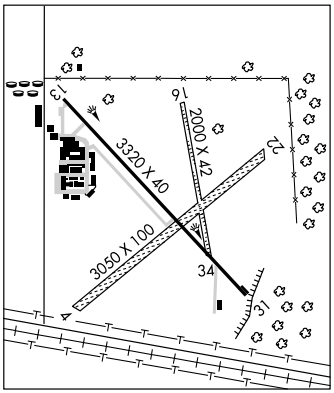
RWY 13: Road. **RWY 31:** Trees.

RWY 04–22: 3050X100 (TURF)

RWY 04: P-line. **RWY 22:** Trees.

RWY 16–34: 2000X42 (TURF) 0.6% up S

RWY 16: Fence. **RWY 34:** P-line.



AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs with major credit card. Intensive jet training tfc 2800–4500′ MSL vicinity of arpt and Sheppard AFB 6 miles NE. Ctc apch control for tfc advisories. Unlighted tower 150′ AGL 2 miles S. Rwy 13–31 NSTD LIRL. Rwy 13 thld lgts are a green/red, Rwy 31 thld lgts are 2 green/red obstruction lgts on bank across rwy end.
NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SHEPPARD APP/DEP CON** 118.2 (Mon–Fri 1200–0300Z‡, Sat–Sun 1800–2300Z‡, exc hol.)

FORT WORTH CENTER APP/DEP CON 133.5 (Mon–Fri 0300–1200Z‡, Sun 2300–1800Z‡, Sat and holidays 24 hrs.)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24′ W98°35.61′ 196° 2.6 NM to fld. 1100/10E.

WICHITA VALLEY (See WICHITA FALLS)

WILBARGER CO (See VERNON)

WILLIAM P. HOBBY (See HOUSTON)

WILLS POINT

VAN ZANDT COUNTY RGNL (76F) 3 SE UTC−6(−5DT) N32°40.89′ W95°59.05′ **DALLAS–FT. WORTH**

518 B S2 NOTAM FILE FTW **L–17D**

RWY 17–35: H3230X50 (ASPH) S–12 LIRL

RWY 17: Tree.

AIRPORT REMARKS: Unattended. Airframe and powerplant repairs by prior arrangement, call 903–873–2578.
NOTE: See Special Notices—Model Aircraft Activity.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

CEDAR CREEK (L) VORTACW 114.8 CQY Chan 95 N32°11.14′ W96°13.09′ 016° 32.0 NM to fld. 400/6E.

WINGS FOR CHRIST INTL FLIGHT ACADEMY (See WACO)

WINK N31°52.49′ W103°14.63′ NOTAM FILE INK. **EL PASO**

(H) VORTACW 112.1 INK Chan 58 **H–6G, L–6G**

148° 6.1 NM to Winkler Co. 2860/11E.

RCO 122.05 (SAN ANGELO RADIO)

HI-ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg 13,101 / THRE 1000 / Arpt Elev 1019
109.7	330°	JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1 mile, CAT E vis to 1¼ miles.

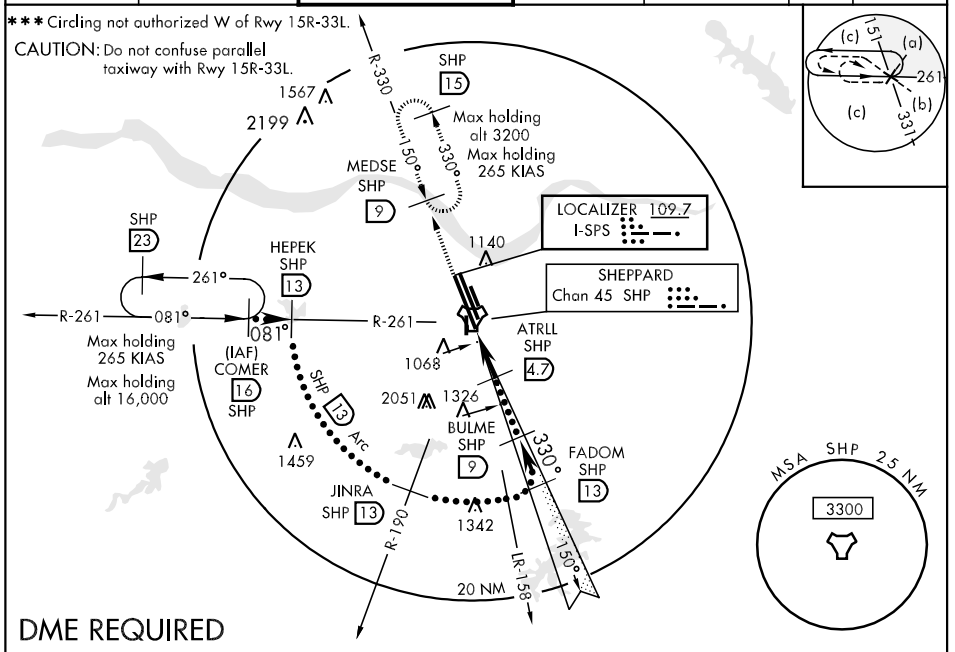
MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

*** Circling not authorized W of Rwy 15R-33L.

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

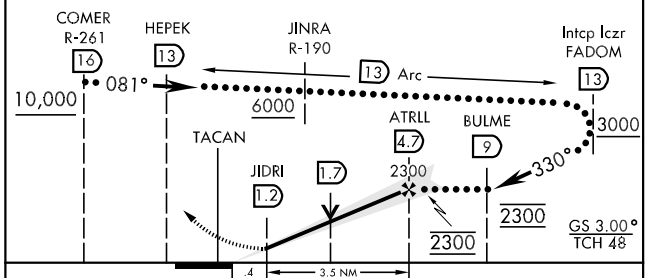


DME REQUIRED

EMERG SAFE ALT 100 NM 4600

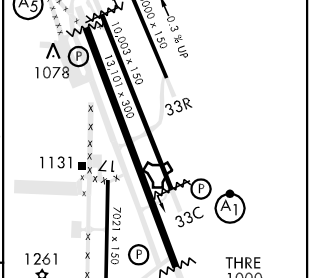
3200 Intcp SHP R-330	MEDSE SHP R-330 9

VGSI and Descent Angle not coincident.



CATEGORY	C	D	E
S-ILS 33L *	1200-½	200	(200-½)
S-LOC 33L**	1340- ¾	340	(400-¾)
CIRCLING ***	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

ELEV 1019



REIL Rwy 15L, 33R, and 35
LDIN Rwy 17
HIRL all Rwys

330° 3.9 NM from FAF

SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 15C

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	149°	10,003	1003	1019

JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

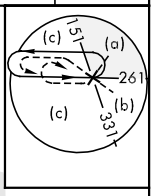
▼ * When ALS inop, increase CAT CDE vis to 1⅛ miles.
** Circling not authorized W of Rwy 15R-33L.

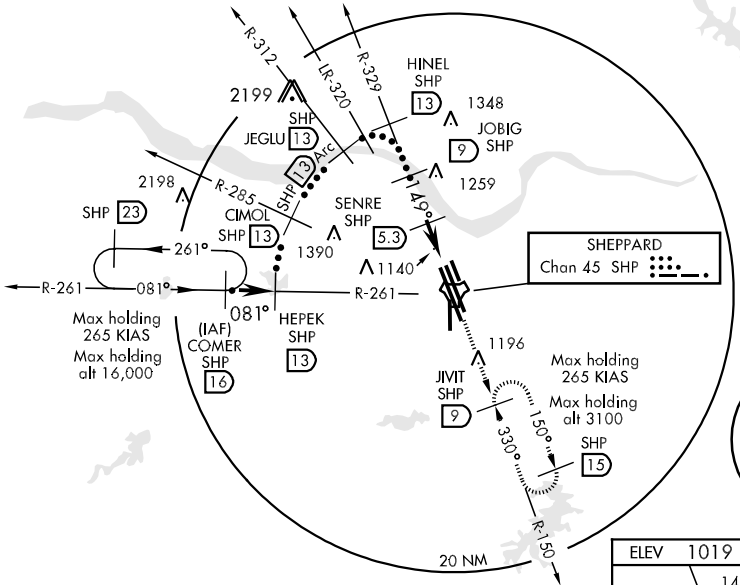
ALSF-1 (A1)

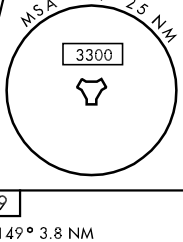
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

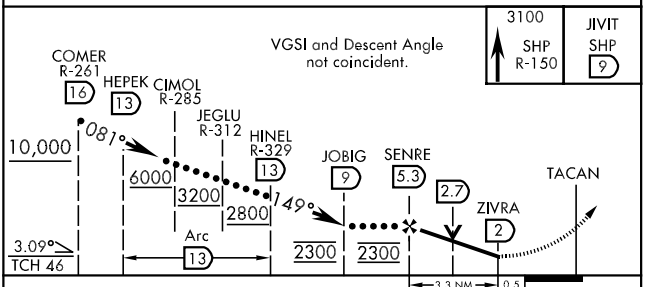
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.



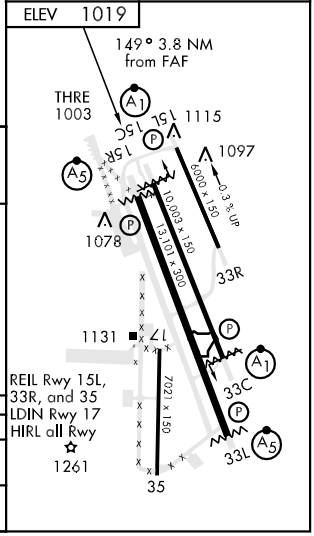




EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-15C *	1420-¾ 417 (500-¾)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 33C

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	326°	10,003	989	1019

JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

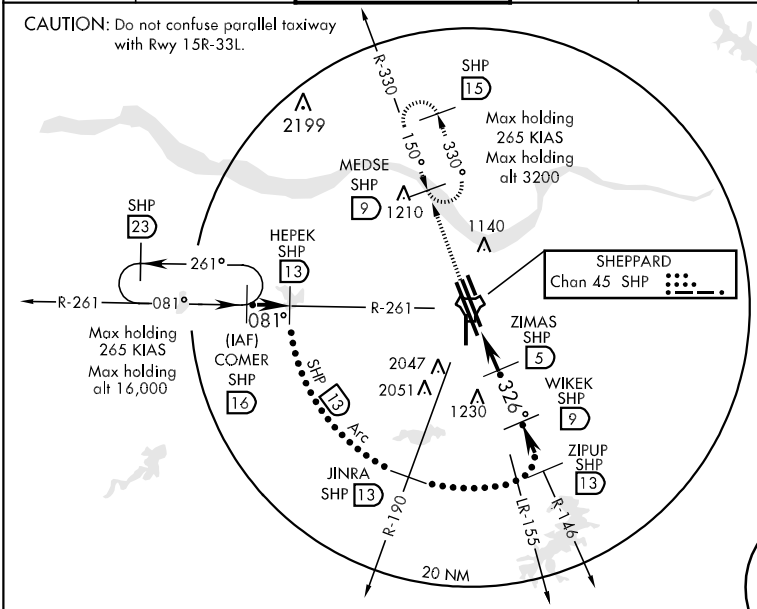
▼ * When ALS inop, increase CAT CDE vis to 1 mile.
** Circling not authorized W of Rwy 15R-33L.

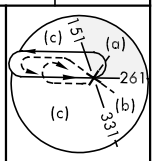
ALSF-1 (A1)

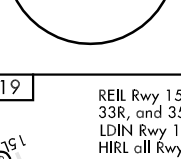
MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

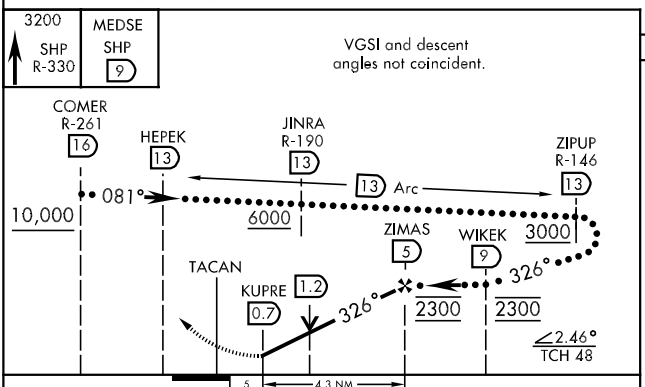
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.



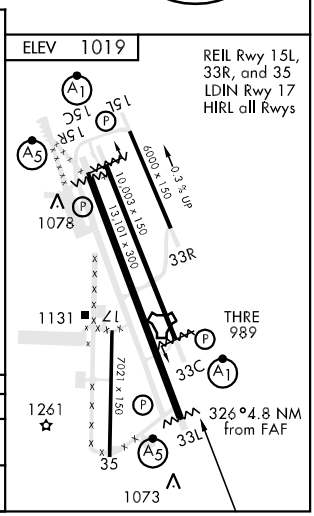




EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-33C *	1360-⅝ 371 (400-⅝)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)



SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN Z RWY 15R

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	144°	13,101	998	1019

JAL-454 [USAF]

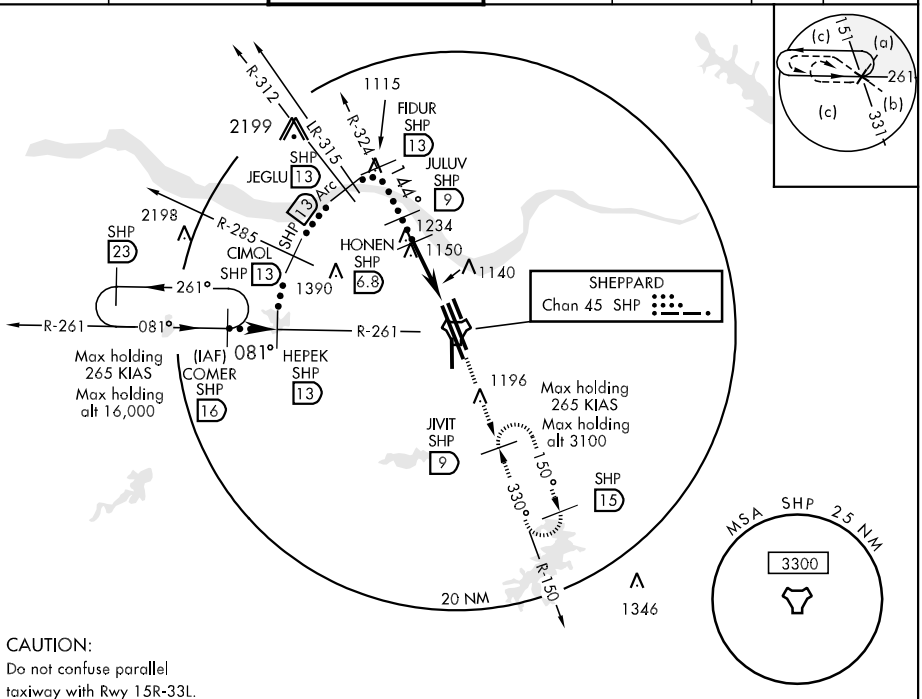
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 15R-33L.

MALSR

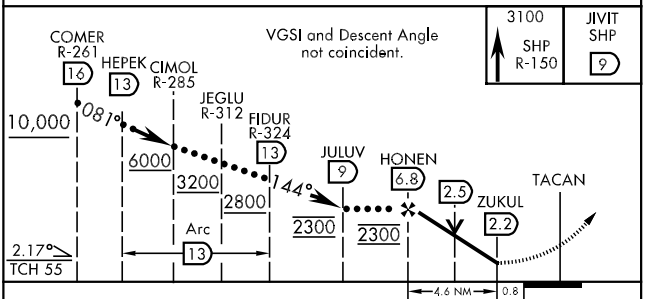
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



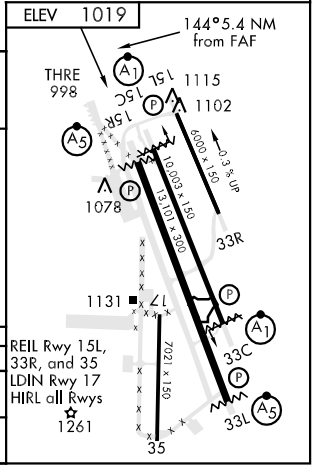
CAUTION:
Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600



VGSI and Descent Angle not coincident.

3100	JIVIT
SHP R-150	SHP 9



CATEGORY	C	D	E
S-15R *	1420-¾ 422 (500-¾)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN Z RWY 33L

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	329°	13,101	1000	1019

JAL-454 [USAF]

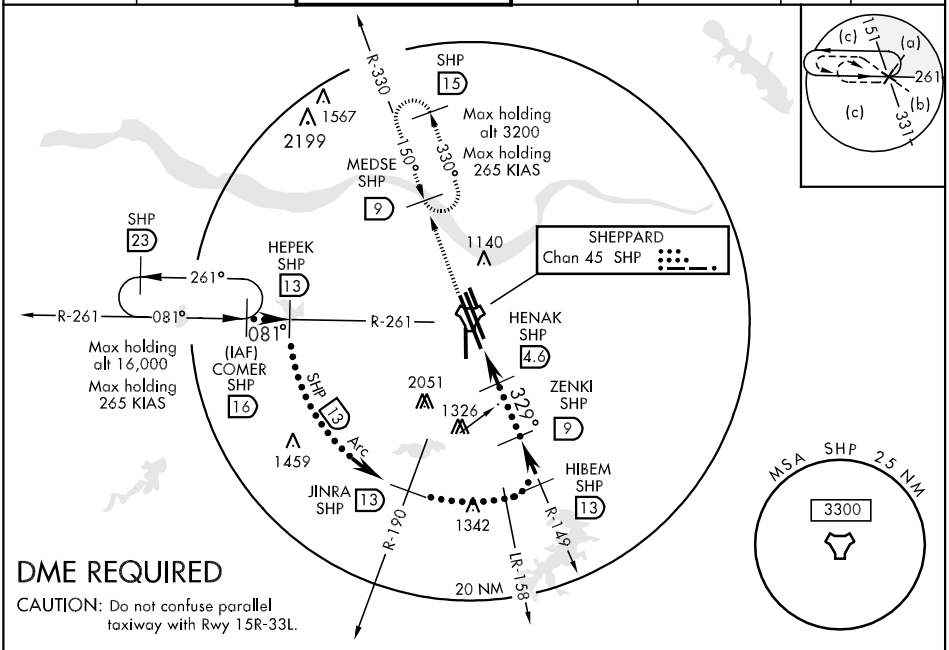
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

▼ * When ALS inop, increase CAT CDE vis to 1⅛ miles.
** Circling not authorized W of Rwy 15R-33L.

MALSR

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

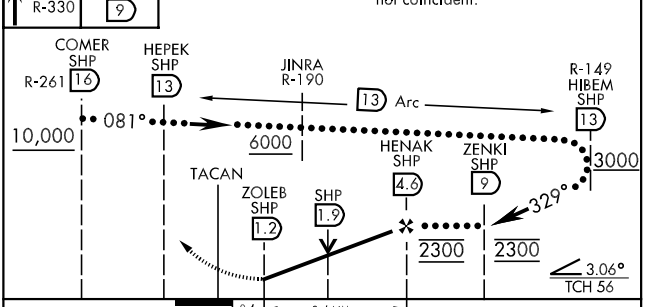
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

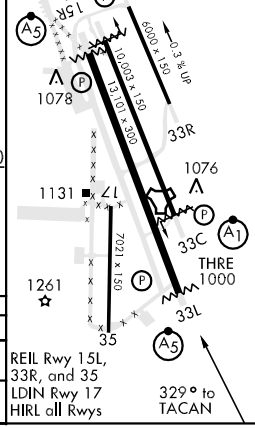


DME REQUIRED

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-33L *	1420- ¾	420 (500- ¾)	
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

REIL Rwy 15L, 33R, and 35
LDIN Rwy 17
HIRL all Rwys

329° to TACAN

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-SHP 110.5	APCH CRS 150°	Rwy ldg 10,003 TDZE 1003 Arpt Elev 1019	AL-454 [USAF]

ILS or LOC/DME RWY 15C

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

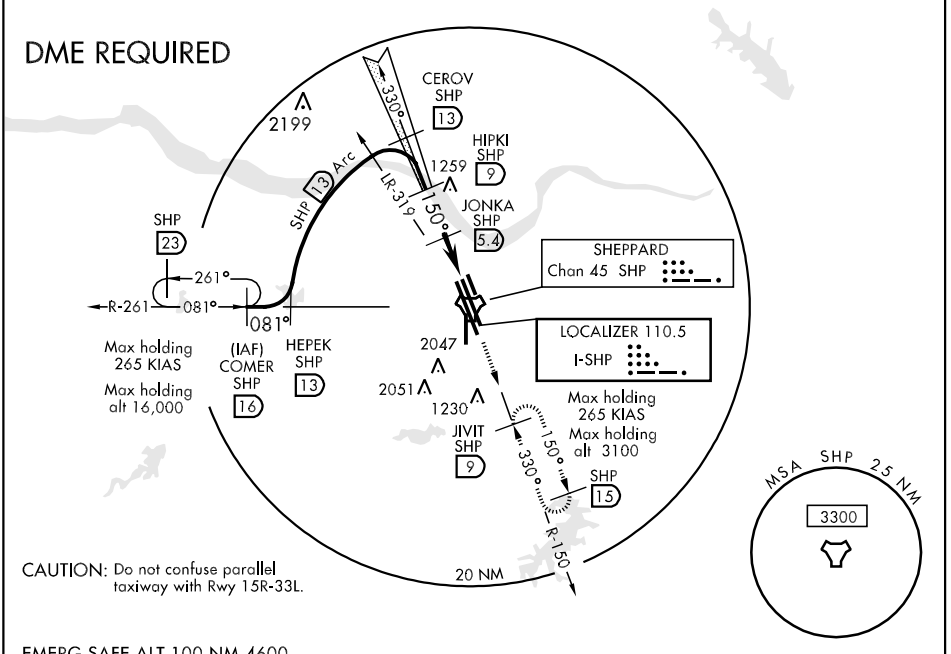
▼ * When ALS inop, increase vis all CATs to ¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

ALSF-1 (A1)

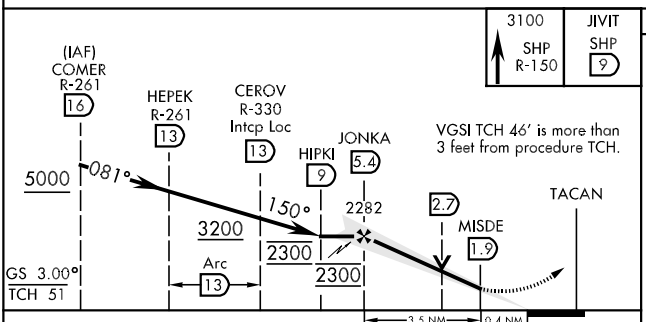
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

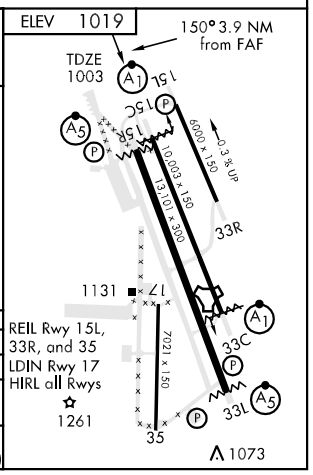
ATIS *	SHEPPARD APP CON	SHEPPARD TOWER *	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

*** Circling not authorized W of Rwy 15R-33L.



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-ILS 15C *	1203-½		200	(200-½)	
S-LOC/ DME 15C **	1420-½	417 (500-½)	1420-¾	417 (500-¾)	1420-1 417 (500-1)
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061(1100-3)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg	13,101
109.7	330°	THRE	1000
Chan 34		Arpt Elev	1019

AL-454 [USAF]

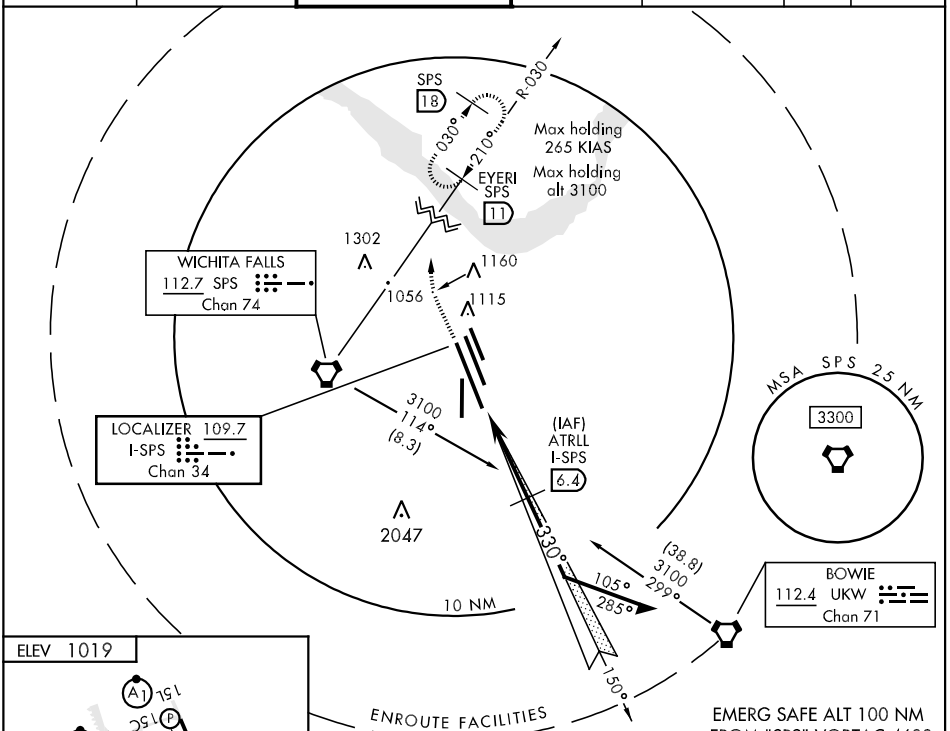
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS (KSPS)

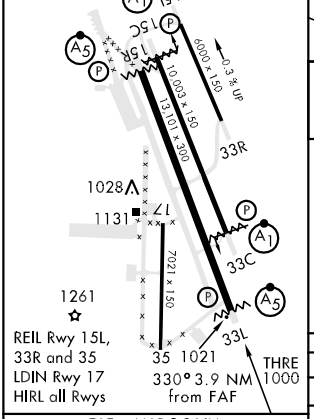
* When ALS inop, increase CAT ABCD vis to ¾ miles.
** When ALS inop, increase LOC CAT ABCD to 1 mile.
*** Circling NA West of RWY 15R/33L.

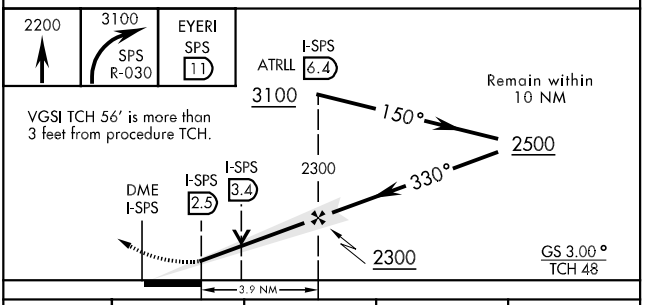
MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 33L *	1200-½	200 (200-½)		
S-LOC/DME 33L **	1340-½	340 (400-½)		
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

NDB RWY 33L

NDB ICF 296	APCH CRS 330°	Rwy ldg 13101 THRE 1000 Arpt Elev 1019

AL-454 (USAF)

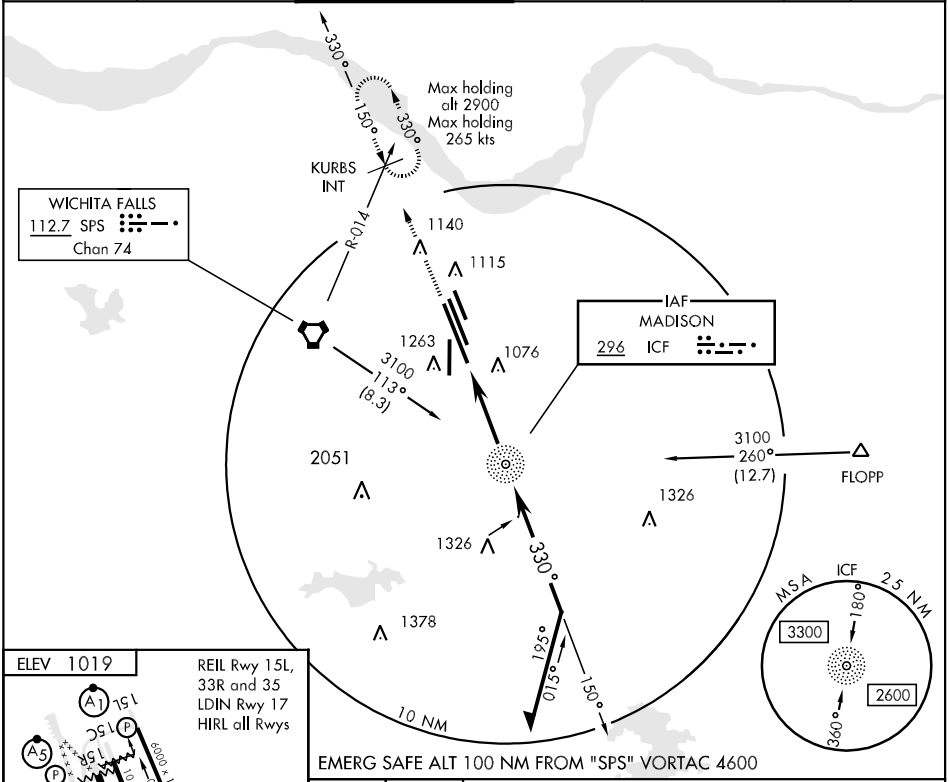
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.
** Circling NA West of Rwy 15R-33L.

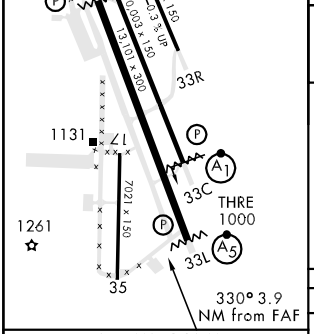
MALSR (A5)

MISSED APPROACH: Climb to 2900 on bearing 330° from ICF NDB to KURBS INT and hold.

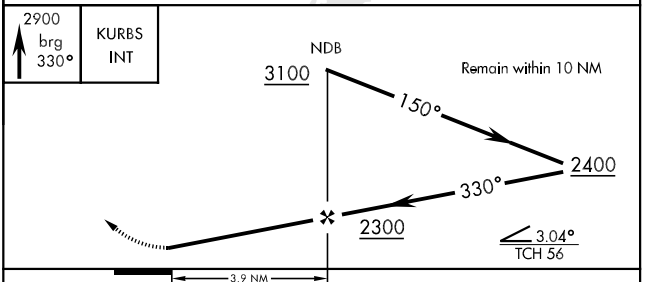
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT 100 NM FROM "SPS" VORTAC 4600



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-33L *	1540 -¾ 540 (600-¾)		1540 - 1 540 (600-1)	
CIRCLING **	1540 - 1 521 (600-1)		1540 - 1½ 521 (600-1½)	1580 - 2 561 (600-2)

NDB RWY 33L

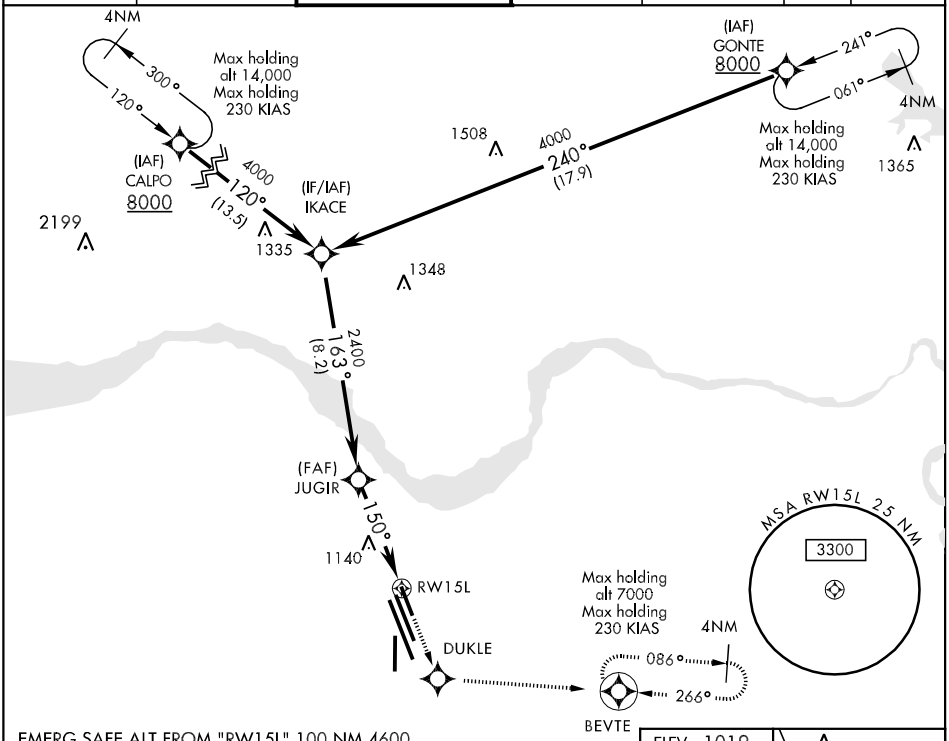
SC-2, 26 AUG 2010 to 23 SEP 2010

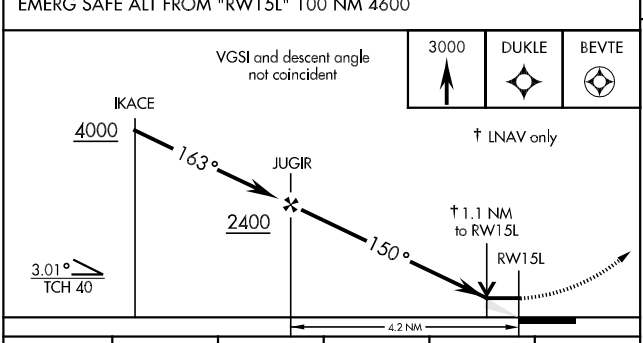
APCH CRS	Rwy ldg	6000
150°	TDZE	1019
	Arpt Elev	1019

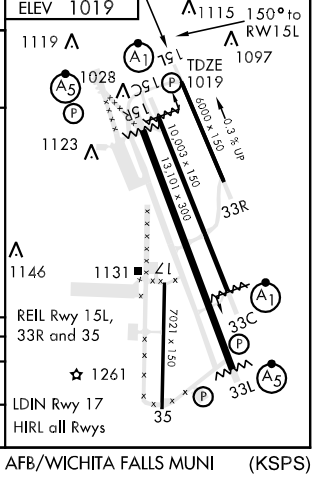
* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb and maintain 3000 direct DUKLE and via 086° track to BEVTE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		







CATEGORY	A	B	C	D	E
LNAV	NA	1420-1 401 (500-1)	1420-1¼ 401 (500-1¼)		NA
CIRCLING *	NA	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

RNAV (GPS) RWY 15R

APCH CRS	Rwy ldg	13,101
150°	TDZE	998
	Arpt Elev	1019

AL-454 [USAF]

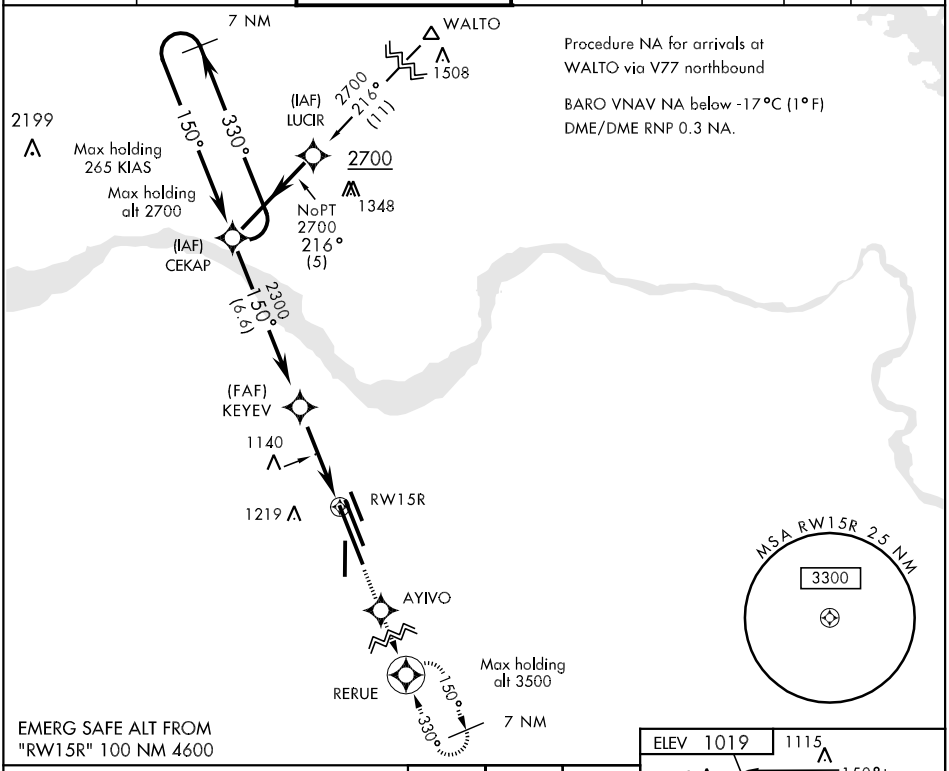
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

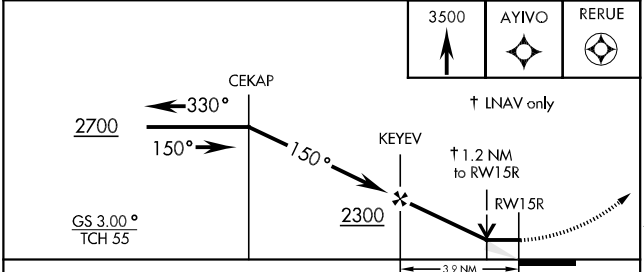
▼ *When ALS inop, increase LNAV/VNAV vis to 1½ miles.
**When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
***Circling NA West of RWY 15R/33L.

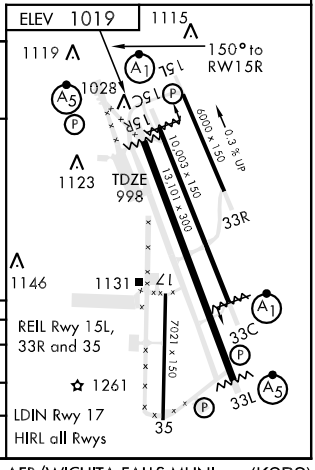
MALSR

MISSED APPROACH: Climb to 3500 direct AYIVO and via 150° track to RERUE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		







CATEGORY	A	B	C	D
LNAV/VNAV * DA	1460-1 462 (500-1)			
LNAV MDA **	1420-½ 422 (500-½)		1420-¾ 422 (500-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
330°	13,101	1000	1019

AL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

▼ * When ALS inop, increase LNAV/VNAV vis to 1½ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to1¼ miles.
*** Circling NA West of RWY 15R/33L.

MALSR

MISSED APPROACH: Climb to 2700 direct BAILE and via 330° track to CEKAP and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

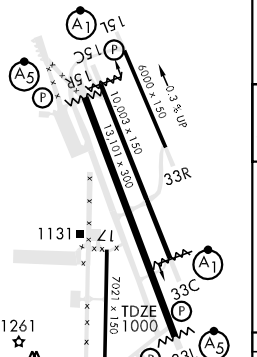
DME/DME RNP-0.3 NA.
BARO VNAV NA below -17°C (1° F)

7 NM
150°
330°
Max holding alt 4000
Max holding 265 KIAS
CEKAP
1115
1140
BAILE
RW33L
1076
330°
(FAF)
ZEGUM
1326
2300
330°
(8.1)
(IAF)
RERUE
Max holding alt 3500
150°
330°
7 NM
NoPT 3500
355°
(11.2)
(IAF)
KARYN
3500
Procedure NA for arrivals at KARYN via V568 southeast bound.

M.S.A RW33L 25 NM
3300

EMERG SAFE ALT FROM "RW33L" 100 NM 4600

ELEV 1019



REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys

2700
BAILE
tr
330°
CEKAP

† LNAV only

RERUE
150°
3500
330°
ZEGUM
330°
† 1 NM to RW33L
RW33L
2300
GS 3.00°
TCH 57
3.9 NM

CATEGORY	A	B	C	D
LNAV/VNAV * DA	1420-1	420 (500-1)		
LNAV MDA **	1360-½ 360 (400-½)		1360-¾ 360 (400-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

APCH CRS	Rwy Idg	6000
316°	TDZE	1009
	Arpt Elev	1019

AL-454 [USAF]

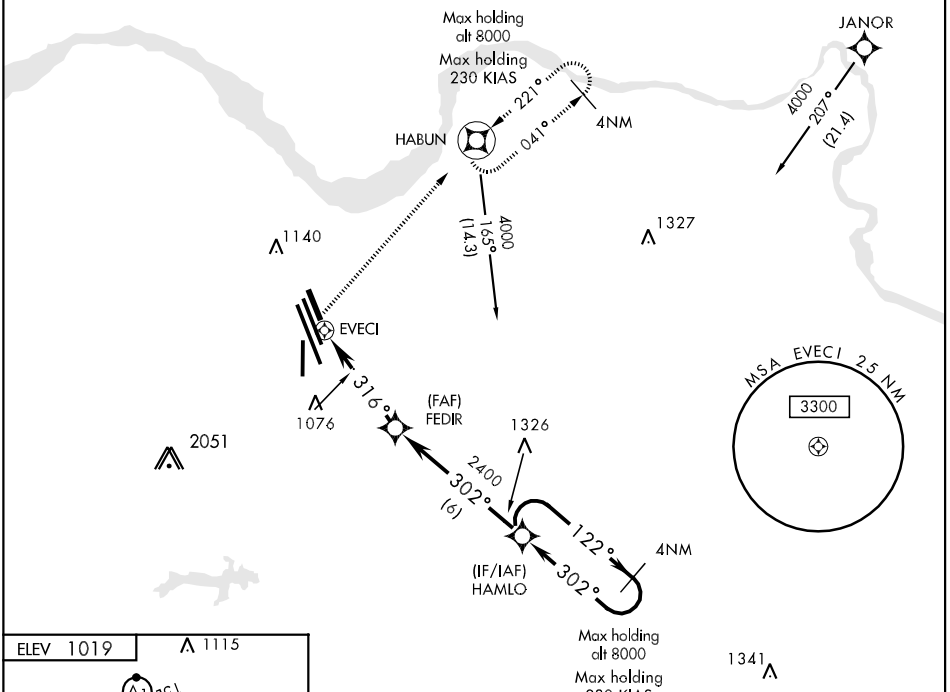
RNAV (GPS) RWY 33R

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

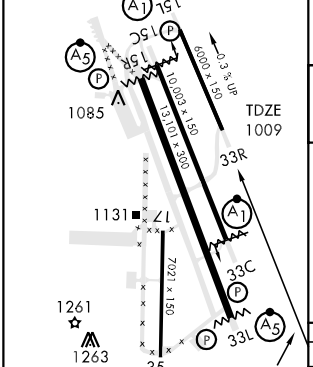
* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

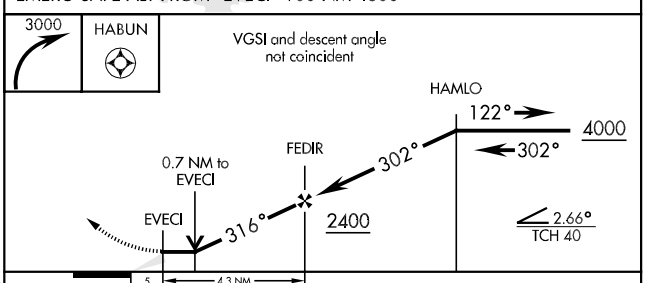
MISSED APPROACH: Climbing right turn to 3000 direct HABUN and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT FROM "EVECI" 100 NM 4600





CATEGORY	A	B	C	D	E
LNAV	1420-1 411 (500-1)		1420-1¼ 411 (500-1¼)		NA
CIRCLING *	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VOR-D

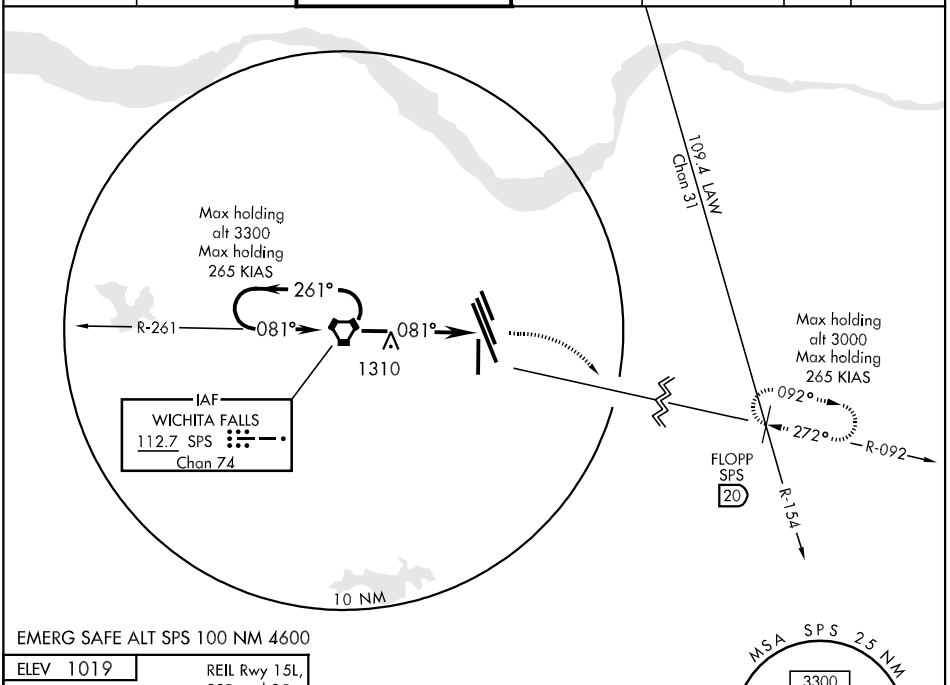
VORTAC SPS 112.7 Chan 74	APCH CRS 081°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

AL-454 (USAF)

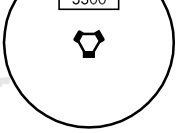
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SPS VORTAC R-092 to FLOPP intersection SPS 20 DME and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

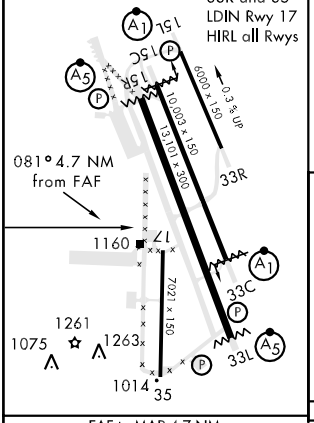


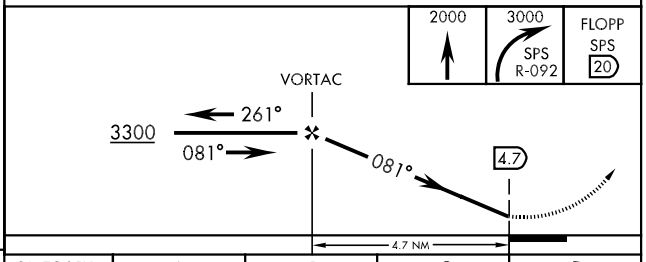
EMERG SAFE ALT SPS 100 NM 4600



ELEV 1019

REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1580 - 1 561 (600-1)		1580 - 1½ 561 (600-1½)	1580 - 2 561 (600-2)

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC SPS 112.7 Chan 74	APCH CRS 260°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

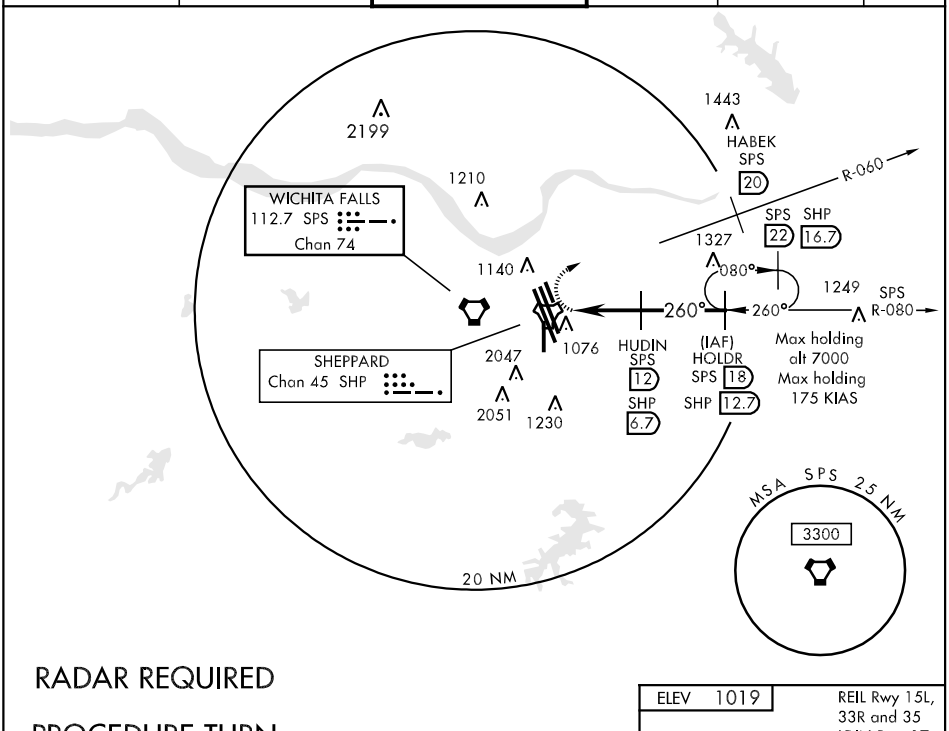
AL-454 [USAF]

WICHITA FALLS/ SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling not authorized W of Rwy 15R-33L.

MISSED APPROACH: Climbing right turn to 3200, intcp SPS VORTAC R-060 to 20 DME (HABEK). Expect radar vectors.

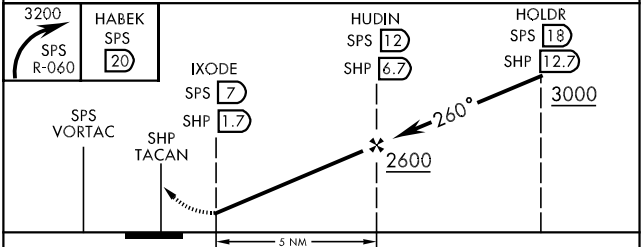
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225	



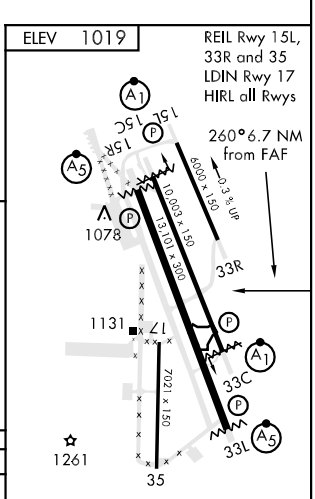
RADAR REQUIRED

PROCEDURE TURN NOT AUTHORIZED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
CIRCLING *	1440-2 421 (500-2)	1480-2	461 (500-2)	1580-2 561 (600-2)	2080-3 1061(1100-3)

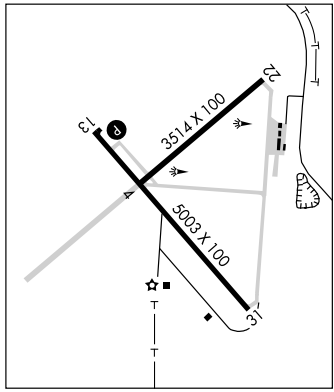


SC-2, 26 AUG 2010 to 23 SEP 2010

SC-2, 26 AUG 2010 to 23 SEP 2010

WINK

WINKLER CO (INK) 3 NW UTC−6(−5DT) N31°46.79′ W103°12.10′ **EL PASO**
2822 B **FUEL** 100LL, JET A+ NOTAM FILE INK **H–6G, L–6G**
RWY 13–31: H5003X100 (ASPH) S–26, D–40 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 22′.
RWY 04–22: H3514X100 (ASPH) S–26, D–40 MIRL
RWY 22: P–line.
AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs. MIRL Rwy 04–22 and Rwy 13–31 preset low ints, to increase ints and ACTIVATE PAPI Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (432) 527–3320.
COMMUNICATIONS: CTAF/UNICOM 123.0
WINK RCO 122.05 (SAN ANGELO RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1
RADIO AIDS TO NAVIGATION: NOTAM FILE INK.
WINK (H) VORTACW 112.1 INK Chan 58 N31°52.49′ W103°14.63′ 148° 6.1 NM to fld. 2860/11E.

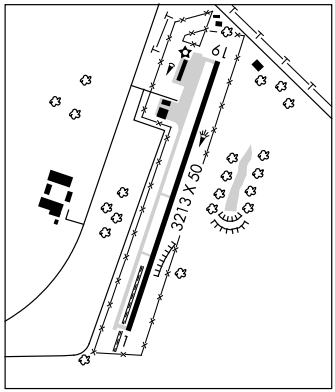


WINKLER CO (See WINK)

WINNIE/STOWELL

CHAMBERS CO–WINNIE STOWELL (T9Ø) 3 W UTC−6(−5DT) N29°48.25′ W94°25.86′ **HOUSTON**
25 B S4 **FUEL** 100LL NOTAM FILE CXO **L–19E, 21A**
RWY 17–35: H3600X75 (ASPH) MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Fuel self–service, major credit cards accepted. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints dusk–0530Z‡, to increase ints ACTIVATE—CTAF. After 0530Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 040° 22.6 NM to fld. 38/7E.
COMM/NAV/WEATHER REMARKS: For clearance delivery ctc Houston apch ctl at 409–720–5136.

WINNSBORO MUNI (F51) 2 SE UTC−6(−5DT) N32°56.33′ W95°16.73′ **DALLAS–FT. WORTH**
513 B S2 **FUEL** 100LL, MOGAS NOTAM FILE FTW **L–17D**
RWY 01–19: H3213X50 (ASPH) S–12 MIRL 0.6% up N **IAP**
RWY 01: Trees. Rgt tfc. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self svc with credit card. ACTIVATE MIRL RWY 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.85 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 044° 5.7 NM to fld. 520/8E.



WINSTON FLD (See SNYDER)

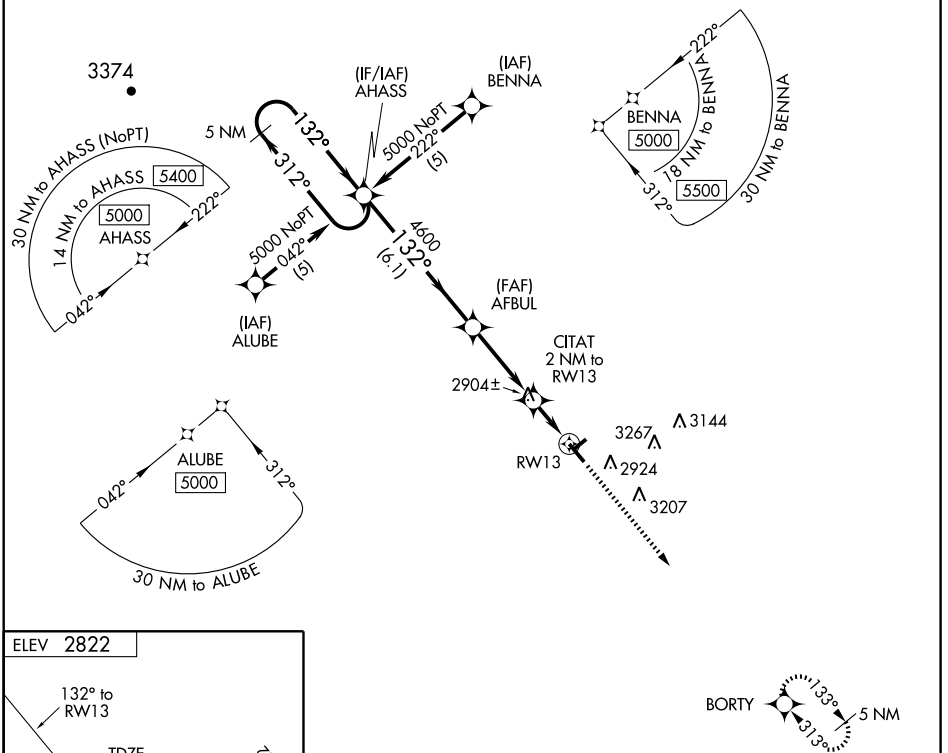
APP CRS	Rwy Idg	5003
132°	TDZE	2822
	Apt Elev	2822

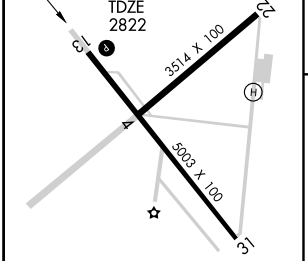
RNAV (GPS) RWY 13
WINK/WINKLER COUNTY (INK)

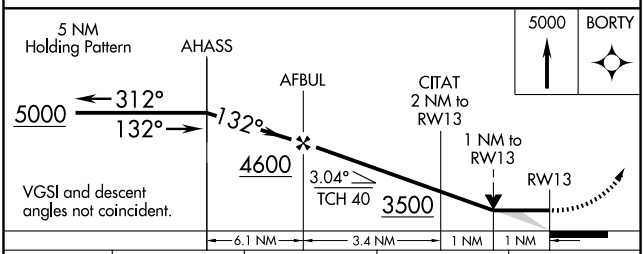
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct BORTY and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

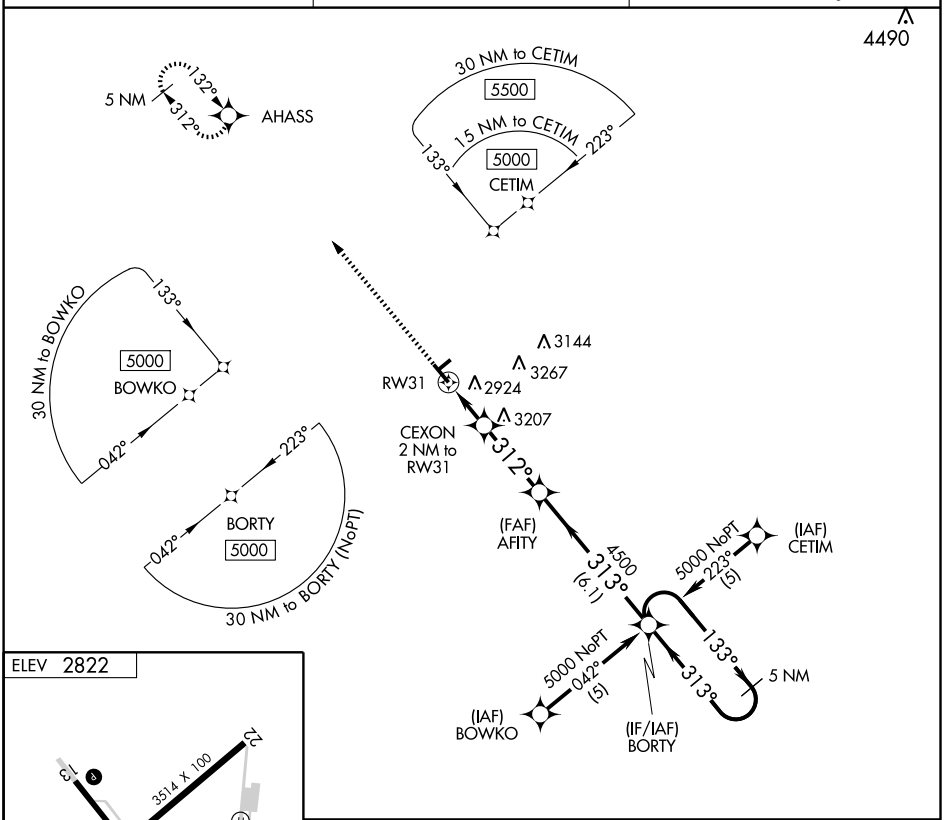
APP CRS	Rwy Idg	5003
312°	TDZE	2818
	Apt Elev	2822

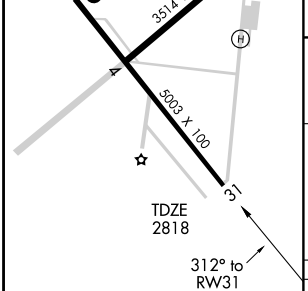
RNAV (GPS) RWY 31
WINK/WINKLER COUNTY (INK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

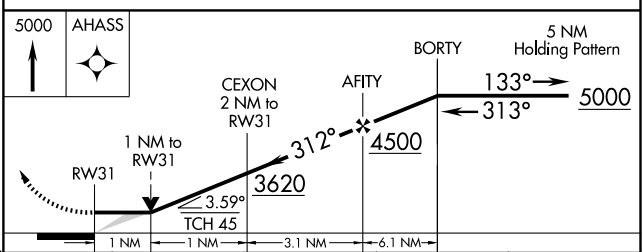
MISSED APPROACH: Climb to 5000 direct AHASS and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L





MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	3240-1 422 (500-1)		3240-1¼ 422 (500-1¼)	NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC INK 112.1 Chan 58	APP CRS 150°	Rwy Idg 5003 TDZE 2822 Apt Elev 2822

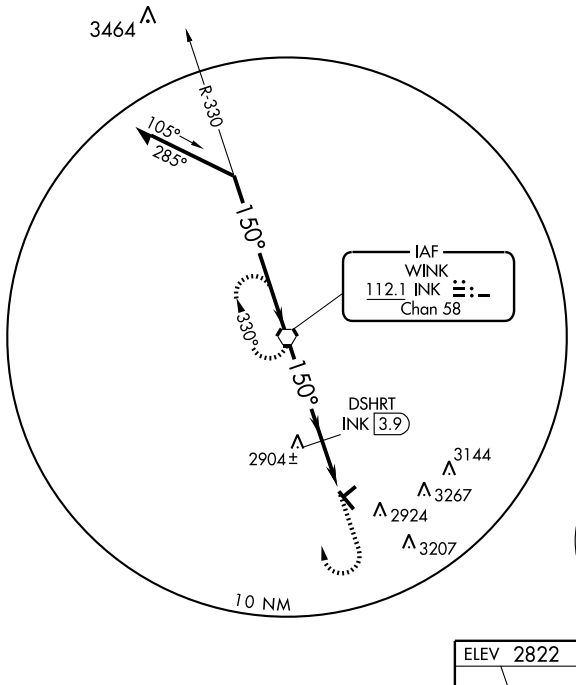
VOR RWY 13

WINK/WINKLER COUNTY (INK)

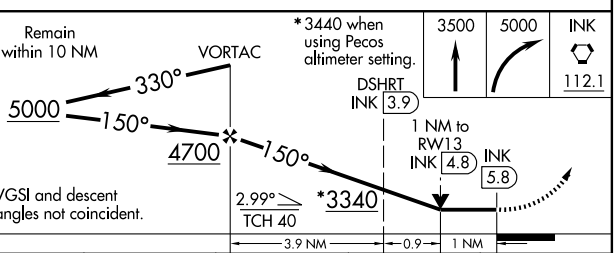
When local altimeter setting not received, use Pecos altimeter setting and increase all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT fix: all MDA 100 feet and S-13 Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold.

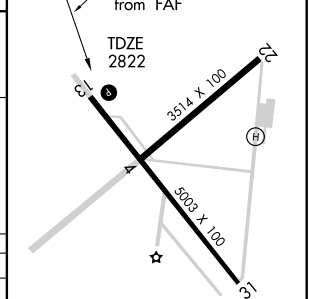
ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
CIRCLING	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
DSHRT FIX MINIMUMS				
S-13	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

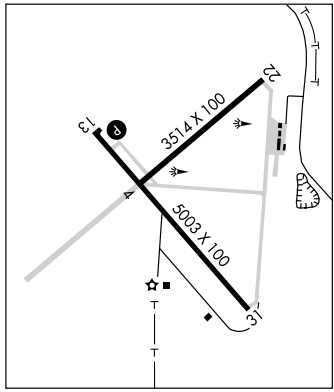


FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WINK

WINKLER CO (INK) 3 NW UTC−6(−5DT) N31°46.79′ W103°12.10′ **EL PASO**
2822 B **FUEL** 100LL, JET A+ NOTAM FILE INK **H–6G, L–6G**
RWY 13–31: H5003X100 (ASPH) S–26, D–40 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 22′.
RWY 04–22: H3514X100 (ASPH) S–26, D–40 MIRL
RWY 22: P–line.
AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs. MIRL Rwy 04–22 and Rwy 13–31 preset low ints, to increase ints and ACTIVATE PAPI Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 118.325 (432) 527–3320.
COMMUNICATIONS: CTAF/UNICOM 123.0
WINK RCO 122.05 (SAN ANGELO RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 133.1
RADIO AIDS TO NAVIGATION: NOTAM FILE INK.
WINK (H) VORTACW 112.1 INK Chan 58 N31°52.49′ W103°14.63′ 148° 6.1 NM to fld. 2860/11E.

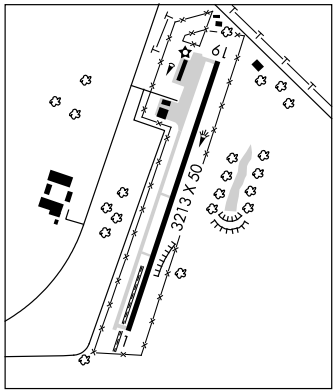


WINKLER CO (See WINK)

WINNIE/STOWELL

CHAMBERS CO–WINNIE STOWELL (T9Ø) 3 W UTC−6(−5DT) N29°48.25′ W94°25.86′ **HOUSTON**
25 B S4 **FUEL** 100LL NOTAM FILE CXO **L–19E, 21A**
RWY 17–35: H3600X75 (ASPH) MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Fuel self–service, major credit cards accepted. Rotating bcn OTS indef. MIRL Rwy 17–35 preset low ints dusk–0530Z‡, to increase ints ACTIVATE—CTAF. After 0530Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
TRINITY (L) VORW/DME 113.6 MHF Chan 83 N29°32.78′ W94°44.85′ 040° 22.6 NM to fld. 38/7E.
COMM/NAV/WEATHER REMARKS: For clearance delivery ctc Houston apch ctl at 409–720–5136.

WINNSBORO MUNI (F51) 2 SE UTC−6(−5DT) N32°56.33′ W95°16.73′ **DALLAS–FT. WORTH**
513 B S2 **FUEL** 100LL, MOGAS NOTAM FILE FTW **L–17D**
RWY 01–19: H3213X50 (ASPH) S–12 MIRL 0.6% up N **IAP**
RWY 01: Trees. Rgt tfc. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self svc with credit card. ACTIVATE MIRL RWY 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LONGVIEW APP/DEP CON** 128.75 (1200–0400Z‡)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 132.85 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
QUITMAN (L) VORW/DME 114.0 UIM Chan 87 N32°52.82′ W95°22.01′ 044° 5.7 NM to fld. 520/8E.



WINSTON FLD (See SNYDER)

VOR/DME UIM 114.0 Chan 87	APP CRS 044°	Rwy Idg N/A TDZE N/A Apt Elev 513

VOR-A

WINNSBORO MUNI (F51)

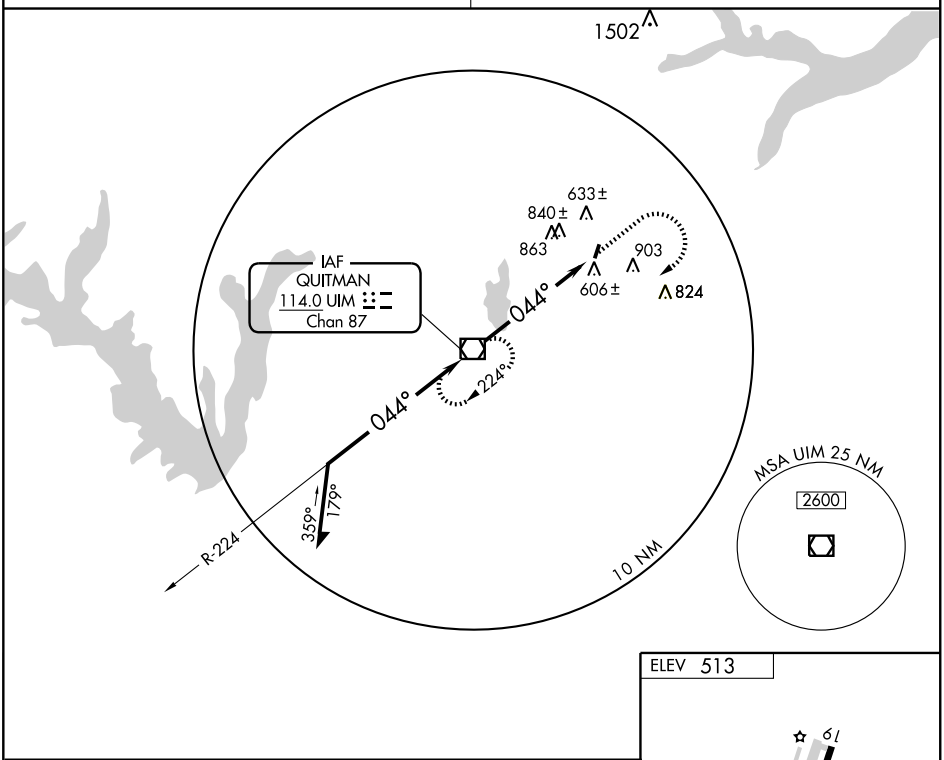
Use Tyler Pounds altimeter setting, if not received use Gregg County altimeter setting, when neither received procedure not authorized.

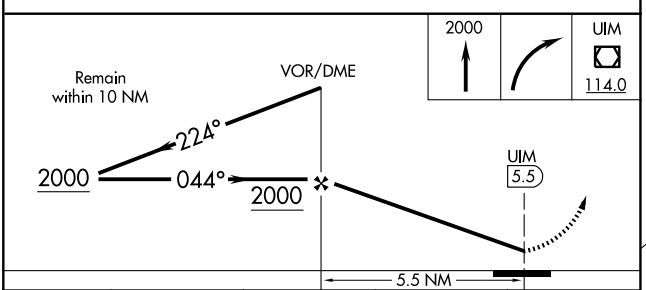
NA

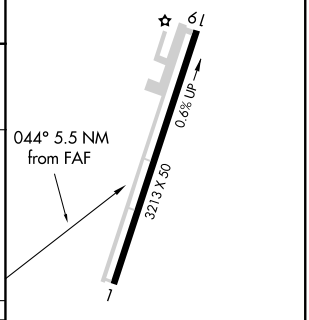
MISSED APPROACH: Climb to 2000 then right turn direct UIM VOR/DME and hold.

LONGVIEW APP CON★
128.75 379.15

CTAF
122.9 L







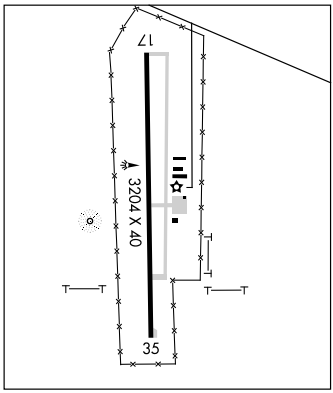
CATEGORY	A	B	C	D
CIRCLING	1360-1 847 (900-1)	1360-1¼ 847 (900-1¼)	1360-2½ 847 (900-2½)	NA
GREGG COUNTY ALTIMETER SETTING MINIMUMS				
CIRCLING	1400-1¼ 887 (900-1¼)		1400-2¾ 887 (900-2¾)	NA

MIRL Rwy 1-19 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-2, 26 AUG 2010 to 23 SEP 2010
SC-2, 26 AUG 2010 to 23 SEP 2010

WINTERS MUNI (77F) 2 SW UTC−6(−5DT) N31°56.83′ W99°59.15′ SAN ANTONIO
1871 B NOTAM FILE SJT L–17B
RWY 17–35: H3204X40 (ASPH) S–12 LIRL IAP
RWY 17: Fence. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
ABILENE APP/DEP CON 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 181° 32.6 NM to fld. 1810/10E.
NDB (MHW) 396 IEW N31°56.76′ W99°59.28′ at fld. NOTAM FILE SJT.



WOLFE AIR PARK (See MANVEL)

WOOD CO (See MINEOLA–QUITMAN)

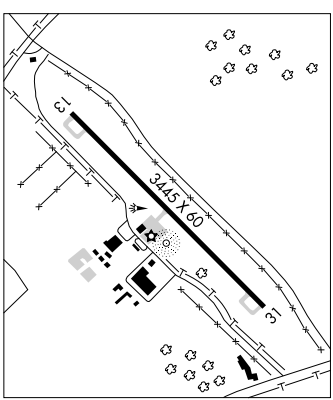
WOODVILLE

TYLER CO (Ø9R) 2 W UTC−6(−5DT) N30°46.51′ W94°27.51′ HOUSTON
388 B S4 NOTAM FILE CXO L–19E, 21A
RWY 16–34: H4000X60 (ASPH) S–30 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 38′. Thld dsplcd 178′. Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Rwy 16 safety area obstruction: 5′ drop-off 25′ from W side 400′ S of thld and 20′ drop-off 100′ N of thld. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 145° 26.7 NM to fld. 200/5E.
HIWAS.

WOOLE N31°16.79′ W100°34.57′ NOTAM FILE SJT. SAN ANTONIO
NDB (LOM) 356 SJ 032° 6.3 NM to San Angelo Rgnl Mathis Fld. L–19B

YOAKUM CO (See PLAINS)

YOAKUM MUNI (T85) 1 N UTC−6(−5DT) N29°18.79′ W97°08.31′ SAN ANTONIO
365 B NOTAM FILE CXO L–19D, 21A
RWY 13–31: H3445X60 (ASPH) S–12 MIRL 0.7% up NW IAP
RWY 13: Pole. **RWY 31:** Pole.
AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant after hrs Mon–Fri call 361–741–2510. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
HOUSTON CENTER APP/DEP CON 132.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
EAGLE LAKE (H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 236° 47.8 NM to fld. 190/8E.
NDB (MHW) 350 OKT N29°18.72′ W97°08.32′ at fld. Unmonitored.

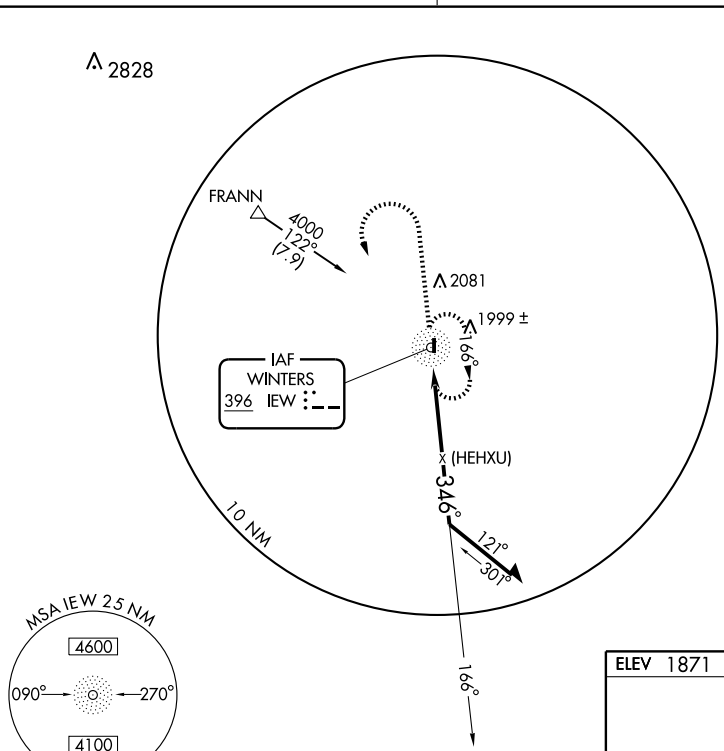


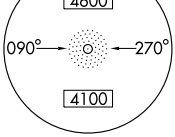
NDB IEW	APP CRS	Rwy Idg	3204
396	346°	TDZE	1871
		Apt Elev	1871

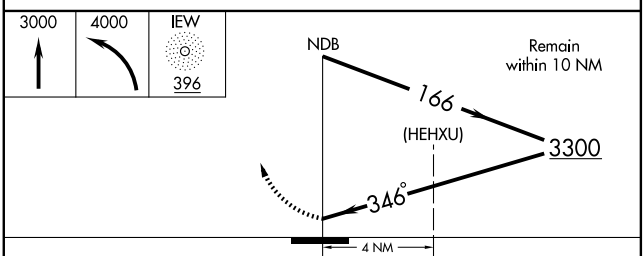
NDB or GPS RWY 35

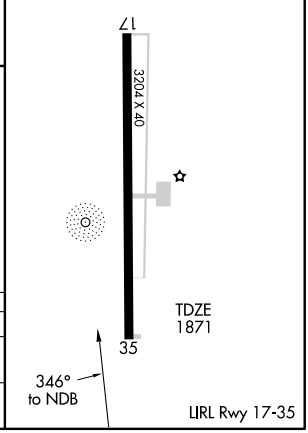
WINTERS MUNI (77F)

⚠ NA Use Abilene, TX altimeter setting. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct IEW NDB and hold.
ABILENE APP CON **127.2 282.3**	**122.9** (CTAF)





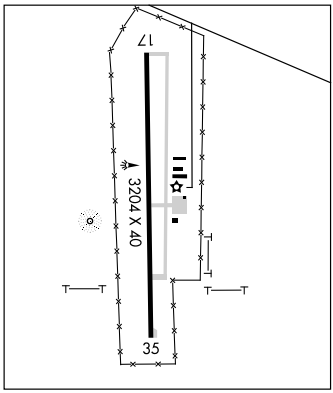




CATEGORY	A	B	C	D
S-35	2500-1	629 (700-1)	2500-1¾ 629 (700-1¾)	NA
CIRCLING	2500-1	629 (700-1)	2500-1¾ 629 (700-1¾)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

WINTERS MUNI (77F) 2 SW UTC−6(−5DT) N31°56.83′ W99°59.15′ SAN ANTONIO
1871 B NOTAM FILE SJT L–17B
RWY 17–35: H3204X40 (ASPH) S–12 LIRL IAP
RWY 17: Fence. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
ABILENE APP/DEP CON 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88′ W99°51.81′ 181° 32.6 NM to fld. 1810/10E.
NDB (MHW) 396 IEW N31°56.76′ W99°59.28′ at fld. NOTAM FILE SJT.



WOLFE AIR PARK (See MANVEL)

WOOD CO (See MINEOLA–QUITMAN)

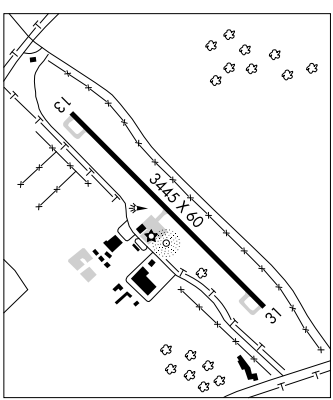
WOODVILLE

TYLER CO (Ø9R) 2 W UTC−6(−5DT) N30°46.51′ W94°27.51′ HOUSTON
388 B S4 NOTAM FILE CXO L–19E, 21A
RWY 16–34: H4000X60 (ASPH) S–30 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 38′. Thld dsplcd 178′. Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Rwy 16 safety area obstruction: 5′ drop-off 25′ from W side 400′ S of thld and 20′ drop-off 100′ N of thld. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LFK.
LUFKIN (H) VORTACW 112.1 LFK Chan 58 N31°09.74′ W94°43.02′ 145° 26.7 NM to fld. 200/5E.
HIWAS.

WOOLE N31°16.79′ W100°34.57′ NOTAM FILE SJT. SAN ANTONIO
NDB (LOM) 356 SJ 032° 6.3 NM to San Angelo Rgnl Mathis Fld. L–19B

YOAKUM CO (See PLAINS)

YOAKUM MUNI (T85) 1 N UTC−6(−5DT) N29°18.79′ W97°08.31′ SAN ANTONIO
365 B NOTAM FILE CXO L–19D, 21A
RWY 13–31: H3445X60 (ASPH) S–12 MIRL 0.7% up NW IAP
RWY 13: Pole. **RWY 31:** Pole.
AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant after hrs Mon–Fri call 361–741–2510. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
HOUSTON CENTER APP/DEP CON 132.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.
EAGLE LAKE (H) VORW/DME 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ 236° 47.8 NM to fld. 190/8E.
NDB (MHW) 350 OKT N29°18.72′ W97°08.32′ at fld. Unmonitored.



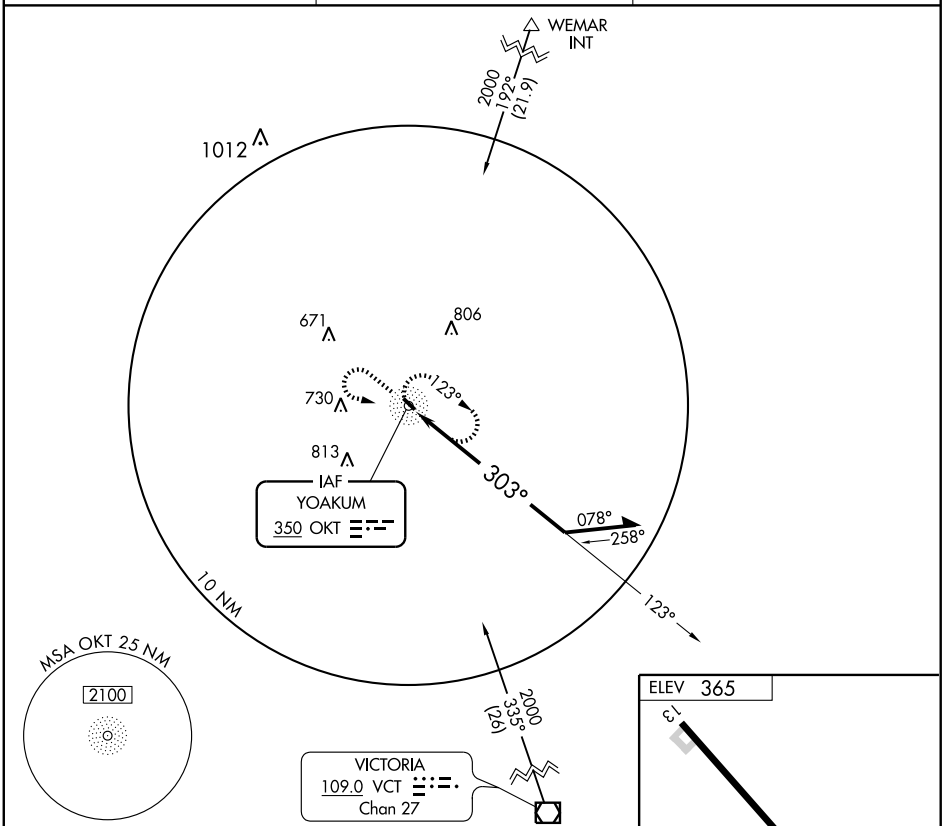
NDB OKT 350	APP CRS 303°	Rwy Idg 3445 TDZE 363 Apt Elev 365

NDB RWY 31
YOAKUM MUNI (T85)

⚠ NA Use Victoria Regional altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct OKT NDB and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 L



CATEGORY	A	B	C	D
S-31	940-1 577 (600-1)		940-1½ 577 (600-1½)	NA
CIRCLING	940-1 575 (600-1)		940-1½ 575 (600-1½)	NA

MIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010

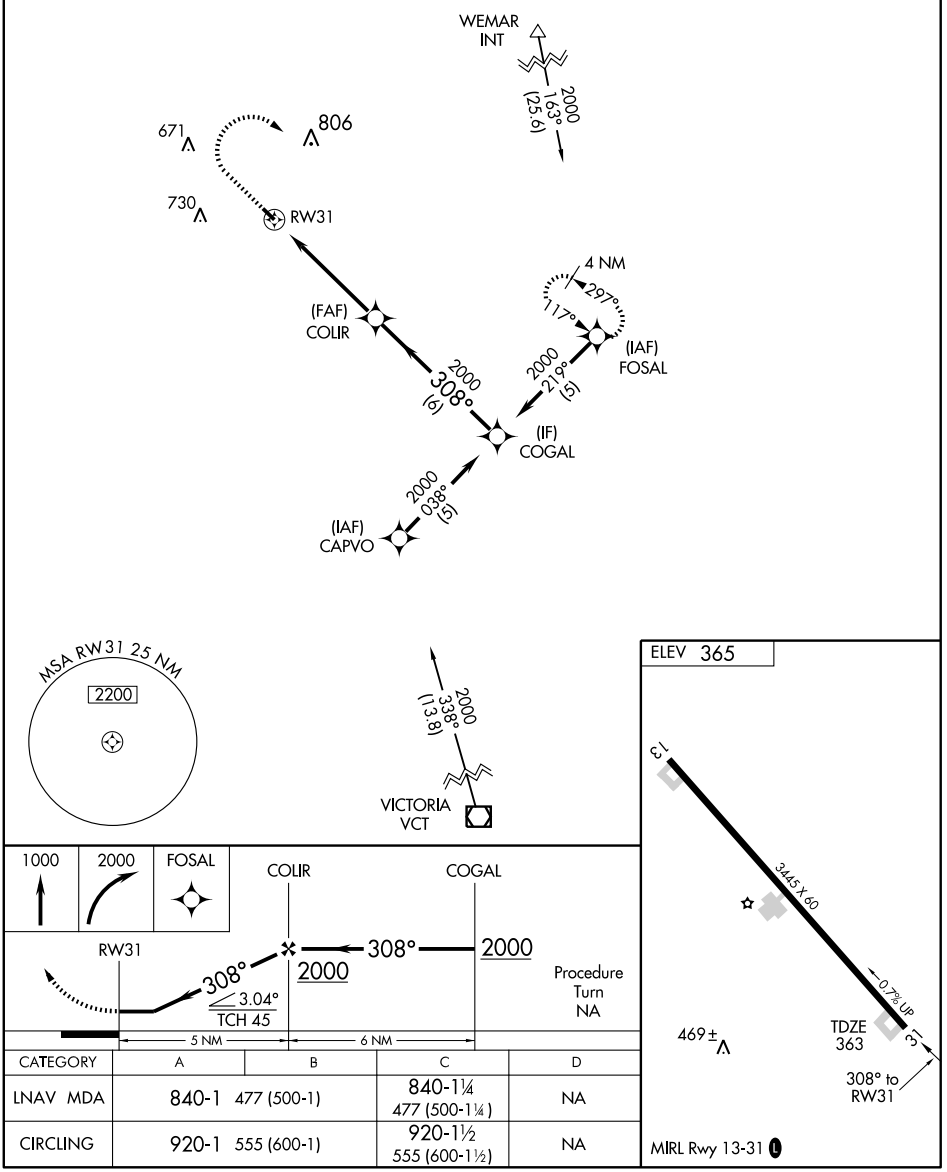
APP CRS	Rwy Idg	3445
308°	TDZE	363
	Apt Elev	365

RNAV (GPS) RWY 31
YOAKUM MUNI (T85)

NA Use Victoria Regional altimeter setting. Procedure not authorized at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	840-1 477 (500-1)		840-1¼ 477 (500-1¼)	NA
CIRCLING	920-1 555 (600-1)		920-1½ 555 (600-1½)	NA

SC-3, 26 AUG 2010 to 23 SEP 2010
SC-3, 26 AUG 2010 to 23 SEP 2010